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Meeting	LOCAL PLAN COMMITTEE
Time/Day/Date	6.00 pm on Wednesday, 30 July 2025
Location	Forest Room, Stenson House, London Road, Coalville, LE67 3FN
Officer to contact	Democratic Services 01530 454512

AGENDA

Item		Pages
1	APOLOGIES FOR ABSENCE	
2	DECLARATION OF INTERESTS	
	Under the Code of Conduct members are reminded that in declaring interests you should make clear the nature of that interest and whether it is a disclosable pecuniary interest, registerable interest or other interest.	
3	PUBLIC QUESTION AND ANSWER SESSION	
	To receive questions from members of the public under rule no.10 of the Council Procedure Rules.	
4	MINUTES	
	To confirm and sign the minutes of the meeting held on 11 June 2025	3 - 8
5	LOCAL PLAN – ADDITIONAL PROPOSED HOUSING ALLOCATIONS: CONSIDERATION OF RESPONSE TO CONSULTATION	
	The report of the Planning Policy and Land Charges Team Manager and Principal Planning Policy Officer	9 - 288
6	LOCAL PLAN – ADDITIONAL PROPOSED EMPLOYMENT ALLOCATIONS: CONSIDERATION OF RESPONSE TO CONSULTATION	
	The report of the Planning Policy and Land Charges Team Manager and Principal Planning Policy Officer	289 - 332

Circulation:

Councillor J G Simmons (Chair)
Councillor M Ball (Deputy Chair)
Councillor P Lees
Councillor D Bigby
Councillor S Lambeth
Councillor J Legrys
Councillor R L Morris
Councillor P Moulton
Councillor C A Sewell
Councillor L Windram
Councillor M B Wyatt

MINUTES of a meeting of the LOCAL PLAN COMMITTEE held in the Forest Room, Stenson House, London Road, Coalville, LE67 3FN on WEDNESDAY, 11 JUNE 2025

Present: Councillor J G Simmons (Chair)

Councillors P Lees, M Ball, A Barker (Substitute for Councillor S Lambeth), D Bigby, J Legrys, C A Sewell, L Windram and M B Wyatt

In Attendance: Councillors

Officers: Mr J Arnold, Ms B Leonard, Ms S Lee, Ms J Althorpe, Gibson, Ms E Trilk and Mrs R Wallace

7 APOLOGIES FOR ABSENCE

Apologies were received from Councillors S Lambeth, R Morris and P Moul.

8 DECLARATION OF INTERESTS

It was noted that members of the Committee had received an email from Ms G Baker, a member of the public that spoke to the petition later in the meeting.

There were no interests declared.

9 PUBLIC QUESTION AND ANSWER SESSION

There were 3 questions; addressed by the Chair of the Committee.

Question from Mrs G Baker

'C86, Howe Road Whitwick is located close to historic landfill and will require further geo-environment investigation. It is also within a mining consultation area. I understand that this site is owned by the Council and that it was successfully nominated as a site of community value in August 2020. It only has capacity to build 17 properties, so how can development of this site benefit the council and residents?'

Response from the Chair of the Local Plan Committee

'Development of this site by the Council provides an opportunity to help address some of the Council's housing priorities which might not otherwise be addressed by the housing market.

A land contamination assessment would be required as part of any planning application process.'

In response to a supplementary question, the Planning Policy and Land Charges Team Manager explained that the response to the question was set out because the plot of land was owned by the Council and one of the options was to develop 100% Council housing or affordable housing, subject to policies. This was envisaged as being most likely. The access to this site hasn't been looked into in great detail, as of yet. It was also clarified that the Gladman developer's interest was in land parcels to the west of Whitwick and excluded C86.

Question from Mr M Elton

'The West Whitwick area was historically an area of sheep farming, but I am not totally clear which particular part of the site was used for sheep dipping. Sheep dip sites lead to arsenic and organophosphate contamination, which is extremely hazardous to the health of builders and potential residents if the site is developed. I have researched Part 2A of the Environment Protection Act 1990 and understand that the Council should hold records

about potential areas of contamination. What steps will the council take to ensure that homes are not built on contaminated soil in the area?’

Response from the Chair of the Local Plan Committee

‘The Council’s Environmental Protection Officer has advised that as the site is currently agricultural land and sheep dipping is an agricultural use, it wouldn’t be considered under Part 2A of the EPA 1990 so it would only be assessed if a change of use that would introduce new receptors was proposed. Furthermore, they have confirmed that farm sites would require land contamination risk assessments as part of any planning application process.’

In response to the supplementary question, the Planning Policy and Land Charges Team Manager explained that there would be a need for a contamination risk assessment as part of a planning application and so if there were any issues this is where they would be picked up together with any remediation necessary.

Question from Mr C Taylor

‘I’ve noted that some sites listed as SSSIs in the North West Leicestershire District Council’s site assessments may be out of date, as they do not appear in Natural England’s current records. Given the abundance of wildlife and wildflowers in the West Whitwick Valley, when was this area last assessed for SSSI status by Natural England?’

Response from the Chair of the Local Plan Committee

‘The site assessment work has used information on the Natural England Magic website. Natural England are responsible for identifying SSSIs. They have advised that “land West of Whitwick, as outlined in the map provided by you, is not a Proposed SSSI nor part of one. We can also confirm that Natural England is not considering a proposal to notify this land as a SSSI”. They go on to state that they “will select and notify an area as a new Site of Special Scientific Interest (SSSI) when it believes the land’s wildlife, geology or landform is of special interest. When land becomes a SSSI, it does not give the public the right to access the land. A substantial amount of evidence is required to show that an area has special interest of a standard to be considered a SSSI.

The rationale for the evaluation and selection of SSSIs is available on the Joint Nature Conservation Committee (JNCC) website:

Guidelines for the Selection of Biological SSSIs (<https://jncc.gov.uk/our-work/guidelines-for-selection-of-sssis/>)

Guidelines for selection of Earth Science SSSIs (<https://hub.jncc.gov.uk/assets/dfe0020b-efef-4f93-9fe4-1e10bab91cdf>)’

In response to a supplementary question, it was agreed that the Planning Policy and Land Charges Team Manager would provide further information to the questioner about whether there were any SSSIs in the proposed plots included in the Local Plan.

10 MINUTES

Consideration was given to the minutes of the meeting held on 21 May 2025.

It was moved by Councillor J Legrys, seconded by Councillor D Bigby and

RESOLVED THAT:

The minutes of the meeting held on 21 May 2025 be approved and signed by the Chairman as a correct record.

11 TO CONSIDER THE PETITION REFERRED BY COUNCIL ON 13 MAY 2025

At the Council meeting on 13 May 2025, a petition was submitted and presented to the Committee by Ms G Baker. The petition was moved by Councillor T Gillard and seconded by Councillor Barker to be referred to the next convenient meeting of the Local Plan Committee.

After the Committee was reminded of the petition and the actions that could be taken, Members emphasised the importance of meeting the Local Plan deadlines and the risk of no plan leading to “developer anarchy”. They were concerned that further withdrawal of sites would result in a failure to meet the deadline of December 2026. It was recognised that the need for additional housing due to demographic changes was there and that it was important to trust professional advice from Planning Officers and External Agencies. Should another allocation be pulled, the Distribution Strategy would become more imbalanced.

A motion was proposed by Councillor D Bigby to note the petition. This was accepted by Members of the Committee and a recorded vote was taken.

It was moved by Councillor D Bigby and seconded by Councillor J Legrys.

The Chair put the motion to the vote. A recorded vote being requested, the voting was as detailed below.

RESOLVED THAT:

The Committee noted the petition.

12 NEW LOCAL PLAN - CONSIDERATION OF THE CONSULTATION RESPONSES TO POLICIES

The Planning Policy and Land Charges presented the report, and along with the Principal Planning Officers, summarised each of the policies for consideration. Reference was also made to the additional papers as circulated prior to the meeting.

Each policy was then discussed in turn and several questions of clarity were addressed throughout the discussion.

Policy H7

Some concerns were shared in relation to paragraph 3 of part 3, as some Members felt that this part of the policy encouraged self-build properties outside the limits to development. It was believed that there was a strong argument for deleting the part of the paragraph, particularly as other Local Authorities did not include this in their local plans. It was also noted that the recent information received regarding the exemption for self-build properties for biodiversity net gain was significant. Officers justified this part of the policy as a safety net should there be a situation where the plots required were not met on the allocated sites. Further discussion was had both for and against the removal of part 3 of paragraph 3 of the policy.

A proposal was formally put forward to remove part 3 of paragraph 3, therefore a separate vote would be taken along with the remaining recommendations at the conclusion of the item.

Policy IF2

A discussion was had on the wording used in part 3 of the policy which some Members felt diluted the requirement to provide community facilities. After further discussions it was proposed that the wording be amended to:

‘Major residential/residential-led development is required to provide for or contribute to new community facilities where no facilities exist or...’

Policy IF6

Discussions were had on the long-term aspirations for the reopening of the Ivanhoe rail line and it was felt that the policy should reflect that by including the support for the provision of a station somewhere in the heart of the National Forest should passenger trains resume.

Policy EN3

Members felt that the policy should be deferred to a future meeting to allow officers and the National Forest company more time to discuss and agree any modifications felt necessary to strengthen the policy to support the aim to increase tourism in the area.

The Chair thanked the committee for its comments and advised that they had been noted.

By affirmation of the meeting

The Chair put the motion to the vote, a recorded vote being requested the voting was as detailed below

RESOLVED THAT:

The following policies from the draft Local Plan proposed policies for consultation document (January 2024) be included in the Regulation 19 plan, subject to the findings of whole plan viability assessment:

- (i) Policy EC10 (East Midlands Airport: public safety zones);
- (ii) Policy IF7 (Ashby Canal);
- (iii) Policy EN4 (Charnwood Forest Regional Park)

By affirmation of the meeting

The Chair put the motion to the vote, a recorded vote being requested the voting was as detailed below

RESOLVED THAT:

The following policies as amended in Appendix F be included in the Regulation 19 plan, subject to the findings of whole plan viability assessment:

- (I) Policy H6 (rural exception sites);
- (III) Policy H10 (space standards);
- (IV) Policy H11 (accessible, adaptable and wheelchair user homes);
- (V) Policy EC4 (employment uses on unidentified sites);
- (VI) Policy EC5 (existing employment areas);
- (VII) Policy EC6 (start up workspace);
- (VIII) Policy EC7 (local employment opportunities);
- (IX) Policy EC8 (East Midlands Airport);
- (X) Policy EC9 (East Midlands Airport: Safeguarding);
- (XI) Policy EC11 (Donington Park Circuit);
- (XII) Policy EC12 (retitled to: tourist attractions and visitor accommodation);
- (XIII) Policy TC1 (town and local centres: hierarchy and management of development);
- (XIV) Policy TC2 (hot food takeaway uses);
- (XVII) Policy IF8 (parking and new development);
- (XVIII) Policy EN2 (River Mease special area of conservation);
- (XX) Policy EN6 (land and air quality);

(XXI) Policy EN7 (conservation and enhancement of the historic environment).

It was moved by Councillor D Bigby that paragraph 3 of policy H7 be deleted. It was seconded by Councillor J Legrys.

The Chair put the motion to the vote, a recorded vote being requested the voting was as detailed below

The motion was LOST

RESOLVED THAT:

Policy H7 (self build and custom housebuilding), as detailed in the report, be included in the Regulation 19 plan, subject to the findings of whole plan viability assessment.

It was moved by Councillor D Bigby that the word “for” be removed and that “or contribute to” be included as an alternative in Policy IF2.

By affirmation of the meeting

The Chair put the motion to the vote, a recorded vote being requested the voting was as detailed below

RESOLVED THAT:

The word “for” be removed and that “or contribute to” be included as an alternative in part 3 of Policy IF2 and, Policy IF2 (community facilities) be included in the Regulation 19 plan, subject to the findings of whole plan viability assessment.

It was moved by Councillor M Ball that Policy IF6 be supported subject to the inclusion of provision of a station within the heart of the National Forest. It was seconded by Councillor P Lees.

The Chair put the motion to the vote, a recorded vote being requested the voting was as detailed below

RESOLVED THAT:

Policy IF6 (retitled to: Reopening of passenger rail services), with the inclusion of provision of a station within the heart of the National Forest, be included in the Regulation 19 plan, subject to the findings of whole plan viability assessment.

It was moved by Councillor M Ball and seconded by Councillor J Legrys that Policy EN3 (The National Forest) be deferred to a future meeting for consideration.

The Chair put the motion to the vote, a recorded vote being requested the voting was as detailed below

RESOLVED THAT:

Policy EN3 (The National Forest) be deferred to a future meeting for consideration.

It was moved by Councillor J Legrys and seconded by Councillor M Ball and

RESOLVED THAT:

The policy map changes from Appendix A of the draft Local Plan proposed policies for consultation document (January 2024), excluding East Midlands Gateway existing employment area and Mercia Park, be included in the Regulation 19 version of the Local Plan.

It was moved by Councillor J Legrys and seconded by Councillor D Bigby and

RESOLVED THAT:

The policy map changes listed in paragraph 8.3 and shown in Appendix G and, shown on maps A and B in the update note, be included in the Regulation 19 version of the Local Plan.

The Chair closed the meeting at 8.10pm.

The meeting commenced at 6.00 pm

The Chairman closed the meeting at 8.10 pm

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL
LOCAL PLAN COMMITTEE – WEDNESDAY 30 JULY 2025



Title of Report	LOCAL PLAN – ADDITIONAL PROPOSED HOUSING ALLOCATIONS: CONSIDERATION OF CONSULTATION RESPONSES	
Presented by	Ian Nelson Planning Policy and Land Charges Team Manager ian.nelson@nwleicestershire.gov.uk	
Background Papers	<u>Draft North West Leicestershire Local Plan 2024-2042 – Additional Proposed Housing and Employment Allocations for Consultation (March 2025)</u> <u>Report to Local Plan Committee – 11 March 2025 (Proposed Housing Allocations in the Key Service Centres, Local Service Centres and Sustainable Villages)</u> <u>Report to Local Plan Committee – 16 December 2024 (Proposed Housing Allocations – Isley Woodhouse and Coalville Urban Area)</u> <u>National Planning Policy Framework (publishing.service.gov.uk)</u> <u>Strategic Housing and Economic Land Availability Assessment (2021)</u> <u>Coalville Housing Sites Assessment</u> <u>Ashby de la Zouch</u>	Public Report: Yes

	Housing Sites Assessment Castle Donington Housing Sites Assessment Ibstock Housing Sites Assessment Kegworth Housing Sites Assessment Measham Housing Sites Assessment Appleby Magna Housing Sites Assessment Packington Housing Sites Assessment Ravenstone Housing Sites Assessment Additional housing sites: site assessments	
Financial Implications	The cost of the Local Plan Review is met through existing budgets which are monitored on an ongoing basis.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The Local Plan must be based on robust and up to date evidence.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	No staffing implications are associated with the specific content of this report. Links with the Council's Priorities are set out at the end of the report.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	- To consider the Regulation 18 consultation responses made on the 13 additional proposed housing allocations and two proposed reserve housing allocations. - To agree the preferred sites to take forward for allocation in the Regulation 19 plan.	
Recommendations	SUBJECT TO THE OUTCOME OF FURTHER WORK INCLUDING TRANSPORT MODELLING, VIABILITY ASSESSMENT AND INFRASTRUCTURE	

	REQUIREMENTS, THE LOCAL PLAN COMMITTEE AGREES THAT: 1. LAND OFF THORNBOROUGH ROAD (C18) IS ALLOCATED FOR AROUND 105 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 2. LAND OFF HALL LANE AND TORRINGTON AVENUE (C19A); LAND OFF STEPHENSON WAY (C19B) AND BROOM LEYS FARM (C46) ARE ALLOCATED AS A SINGLE STRATEGIC DEVELOPMENT AREA IN THE REGULATION 19 LOCAL PLAN, TO PROVIDE AROUND 1,200 DWELLINGS IN TOTAL. 3. LAND SOUTH OF THE GREEN, DONINGTON LE HEATH (C90) IS ALLOCATED FOR AROUND 62 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 4. LAND ADJACENT TO 194 BURTON ROAD, ASHBY-DE-LA-ZOUCH (A31) IS ALLOCATED FOR AROUND 30 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 5. LAND SOUTH OF PARK LANE, CASTLE DONINGTON (CD9) IS ALLOCATED FOR AROUND 35 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 6. LAND REAR OF 111A HIGH STREET, IBSTOCK (IB20) IS ALLOCATED FOR AROUND 46 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 7. LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12) IS ALLOCATED FOR AROUND 140 DWELLINGS IN THE REGULATION 19 LOCAL PLAN, SUBJECT TO CONFIRMATION THAT THE SITE IS ACCEPTABLY LOCATED IN RELATION TO THE EAST MIDLANDS AIRPORT PUBLIC SAFETY ZONE. 8. LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11) IS ALLOCATED FOR AROUND 300 DWELLINGS IN THE REGULATION 19 LOCAL PLAN, UNLESS FURTHER WORK ON SURFACE WATER FLOODING DEMONSTRATES A LOWER
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	CAPACITY IS MORE APPROPRIATE. 9. LAND OFF ABNEY DRIVE, MEASHAM (M14) IS ALLOCATED FOR AROUND 150 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 10. LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1) IS ALLOCATED FOR AROUND 37 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 11. LAND WEST OF REDBURROW LANE, PACKINGTON (P7) IS DEFERRED FOR CONSIDERATION AT A FUTURE MEETING OF THE LOCAL PLAN COMMITTEE. 12. LAND OFF CHURCH LANE, RAVENSTONE (R9) IS ALLOCATED FOR AROUND 50 DWELLINGS IN THE REGULATION 19 LOCAL PLAN. 13. FURTHER TO THE GOVERNMENT'S LIFTING OF THE HS2 SAFEGUARDING ROUTE, LAND SOUTH OF ASHBY DE LA ZOUCHE (PACKINGTON NOOK) (A7) BE NO LONGER PROPOSED AS A RESERVE ALLOCATION SITE. 14. LAND AT SPRING LANE AND REAR OF 55 NORMANTON ROAD (P5 AND P8) IS DEFERRED FOR CONSIDERATION AT A FUTURE MEETING OF THE LOCAL PLAN COMMITTEE.
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1 INTRODUCTION

- 1.1 This Local Plan Committee report follows on from the Local Plan Committees of 16 December 2024 and 11 March 2025 where it was resolved that the Council should consult on a further 13 additional housing sites and two reserve housing allocation sites (**Table 1 over the page**). These sites formed part of an additional Regulation 18 consultation ([Draft North West Leicestershire Local Plan 2024-2042 – Additional Proposed Housing and Employment Allocations for Consultation](#)) which took place over six weeks between Friday 21 March and Friday 2 May 2025.

Table 1: Additional Proposed Housing Allocations and Proposed ‘Reserve’ Housing Allocations (March 2025)

Site reference	Site Name	Number of dwellings (approximate)
Principal Town		
C18	Land off Thornborough Road, Coalville	105
C19a	Land at Torrington Avenue, Whitwick	242
C19b	Land off Stephenson Way, Coalville	700
C90	Land south of The Green, Donington le Heath	62
Key Service Centres		
A31	Land adjacent to 194 Burton Road, Ashby de la Zouch	30
CD9	Land south of Park Lane, Castle Donington	35
Local Service Centres		
lb20	Land rear of 111a High Street, Ibstock	46
K12	Land south of Ashby Road, Kegworth	140
M11	Land off Leicester Road/Ashby Road, Measham	300
M14	Land off Abney Drive, Measham	150
Sustainable Villages		
Ap1	Land at Measham Road, Appleby Magna	37
P7	Land west of Redburrow Lane, Packington	30
R9	Land off Church Lane, Ravenstone	50
Reserve Sites		
A7	Land south of Ashby de la Zouch (Packington Nook)	1,100
P5/P8	Land rear of 55 Normanton Road, Packington	23

1.2 Prior to this additional Regulation 18 consultation (‘the 2025 consultation’), the Council consulted on proposed housing allocations between January and March 2024 (‘the 2024 consultation’). The identification of additional housing allocations was deemed necessary because of:

- The removal of some of the 2024 consultation sites due to concerns about deliverability.
- Amendments to the capacity (number of dwellings) of some of the 2024 consultation sites.
- Extension of the plan period from 2040 to 2042.
- A reduced capacity from the proposed new settlement at Isley Woodhouse (site reference IW1).

1.3 Two reserve sites were consulted on. The first (Land south of Ashby de la Zouch - A7) was identified in response due to the ongoing uncertainty about the safeguarded HS2 route which is currently preventing the delivery of c.677 dwellings in Kegworth

and Measham. The second (Land rear of 55 Normanton Road, Packington – P5/P8) was identified because of uncertainty about whether an appropriate vehicular access could be achieved at another proposed allocation in Packington (Land west of Redburrow Lane – P7).

- 1.4 Further detail on the need for additional and reserve housing allocations is set out in Section 3 of the 2025 [consultation document](#).

2 STRUCTURE OF THIS REPORT

- 2.1 This report updates the Local Plan Committee on:

- HS2, the Local Plan evidence base and a proposed new settlement at Norton Juxta Twycross.
- An overview of the consultation, including the number of respondents and responses by site.
- A summary of and response to the key issues raised by respondents to the proposed additional housing sites and reserve site.

- 2.2 It then goes on to recommend which sites should be taken forward to the Regulation 19 plan, subject to the outcome of ongoing evidence base work, including transport modelling, viability assessment and the infrastructure delivery plan.

- 2.3 This report is structured as follows:

- **Section 3** – provides an update on HS2 and evidence base work
- **Section 4** – provides an overview of the consultation
- **Section 5** – updates on the additional proposed housing allocations in the Coalville Urban Area
- **Section 6** – updates on the additional proposed housing allocations in the Key Service Centres
- **Section 7** – updates on the additional proposed housing allocations in the Local Service Centres
- **Section 8** – updates on the additional proposed housing allocations in the Sustainable Villages
- **Section 9** – updates on the additional proposed reserve housing allocations

- 2.4 In accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the Council is required to “take into account any representations made to them”. As with the December 2024 and March 2025 Local Plan Committee reports, officers have prepared appendices which incorporate the following information:

- **Site reference number** – this corresponds to the Strategic Housing and Economic Land Availability Assessment (SHELAA). Where sites were submitted after publication of the 2021 SHELAA the numbering sequence for each settlement was continued.
- **Site name** – as above.

- **Main issues raised** – this summarises and groups together the various comments made. It should be noted that not all respondents necessarily made exactly the same points but made comments on similar themes.
- **Council response** – officers have provided a response to the comments.
- **Action** – this summarises any actions required in response to the comments made.
- **Respondent's ID** – each person/ organisation responding to the consultation was given a unique number
- **Respondent's name** – provides the name of the individual or organisation and (if relevant) on whose behalf their comments are made.

2.5 The appendices are included separately to enable members to be able to have easy access to both the report and the appendices at the same time. For clarity, the complete list of appendices is:

- **Appendix A:** Land off Thornborough Road, Coalville (C18)
- **Appendix B:** Land at Torrington Avenue, Whitwick (C19a)
- **Appendix C:** Land off Stephenson Way, Coalville (C19b)
- **Appendix D:** Land south of The Green, Donington le Heath (C90)
- **Appendix E:** Land adjacent to 194 Burton Road, Ashby de la Zouch (A31)
- **Appendix F:** Land south of Park Lane, Castle Donington (CD9)
- **Appendix G:** Land rear of 111a High St, Ibstock (Ib20)
- **Appendix H:** Land south of Ashby Road, Kegworth (K12)
- **Appendix I:** Land off Leicester Road/Ashby Road, Measham (M11)
- **Appendix J:** Land off Abney Drive, Measham (M14)
- **Appendix K:** Land at Measham Road, Appleby Magna (Ap1)
- **Appendix L:** Land west of Redburrow Lane, Packington (P7)
- **Appendix M:** Land off Church Lane, Ravenstone (R9)
- **Appendix N:** Land south of Ashby de la Zouch (Packington Nook) (A7)
- **Appendix O:** Land rear of 55 Normanton Road, Packington
- **Appendix P:** Other sites being promoted by landowners/developers/agents (see paragraph 4.5)

3 UPDATES

HS2 Safeguarding

- 3.1 As referenced above, the ongoing uncertainty about HS2 led to officers proposing a potential reserve site at land south of Ashby de la Zouch (A7).
- 3.2 As members will be aware, on 17 July 2025, the government announced in a statement from the Secretary of State for Transport that:
- "I am today formally lifting the safeguarding directions for the former Phase 2b Eastern Leg (between the West Midlands and Leeds), removing the uncertainty that has affected many people along the former route."*
- 3.3 The Eastern Leg of HS2 affected proposed housing sites in Measham and Kegworth. In view of the government's announcement, it is no longer necessary for the Local

Plan to include a reserve site at Packington Nook, Ashby de la Zouch. The recommendations allow for this. Notwithstanding this, the various comments received in response to the consultation are included at **Appendix N** for completeness.

Evidence Base

Housing Requirements

- 3.4 Following changes to the standard method made by the government, the issue of housing requirements across Leicester and Leicestershire is the subject of ongoing work with the other Leicestershire authorities. Clarity in respect of this is anticipated shortly, but for now the plan continues to be based on the previously agreed requirement of 686 dwellings each year.

Transport Modelling

- 3.5 Transport modelling has been commissioned from Leicestershire County Council and is anticipated to be completed by the end of October 2025.

Infrastructure Delivery Plan

- 3.6 The Infrastructure Delivery Plan is being updated to assess the likely impact from the additional proposed housing (and employment) allocations upon all infrastructure types other than highways. The report is expected later in the summer. Further work on highways will be undertaken when the transport modelling work has been completed.

Flood Risk

- 3.7 Several comments were received from the Lead Local Flood Authority (Leicestershire County Council) highlighting areas of surface water flood risk within some of the proposed allocation sites. In March 2025, The Environment Agency updated the Flood Map for Planning datasets to include both a climate change scenario and three present-day surface water flood risk scenarios. In addition, the 2024 National Planning Policy Framework has been strengthened and plans need to take into account all sources of flood risk in a sequential approach to the location of development (paragraph 172). In light of these updates, officers are currently liaising with the consultants who prepared the Strategic Flood Risk Assessment on the possible need to update the evidence base. At this time there is no reason to think that this would result in any of the proposed allocations as not being considered suitable, but specific policy requirements may need to be included in the next version of the Plan.

Proposed New Settlement at Norton Juxta Twycross

- 3.8 Members may recall that the report to this Committee on 14 August 2024 advised that as part of the 2024 consultation, representations had been submitted for a potential new settlement near to Norton Juxta Twycross in Hinckley and Bosworth ([Appendix B to Item 11](#)). Whilst most of the development would be in the borough of

Hinckley and Bosworth, the site does extend into North West Leicestershire.

- 3.9 The site promoters submitted more detailed representations as part of the 2025 consultation. Officers have several concerns about this site:
- These proposals have emerged late on in the North West Leicestershire Local Plan preparation process, when so much of the evidence base has been or is in the process of being prepared.
 - It is unclear if this site will be proposed for allocation by Hinckley and Bosworth Borough Council (it is understood that the Council will be asked to consider a draft plan in September 2025).
 - There are significant concerns about the impact of this proposed settlement upon North West Leicestershire, particularly in terms of infrastructure provision.
- 3.10 In light of the above, officers have concluded that at this time proposing the allocation of this site in the North West Leicestershire Local Plan would be premature.

4 OVERVIEW OF CONSULTATION

- 4.1 In total, 380 responses were submitted to the Council as part of this consultation. 321 respondents (84%) were local residents; 28 (7%) were landowners/developers/agents; 21 (6%) were statutory consultees and 10 (3%) were parish or town councils.
- 4.2 The number of responses received for each proposed allocation site are set out in **Table 2**. The responses do not total 321 as some respondents commented on more than one site. It should also be noted that several respondents (mostly statutory consultees) responded with a general 'no comment'.

Table 2: Consultation Responses by Site

Site reference	Site Name	Number of consultation responses
C18	Land off Thornborough Road, Coalville	40
C19a	Land at Torrington Avenue, Whitwick	99
C19b	Land off Stephenson Way, Coalville	31
C90	Land south of The Green, Donington le Heath	15
A31	Land adjacent to 194 Burton Road, Ashby de la Zouch	12
CD9	Land south of Park Lane, Castle Donington	8
lb20	Land rear of 111a High Street, Ibstock	13
K12	Land south of Ashby Road, Kegworth	21
M11	Land off Leicester Road/Ashby Road, Measham	10
M14	Land off Abney Drive, Measham	19
Ap1	Land at Measham Road, Appleby Magna	8
P7	Land west of Redburrow Lane, Packington	8
R9	Land off Church Lane, Ravenstone	18
A7	Land south of Ashby de la Zouch (Packington Nook)	141
P5/P8	Land rear of 55 Normanton Road, Packington	11

- 4.3 In addition to the above, seven local residents submitted responses after the consultation deadline: Two responses were for Land at Torrington Avenue, Whitwick (C19a) and Land off Stephenson Way, Coalville (C19b); one related to Land south of The Green, Donington le Heath (C90); two were for Land south of Ashby de la Zouch (A7) and one related to land south of Burton Road, Ashby de la Zouch (A27 – a site which was consulted on in 2024). Whilst these responses are not directly referenced in the appendices to this report, officers have reviewed them and are satisfied that the matters raised were similar in nature to those raised by others.
- 4.4 The consultation document made clear that the Council was only seeking views on the additional housing and employment sites. However, some respondents did provide comments on the 2024 allocation sites either to object (local residents) or to promote sites for development (landowners/developers/agents). Some landowners/developers/agents also provided comments on topics such as housing need and the local plan period.
- 4.5 For members' information, comments outside the scope of the consultation are summarised in brief below. At this stage, officers have not responded to these comments in further detail as these sites were not part of the consultation.

Local Residents

- 17 objected to the proposed allocation at Land south of Burton Road Ashby de la Zouch (A27).
- Five objected to the proposed allocation at South of Church Lane, New

- Swannington (C48).
- Four objected to the proposed allocation at Land at Broom Leys Farm, Coalville (C46).
- Two objected to the proposed broad allocation on land west of Whitwick.
- In general terms, four objected to more development across the district, two objected to more development in Ashby de la Zouch, one objected to more development in the Coalville Urban Area and one objected to all new development in the flood plain/catchment of the Gilwiskaw Brook.
- Four sent an email that did not include a response/attachment.

Landowners/Developers/Agents

- 12 respondents commented on / sought to promote a site or sites outside the scope of this consultation (see **Appendix P**)
- Six respondents provided comments on general matters such as housing requirements and the Local Plan period
- Two supported the deletion of Land at Old End and 40 Measham Road, Appleby Magna Ap15/Ap17 as a housing allocation

Parish/Town Councils

- Two provided comments on proposed housing sites outside the scope of this consultation. This includes Ashby Town Council who raised a number of queries on behalf of local residents in respect of site A27.

5 PRINCIPAL TOWN

- 5.1 The Coalville Urban Area (CUA) is the district's Principal Town. In accordance with the agreed development strategy, it should be the location for 35% of all new housing development. The consultation included four additional sites in the CUA, including three within the Coalville/Whitwick Area of Separation. As set out in the report to the [16 December 2024 Local Plan Committee](#), it is deemed necessary to allocate sites within the Area of Separation if the agreed development strategy is to be maintained. The alternative approach would require allocating land in lower order settlements which would be difficult to justify at the Local Plan examination.

Land off Thornborough Road, Coalville (C18)

- 5.2 There were 40 responses to this proposed allocation; 31 local residents; six statutory consultees; two landowner/developer/agents and one from Whitwick Parish Council. A summary of the main issues raised is at **Appendix A**.
- 5.3 This site is located in the Area of Separation. It is identified as a Priority B site in the Area of Separation Study (A being the highest priority).
- 5.4 The consultation responses covered a broad range of issues with the greatest number relating to infrastructure, highways, flooding, impact upon the Area of Separation, biodiversity and air quality.
- 5.5 One change is proposed to the draft policy to address concerns from the County

Council in respect of surface water flooding, together with an amendment to the supporting text (see **Appendix A**). In addition, other changes are proposed to the supporting text.

- 5.6 It is recommended Land off Thornborough Road Coalville (C18) is allocated for around 105 dwellings in the Regulation Local Plan.

Land at Torrington Avenue, Whitwick (C19a)

- 5.7 There were 99 responses to this proposed allocation; 88 local residents; eight statutory consultees, two landowner/developer/agents and one from Whitwick Parish Council. Officers understand that a petition against this site is currently being undertaken. A summary of the main issues raised is at **Appendix B**.
- 5.8 The site comprises land which is identified in the Area of Separation study as being priorities A and B. In view of the amount of new housing required in the CUA, together with the lack of alternatives that are acceptable to this Committee, the allocation of this site is now considered to be necessary.
- 5.9 The consultation responses covered a broad range of issues with the greatest number relating to infrastructure, highways, flooding, impact upon the Area of Separation, biodiversity, impact on health and wellbeing and air quality.
- 5.10 The site promoter raised concerns about the requirement for joint working with the promoter of C19b, although they have suggested that the promoter of Broom Leys Farm (C46) should also be required to be involved in joint working. From a highways perspective, the County Council has made a similar comment.
- 5.11 As set out in **Appendix B**, officers accept that C19a and C19b will be subject to their own specific layout and design. However, in the interests of sound planning, it is considered that development needs to be coordinated to ensure that the integrity of the remaining Area of Separation is maintained but also to ensure that new development provides the infrastructure and services to meet the needs of residents.
- 5.12 In the interests of achieving this coordinated approach, officers recommend that Broom Leys Farm (C46) should be identified alongside Land off Hall Lane and Torrington Avenue (C19a) and Land off Stephenson Way (C19b) as a single Strategic Development Area. Wording for a revised Strategic Development Area policy will be presented to a future meeting of this Committee.
- 5.13 It is recommended that Land off Hall Lane and Torrington Avenue (C19a) and Land off Stephenson Way (C19b) are allocated for around 950 dwellings, alongside Broom Leys Farm (C46) allocated for around 266 dwellings, to provide for a single Strategic Development Area.

Land off Stephenson Way, Coalville (C19b)

- 5.14 There were 31 responses to this proposed allocation; 21 local residents; seven statutory consultees; two landowner/developer/agents and one from Whitwick Parish

Council. A summary of the main issues raised is at **Appendix C**.

- 5.15 The consultation responses covered a broad range of issues with the greatest number relating to infrastructure, highways, flooding, impact upon the Area of Separation, biodiversity and air quality.
- 5.16 As noted above, it is recommended that this site forms part of a Strategic Development Area alongside sites Land off Hall Lane and Torrington Avenue (C19a) and Broom Leys Farm (C46).

Land south of The Green, Donington le Heath (C90)

- 5.17 There were 15 responses to this proposed allocation; eight local residents; seven statutory consultees and two from landowners/developers/agents. In addition, two responses were received without a name and so are not duly made. A summary of the main issues raised is at **Appendix D**.
- 5.18 The consultation responses covered a broad range of issues including infrastructure, highways, flooding, impact upon the character of the area and loss of countryside. No issues were raised that would suggest that the site should not be allocated.
- 5.19 It is recommended that Land south of The Green, Donington le Heath (C90) is allocated for around 62 dwellings in the Regulation 19 Local Plan.

6 KEY SERVICE CENTRES

- 6.1 The district's Key Service Centres are Ashby de la Zouch and Castle Donington. The consultation sought views on two additional housing allocations; one in Ashby and one in Castle Donington. The proposed reserve allocation on land south of Ashby (A7) is dealt with in **Section 8** below.

Land adjacent to 194 Burton Road, Ashby de la Zouch (A31)

- 6.2 There were 12 responses to this proposed allocation: eight local residents; three statutory consultees and one from Ashby Town Council. A summary of the main issues raised is at **Appendix E**.
- 6.3 The main concerns raised by local residents and the Town Council related to road safety, the impact upon existing homes (overlooking and the loss of privacy and construction-related impacts), the loss of a green space used by residents for dog walking etc., biodiversity and surface water flooding. There was also a general concern about the negative impact of more housing in Ashby.
- 6.4 There were no objections from statutory consultees; notably the local highways authority and the lead local flood authority (both Leicestershire County Council).
- 6.5 Officers propose the following should be added to the draft policy (see **Appendix E** for more details):
- In response to a local resident comment and with the aim of providing

additional screening and softening the edge of the proposed development, add a requirement for a landscape buffer, including tree planting, to the southern boundary.

- A requirement for a Minerals Assessment as requested by Leicestershire County Council.

6.6 No changes are proposed to the capacity of the site. The consultation document stated that it may be possible to deliver more than the stated 30 dwellings, but this is reliant upon the site promoters demonstrating a higher quantum of development was achievable whilst not compromising good design. The site promoter (a housebuilder) did not respond to the consultation but have contacted policy officers separately to confirm that they are working up a scheme for pre-application discussion.

6.7 It is recommended that Land adjacent to 194 Burton Road, Ashby-de-la-Zouch (A31) is allocated for around 30 dwellings in the Regulation 19 Local Plan.

Land south of Park Lane, Castle Donington (CD9)

6.8 There were eight responses to this proposed allocation; three statutory consultees; two parish councils; two landowner/developer/agents; and one local resident. A summary of the main issues raised is at **Appendix F**.

6.9 No representations were submitted to the 2025 consultation on behalf of a landowner/developer. Whilst there has been interest in the site in recent years, the lack of developer associated with the site raises deliverability concerns. This will need to be considered by officers further as a Local Plan housing trajectory is developed. Nonetheless, a policy for the site is necessary to guide the development of a site that would otherwise be in the limits to development.

6.10 As confirmed in the consultation document, CD9 would be in the limits to development by virtue of the proposed allocation on Land west of Castle Donington (CD10). Comments were made about the suitability of CD9 as a standalone site (Castle Donington Parish Council), that CD9 should form part of a wider masterplan with CD10 (Leicestershire County Council) and that CD9 should make reasonable contributions towards infrastructure required cumulatively with CD10 (site promoters of CD10 and Leicester, Leicestershire and Rutland Integrated Care Board).

6.11 Whilst CD9 and CD10 are in different ownerships and are likely to be delivered by different parties, it is officer's preference that they form part of a comprehensive scheme. In this regard, officers recommend that:

- The draft policies for both CD10 and CD9 include the requirement for a masterplan incorporating both sites.
- The policy for CD9 includes a requirement to make reasonable contributions towards infrastructure as part of a cumulative development with CD10 (see **Appendix F**).

6.12 There was local resident concern about the impact on local infrastructure, facilities and services and parish council concern about the impact of more housing

development in the north of the district. Other issues raised related to the need to provide appropriate pedestrian connectivity (local highway authority), doubts that a suitable pedestrian crossing could be provided (Castle Donington Parish Council) and the need to retain the drainage ditch abutting Park Lane (lead local flood authority). More information on the latter is being sought from the county council although it not something which should preclude the allocation of the site.

- 6.13 It is recommended that Land south of Park Lane, Castle Donington (CD9) is allocated for around 30 dwellings in the Regulation 19 Local Plan.

7 LOCAL SERVICE CENTRES

- 7.1 The district's Local Service Centres are Ibstock, Kegworth and Measham. The consultation sought views on four additional housing allocations; one in Ibstock, one in Kegworth and two in Measham.

Land rear of 111a High Street, Ibstock (Ib20)

- 7.2 There were 13 responses to this proposed allocation; six statutory consultees; five local residents; one parish council and one landowner/developer/agent. A summary of the main issues raised is at **Appendix G**.
- 7.3 The main concern raised by several parties relates to the potential site access on High Street:
- In heritage terms, the Conservation Officer reiterated his preference for an access via Hextall Drive and his recommendation that the site access to High Street was not included in the red line. In their representations, the site promoters stated this could not be facilitated due to what they perceive as irresolvable land ownership constraints. Planning officers consider that the site access to the High Street should stay in the red line because a pedestrian link at the very least is required to provide a more direct walking route to services and facilities.
 - In road safety terms, the local highways authority has said the access appears acceptable in principle.
 - Officers consider that the wording of the policy for an access which avoids or minimises harm to the Conservation Area is acceptable.
- 7.4 The lead local flood authority has identified an isolated depression in the middle of the site with a high risk of surface water flooding and have suggested that it is either retained as open space or addressed as part of the Flood Risk Assessment which is required as part of a planning application.
- 7.5 No further comments were received that would suggest the site should not progress as an allocation and it is recommended that the site is allocated for around 46 dwellings in the Regulation 19 Plan.

Land south of Ashby Road, Kegworth (K12)

- 7.6 The consultation document confirmed that the Council is proposing to allocate this

site, meaning it would no longer be a reserve site contingent on the outcome of HS2 safeguarding.

- 7.7 There were 21 responses to this proposed allocation; 15 local residents; three statutory consultees; two parish councils and one landowner/developer/agent. A summary of the main issues raised is at **Appendix H**.
- 7.8 Local residents and Kegworth Parish Council confirmed that they do not feel the scale of development is appropriate or that the site is suitable in noise, airport safety, road safety terms or flood risk/drainage terms. In response to these objections:
- Noise - The draft policy in the consultation document requires a noise assessment which would also need to provide appropriate mitigation. Officers note a recent consultation response from the Council's Environmental Protection officer, dated 13 June 2025 and made in relation to the adjoining site (application ref 16/00378/FULM) confirmed that residential development would be acceptable subject to the implementation of noise mitigation measures. On this basis, there would be no justification for precluding K12 on noise grounds in advance of a noise assessment being undertaken.
 - Airport Safety – some local residents felt that the site should not be developed due its proximity to East Midlands Airport. The site is outside of the Public Safety Zone and is already allocated as a reserve site in the adopted Local Plan. However, due to statements made by these residents on the Council's culpability should an accident occur in the future, further legal advice is being sought and the recommendation at the beginning of the report allows for the outcome of this advice.
 - Road safety - the local highways authority is satisfied that a safe and suitable access can be provided. The levels of cumulative traffic will be addressed as part of the transport modelling work described in **Section 3**.
 - Flood risk - Whilst the Lead Local Flood Authority (LLFA) has no concerns about the allocation of this site, there is a clear local concern and several photographs of flooding in the Springhill area were submitted as part of the consultation. Officers are seeking a more detailed response on this issue from the LLFA.
- 7.9 Residents and the parish council also highlighted several concerns regarding the impact upon infrastructure and open space/sports facilities. These are both the subject of ongoing evidence-based work which would be used to justify any S106 contributions.
- 7.10 The recommendation at the beginning of the report allows for the outcome of legal advice regarding the East Midlands Airport Public Safety Zone.

Land off Leicester Road/Ashby Road, Measham (M11)

- 7.11 The consultation document confirmed that the Council is proposing to allocate this site, meaning it would no longer be a reserve site contingent on the outcome of HS2 safeguarding.

- 7.12 There were 10 responses to this proposed allocation; six statutory consultees; two local residents; and two landowner/developer/agents. A summary of the main issues raised is at **Appendix I**.
- 7.13 The Lead Local Flood Authority (Leicestershire County Council) has identified 'several isolated depressions/low spots within the site [which are] presenting as high surface water flood risk' before concluding that this may impact the number of dwellings that can be delivered at the site. Officers acknowledge that further work is required to justify the capacity of dwellings, but it should not preclude the allocation of the site at this stage.
- 7.14 There were no other comments that would preclude the site from being allocated. It is recommended that the site is allocated in the Regulation 19 Local Plan but that further work on the potential capacity given the surface water flood constraints is required.

Land off Abney Drive, Measham (M14)

- 7.15 The consultation document confirmed that the Council is proposing to allocate this site, meaning it would not be contingent on the outcome of HS2 safeguarding.
- 7.16 There were 19 responses to this proposed allocation; nine statutory consultees; eight local residents; and two landowner/developer/agents. A summary of the main issues raised is at **Appendix J**.
- 7.17 The consultation responses covered a wide range of issues including highways, flood risk/drainage, heritage, the Ashby Canal, residential amenity and pollution, infrastructure, biodiversity and the River Mease. There were several comments about the site access from Abney Drive, with some residents saying this should be a secondary access, but others saying the principle of one access on to Abney Drive was acceptable (local highways authority) and that a vehicular access onto Horses Lane would be unsuitable (local highways authority and Conservation Officer).
- 7.18 A policy requirement has been added regarding the development of land which the lead local flood authority has confirmed has a high surface water flood risk.
- 7.19 Inland Waterways is requesting S106 contributions or works that would implement the restoration of the Ashby Canal. Any contributions would need to meet the three legal tests in the CIL Regulations; at this stage there is no evidence that a planning obligation for the Ashby Canal is necessary to make the development acceptable in planning terms.
- 7.20 It is recommended that Land off Abney Drive is allocated for around 150 dwellings in the Regulation 19 Local Plan.

8 SUSTAINABLE VILLAGES

- 8.1 There were three additional proposed allocations in the Sustainable Villages: Land at Measham Road, Appleby Magna (Ap1); Land west of Redburrow Lane, Packington

(P7) and Land off Church Lane, Ravenstone (R9).

Land at Measham Road, Appleby Magna (Ap1)

- 8.2 There were eight responses to this proposed allocation; two residents; four statutory consultees and two landowner/developer/agents. A summary of the main issues raised is at **Appendix K**.
- 8.3 There were no objections raised by the statutory consultees. Where concerns were raised these were related but were not limited to the principle of development, identification of a preferential site in Breedon on the Hill, highway matters, flooding, biodiversity, amenity, as well as several non-planning matters.
- 8.4 Key points to note are:
- The site is being promoted on behalf of landowners comprising the consortium who brought forward the development to the south and have confirmed there is developer interest in the site.
 - The local highway authority is satisfied that a safe and suitable access can be achieved from Steeple View Lane.
 - The site is located within Flood Zone 1, which is the lowest risk area for flooding. A small part of the site is at risk of surface water flooding although this is not considered to be a reason not to allocate Ap1. In addition, a Flood Risk Assessment and sustainable drainage strategy will be submitted as part of any future planning application, identifying any increase in flood risk and appropriate mitigation.
 - The impact of this allocation on infrastructure capacity and provision will be addressed in the update to the Infrastructure Developer Plan.
- 8.5 Other issues and concerns raised relate to matters that will be dealt with by other policies of the draft Local Plan or will be dealt with at the planning application stage and are not things that should affect the principle of development at this stage (for example, BNG and the impact on residential amenity).
- 8.6 It is recommended that Land at Measham Road, Appleby Magna (Ap1) is allocated for around 37 dwellings in the Regulation 19 Local Plan.

Land west of Redburrow Lane, Packington (P7)

- 8.7 There were eight responses to this proposed allocation; two residents, one Parish Council, three statutory consultees and two landowners/developer/agents. A summary of the main issues raised is at **Appendix L**.
- 8.8 Comments related to the principle and level of housing, environmental considerations, site accessibility, highway safety, and capacity of infrastructure provision.
- 8.9 Key points to note are:
- The local highway authority has advised that at this time it has not been demonstrated that the site can provide for a safe and suitable access.

- The site is located within Flood Zone 1, which is the lowest risk area of flooding. A Flood Risk Assessment and sustainable development strategy will be required as part of any future planning application, identifying any increase in flood risk and appropriate mitigation.
 - The site is located within a Minerals Safeguarding Area for Sand and Gravel and Coal, and a policy requirement would be needed to ensure the provision of an appropriate Mineral Assessment as part an application.
- 8.10 Other issues and concerns raised relate to matters that will be dealt with by other policies of the draft Local Plan or will be dealt with at the planning application stage and are not things that should affect the principle of development at this stage (for example, archaeology).
- 8.11 The consultation proposed to allocate Land west of Redburrow Lane (P7) due to the need for an additional housing allocation in Packington, in light of the reduced capacity of the proposed housing allocation of Land south of Normanton Road (P4). However, it was acknowledged that there were several outstanding matters principally relating to highway issues including visibility and the introduction of a new vehicular access close to existing vehicular access points. These issues would need to be resolved for P7 to be allocated in the Regulation 19 plan.
- 8.12 The site promoter has engaged with the local highway authority to seek a solution to these issues and has proposed what they consider to be suitable measures to reduce vehicle speed including the relocation of the 30mph speed zone and gateway traffic calming features. However, the local highway authority has suggested that they do not support this approach although no further explanation has been provided. This information has only been received recently, and officers consider that ruling out this site now may be premature and so it is considered beneficial to undertake further work on this matter. Once this work is completed, officers will be in a position to advise a future meeting of this Committee if the highway matters have been resolved and report a conclusion on the suitability of P7 as an allocation.
- 8.13 It is recommended that consideration of Land West of Redburrow Land, Packington (P7) be deferred to a future meeting of the Local Plan Committee once further work has been undertaken.

Land off Church Lane, Ravenstone (R9)

- 8.14 There were 18 responses to this proposed allocation; 13 residents; three statutory consultees and two landowner/developer/agents. A summary of the main issues raised is at **Appendix M**.
- 8.15 The consultation responses covered a broad range of issues with local residents commenting on highways (traffic and road safety), impact on the Conservation Area, infrastructure, flooding and drainage, odour and whether there was a need for more housing in Ravenstone., impact upon the character of the area and loss of countryside.

- 8.16 Whilst there were no objections from the local highways authority and lead local flood authority, there is still some concern from the Conservation Officer about whether a suitable development could be delivered, with the main concern being an access from Church Lane. Discussions on this issue are due to take place with the developers and the Conservation Officer.
- 8.17 Whilst this issue requires resolving, it should not preclude the site from being allocated at this stage. It is recommended that Land off Church Lane (R9) is allocated for around 50 dwellings in the Regulation 19 Local Plan.

9 RESERVE SITES

Land south of Ashby de la Zouch (Packington Nook) (A7)

- 9.1 This site was identified as a proposed reserve site in the event that the HS2 safeguarding had not been lifted by the time the plan gets to Regulation 19 stage. The reasons behind this proposal were set out in detail in the 11 March Local Plan Committee report.
- 9.2 This site received the highest number of responses across the consultation. There were 141 responses to this proposed allocation; 123 residents; 11 statutory consultees, five landowner/developer/agents and two parish/town councils. There was a broad range of objections to the proposal from local residents, Ashby Town Council, Packington Parish Council, Sport England and some landowner/developer/agents. All responses are summarised at **Appendix O** for completeness. However, in light of the government's recent announcement lifting the HS2 safeguarding, it is no longer proposed to identify the site as a reserve allocation.

Land at Spring Lane and rear of 55 Normanton Road, Packington (P5/P8)

- 9.3 This site was identified as a proposed reserve site in the event that highways concerns at the proposed allocation site at Land west of Redburrow Lane, Packington (P7) could not be satisfied.
- 9.4 There were 11 responses to this potential allocation; three residents; one Parish Council, six statutory consultees and one landowner/developer/agent. A summary of the main issues raised is at **Appendix O**.
- 9.5 Comments related to the principle of development and level of housing, site accessibility, highway safety, environmental considerations and infrastructure provision as well as several non-planning related matters.
- 9.6 Key points to note are:
- The local highway authority has questioned whether access via Grove Close would entail the crossing of third-party land, in addition to concerns raised over the potential lack of visibility to the south of the access.
 - Some representors have raised concerns about the potential scale of development and uncertainty over the suitability of the access or whether the landowner has the appropriate authority to remove the gated entrance that

- currently serves the existing properties on Grove Close.
 - The site is located within Flood Zone 1, which has the lowest risk area of flooding. However, the lead local flood authority has advised that there is a high surface water flood risk along the eastern boundary and extensively in the north-western corner of the site. Development should be avoided in these areas, and this constraint could impact on the capacity of the site.
- 9.7 Other issues and concerns raised relate to matters that will be dealt with by other policies of the local plan or will be dealt with at the planning application stage and are not things that should affect the principle of development at this stage (for example, archaeology).
- 9.8 The consultation proposed sites P5 and P8 be considered as an alternative allocation, for around 23 dwellings, in the event access issues at P7 could not be resolved and subject to the outcome of further consultation and ongoing work. As detailed earlier in this report, there is some uncertainty over whether the highway matters relating to P7 can be resolved and officers are not yet in a position to make a recommendation on the suitability of P7 as an allocation.
- 9.9 Work is also currently ongoing assessing the suitability of P5 and P8 focusing on several issues including site accessibility, the impact of environmental constraints, the relationship of the site with the character of the area and whether it could provide an inclusive form of development. The consultation responses will inform this work as will a Sustainability Appraisal and site assessment of the potential allocation. Officers are not yet in a position to report a conclusion on the suitability of this site as an allocation in the event that it is not possible to resolve issues relating to site P7.
- 9.10 In addition, and for information, officers have recently become aware of discussions taking place, outside of the Local Plan process, on Land at Spring Lane (P3). This site has previously been promoted through the Strategic Housing and Employment Availability Assessment (SHELAA) and has subsequently been subject to a site assessment and Suitability Appraisal. The assessment highlighted that there was no developer interest in the site at the time and highlighted concerns about the potential impact of development on the countryside.
- 9.11 It is recommended that Land at Spring Lane and rear of 55 Normanton Road (P5 & P8) be deferred for consideration together with site P7 to a future meeting of the Local Plan Committee.

Policies and other considerations, as appropriate	
Council Priorities:	- Planning and regeneration - Communities and housing - Clean, green and zero carbon
Policy Considerations:	The Local Plan is required to be consistent with the National Planning Policy Framework and other government guidance and requirements.

Safeguarding:	None discernible.
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	No issues identified
Economic and Social Impact:	The decision itself will have no specific impact. The new Local Plan as a whole will aim to deliver positive economic and social impacts and these will be recorded through the Sustainability Appraisal.
Environment, Climate Change and zero carbon:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive environmental and climate change impacts and these will be recorded through the Sustainability Appraisal.
Consultation/Community/Tenant Engagement:	The Regulation 18 Local Plan has been subject to consultation. Further targeted consultation is proposed. Further consultation will be undertaken at Regulation 19 stage.
Risks:	A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to minimise risks, including regular Project Board meetings where risk is reviewed. The report highlights the potential risks associated with the issues considered as part of the report.
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APPENDIX A – LAND OFF THORNBOROUGH ROAD, COALVILLE (C18)

RESPONSES TO PROPOSED ADDITIONAL ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER – C18	SITE NAME – LAND OFF THORNBOROUGH ROAD COALVILLE
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
AREA OF SEPARATION				
The loss of the Whitwick wedge/Area of Separation that will link Coalville and Whitwick. The community has previously opposed development in these areas and the Council has supported. Not clear as to why the category of this land has been changed from D to B.	In approving the current Local Plan, the previous Local Plan Inspector did not rule out development within the Area of Separation at some future date in the event of increased development needs. A study of the Area of Separation was undertaken in 2023. This judged that this site was category B site whereby the site “forms coherent extension, can be adequately mitigated, is available and promoted but requires third party land for suitable access”. This, together with the development needs up to 2042 are such that it is considered now appropriate that this site be allocated, subject to consideration of all other matters.	No change	17, 27, 56, 203, 213, 214, 239, 241, 285, 477	Melanie Goode, Katie Higson and Catherine Gough, Colin Hope, Jamie Peters, Matthew Bennett, Michael Angrave, Margaret Hill, Brienne Bennett, Clifford Mason and Rena Fletcher, Neil Hoult
Loss of identity of Whitwick.	The proposed allocation seeks to maintain a degree of separation between Whitwick and Coalville,	No change	17, 245	Melanie Goode, Jayne Angrave,

APPENDIX A – LAND OFF THORNBOROUGH ROAD, COALVILLE (C18)

	whilst also ensuring that sufficient land is allocate for new development. Visibility of the site from surrounding areas will be quite limited having regard to its size and location behind existing buildings.			
Site is poorly related to existing built form and is located within an Area of Separation.	This site is well related for access to services and facilities including employment, shops, schools and public transport. A study of the Area of Separation was undertaken in 2023. This judged that this site was category B site whereby the site “forms coherent extension, can be adequately mitigated, is available and promoted but requires third party land for suitable access”. This, together with the development needs up to 2042 are such that it is considered now appropriate that this site be allocated, subject to consideration of all other matters.	No change	136	Andrew Large Surveyors Limited
HIGHWAYS/TRANSPORT				
The local road network already experiences congestion, particularly at peak times with congestion back from the roundabout of A511 and Thornborough Road. There will be increased dangers for road users and pedestrians. Additional traffic will increase noise and air pollution and	Transport modelling work is being undertaken which will inform the final plan. This will assess the likely impact of individual development upon the highway network, in terms of both safety and congestion, together with considering any necessary	No change	17, 27, 31, 55,56, 108, 117, 128, 203, 213, 214, 216, 239, 240, 245, 247, 264, 284, 285, 374, 375, 380, 406, 477, 478	Melanie Goode, Katie Higson and Catherine Gough, Mr and Mrs Conti, Paul Rowe, Colin Hope, Matthew Williams, Amy

APPENDIX A – LAND OFF THORNBOROUGH ROAD, COALVILLE (C18)

demand for parking, which together with other development nearby, will affect the health and safety of residents.	mitigation that may be required. The modelling work will inform the decisions of the Council when finalising the plan.			Collis, Nicola Horne, Jamie Peters, Matthew Bennett, Michael Angrave, Bethany O'Donnell, Margaret Hill, Brienne Bennett, Jayne Angrave, Shelley Rennocks, Stephen Caulfield, Grace Proctor, Clifford Mason and Rena Fletcher, Julie Staniforth, Dean Staniforth, Richard Dawson, Claire Caulfield, Neil Hoult, Linda Hoult
This site is approximately 350m from the railway and near to Coalville and Swannington crossings. There is potential to impact on the safe operation of these crossings by increasing pedestrian and vehicular traffic in the area which will require careful assessment. It is likely that Network Rail would have concerns in respect of this allocation should it come forward and mitigation measures	As no specific evidence has been provided regarding this matter it is not considered appropriate to require a specific requirement. However, the potential impact of development on the safety and operation of level crossings and any appropriate mitigation measures would be addressed through Transport Assessments	No change	87	National Rail

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may be required to address any safety impact which would be at the developer's expense.	as part of any planning application.			
Need to be able to demonstrate that a safe and appropriate access can be achieved (<i>Transport Strategy & Policy and Highways Development Management</i>)	The allocation of this site is subject to the satisfactory outcome from the transport modelling which has been commissioned to assess the impact of the development proposed as part of the Local Plan.	No change	150	Leicestershire County Council
On it's own this site would not be likely to have an impact upon the Specified Road Network, but cumulatively with other sites in the Coalville Urban Area they have a significant impact. This can be addressed through the transport evidence base and discussions.	Noted	No change	161	National Highways
Lack of parking as part of new development will result in overspill to other areas.	The requirements for parking provision are established by Leicestershire County Council as the Highway Authority. These require a minimum of 2 spaces per dwelling, with 3 for properties with 4 or more bedrooms.	No change	245	Jayne Angrave
INFRASTRUCTURE				
Lack of amenities to support the proposed housing with significant impact on services such as doctors, dentists, chemists, schools, shopping, public transport, employment and sewage which are already struggling to cope. Furthermore, the area already experiences some power outages.	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via S106 Agreements. In accordance with national policy,	No change	17, 27, 28,31, 39, 56, 108, 117, 128, 203, 213, 214, 216, 239, 240, 245, 247, 264, 284, 285, 315, 374, 375, 380, 406, 478	Melanie Goode, Katie Higson and Catherine Gough, Zoe Williams, Mr and Mrs Conti, Terri Kilby, Colin Hope, Matthew

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Supporting information regarding impact upon infrastructure is out of date. For example, at Whitwick Health Centre. New Swannington School is full, so where will children go?	the nature and scale of any planning obligation required has to be related to the scale and type of development proposed. This will mean that for larger pieces of infrastructure, such as new schools, it will be necessary for a number of developments to contribute towards such infrastructure. An Infrastructure Delivery Plan is being prepared which will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan.			Williams, Amy Collis, Nicola Horne, Jamie Peters, Matthew Bennett, Michael Angrave, Bethany O'Donnell, Margaret Hill, Brienne Bennett, Jayne Angrave, Shelley Rennocks, Stephen Caulfield, Grace Proctor, Clifford Mason and Rena Fletcher, Daniel Wagstaff, Julie Staniforth, Dean Staniforth, Richard Dawson, Claire Caulfield, Linda Hoult
There needs to be more investment within Whitwick and the wider Coalville area.	New housing development will make it easier to attract private investment into the Coalville area as there are more potential customers. The Council is working with landowners and developers to do this. Planning permissions have been given for new developments in the town centre, including leisure facilities.	No change	108, 117	Matthew Williams, Amy Collis

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Cumulative impact on infrastructure, environment, character and residential together with other nearby development.	The potential impact of this and other development in respect of infrastructure will be considered as part of the transport modelling and the Infrastructure Delivery Plan. The design policy and that in respect of amenity will also consider the broader impacts of any future development as part of the planning application process.	No change	214, 240, 315	Michael Angrave, Brienne Bennett, Danile Wagstaff
Existing sewers cannot cope already.	The draft Infrastructure Delivery Plan notes that Severn Trent Water has indicated that schemes will come forward within the Asset Management Plan 8 period (2025 -2030) to address capacity constraints at Snarrows Wastewater Treatment Works. Any future development will need to ensure that adequate provision is made for drainage of sewage.	No change	216, 247	Bethany O'Donnell, Shelley Rennocks,
The proposed allocations C18, C19a and C19b will impact significantly on two practices at Whitwick Health Centre. The growth would increase registrations in both practices by 13%, resulting in 4234 and 4386 registrations respectively. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved.	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via S106 Agreements. In accordance with national policy, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed.	No change	487	Leicester Leicestershire and Rutland Integrated Care Board

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	An Infrastructure Delivery Plan is being prepared which will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan. The ICB are actively involved in discussions as part of the Infrastructure Delivery Plan.			
AMOUNT AND TYPE OF HOUSING DEVELOPMENT				
Already huge housing developments in the area - Bardon, Hugglescote, Greenhill, Ashby etc.	The need for new housing nationally is significant as recognised in national policy. The council has to ensure that sufficient provision is made as part of the plan in order to ensure that it is 'sound'.	No change	17, 404, 478	Melanie Goode, Jay Rocks, Linda Hoult
Cumulative impact on infrastructure, environment, character and residential together with other nearby development.	The potential impact of this and other development in respect of infrastructure will be considered as part of the transport modelling and the Infrastructure Delivery Plan. The design policy and that in respect of amenity will also consider the broader impacts of any future development as part of the planning application process.	No change	214, 240, 315	Michael Angrave, Brienne Bennett, Danile Wagstaff
The Council has the ability to stop developments such as this as is shown in appeal decisions elsewhere.	The need for new housing nationally is significant as recognised in national policy. This needs to be balanced against other considerations. Having regard to the above, the current available evidence does not suggest that there are	No change	245	Jayne Angrave,

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	adequate reasons as to why this site should not be allocated for development.			
No evidence that the development will deliver affordable housing for local people.	Other policies of the plan address the need for new housing development to include provision for affordable housing, as well as market housing.	No change	245	Jayne Angrave,
FLOODING				
The site and area are subject to flooding, with standing water for much of the year. In addition, Thornborough Road floods which development, together with climate change, will only make worse.	Proposed draft policy AP7 seeks to direct development to areas at least risk of flooding. The site is located within Flood Zone 1, which is the lowest risk area for flooding. Information on the Environment Agency website identifies that a small part the site is identified as being at a risk of surface water flooding. As set out in response to comments from Leicestershire County Council (150), a change is proposed to part (2)(c) of the policy to ensure that the design and layout takes a sequential approach to avoid areas of surface water flooding.	No change	17, 27, 28,31,39,55, 108, 117, 128, 203, 213, 214, 240, 245, 247, 374, 375, 478, 481	Melanie Goode, Katie Higson and Catherine Gough, Zoe Williams, Mr and Mrs Conti, Terri Kilby, Paul Rowe, Matthew Williams, Amy Collis, Nicola Horne, Jamie Peters, Matthew Bennett, Michael Angrave, Brienne Bennett, Jayne Angrave, Shelley Rennocks, Julie Staniforth, Dean Staniforth, Linda Hault, Whitwick Parish Council
Site layout should avoid placing housing in lower parts of the site in order to minimise the risk of flooding. Likely that open space can be	Latest information from the Environment Agency identifies that a small part of the site is at risk of surface water flooding. It is	That part(2) (c) be amended to state: "A design and layout which respects the	150	Leicestershire County Council

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incorporated into areas of surface water flood risk (<i>Lead Local Flood Authority</i>)	considered that (2) (c) could be amended to address these concerns.	amenity of adjoining residential properties which front onto Thornborough Road <u>and which takes a sequential approach to avoid areas of surface water flooding; and</u> ".		
IMPACT ON BIODIVERSITY				
The impact on wildlife and biodiversity as the site hosts a variety of fauna and flora coupled with the loss of green spaces.	There are not any specific ecological designations which apply to this site. However, all new developments will be required to make provision for biodiversity net gain consistent with national policies and with policy En1.	No change	27, 39, 108, 117, 128, 203, 213, 214, 240, 245, 247, 264,315, 374, 375, 380	Katie Higson and Catherine Gough, Terri Kilby, Matthew Williams, Amy Collis, Nicola Horne, Jamie Peters, Matthew Bennett, Michael Angrave, Brienne Bennett, Jayne Angrave, Shelley Rennocks, Stephen Caulfield, Daniel Wagstaff, Julie Staniforth, Dean Staniforth, Richard Dawson
The proposed site lies within the Site of Special Scientific Interest Impact Risk Zone for Grace Dieu and High Sharpley. Evidence is required that any water discharges arising from the	Draft policy En1(Nature Conservation/Biodiversity net gain) requires that development avoid an adverse impact upon sites of nature conservation	No change	345	Natural England

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development will not cause significant impact to the designated site.	value, including Sites of Special Scientific Interest.			
Development of this site would lead to the permanent and irreversible loss of biodiversity and geodiversity, as well as greenfield land.	As set out at paragraph 3.22 of the consultation document, proposed development will need to comply with policy En1 (Nature Conservation/Biodiversity net gain), including biodiversity net gain consistent with national policies.	No change	481	Whitwick Parish Council
AGRICULTURAL LAND				
Loss of agricultural land which is used for crops and grazing.	Best and Most Versatile (BMV) agricultural land is defined as Classes 1,2 and 3a. Natural England's Provisional Agricultural Land Classification map record the site as being Grade 3. It is not clear, therefore, whether or not BMV would be affected. Generally speaking, 20 or more hectares is generally considered to be significant, the term used in the NPPF. This is more than the proposed site. Therefore, if the site was to be assumed as all being Grade 3a (and it might not), the loss would not be significant. The NPPF advises that it is necessary to consider the loss of agricultural land against other policy considerations. In this instance the loss of agricultural	No change	27, 315, 374, 375, 478	Katie Higson and Catherine Gough, Daniel Wagstaff, Julie Staniforth, Dean Staniforth, Linda Hoult

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	land has to be weighed against the need for new housing.			
AIR QUALITY				
Pollution and poor air quality are already an issue as a result of traffic and pose a risk to the health of local people. This development, together with others nearby, will make this worse including during construction. How will dust and pollution be managed across concurrent development sites?	As set out in the consultation document, all proposed allocations will require an Air Quality Assessment as part of any future planning applications. Major developments, such as this site, will need to be supported by a Construction Dust Assessment. Conditions will be attached to any planning permission to control the times that construction activity can take place in order to protect the amenity of existing residential areas.	No change	27, 39,128, 213, 216, 239, 240, 285, 478	Katie Higson and Catherine Gough, Terri Kilby, Nicola Horne, Matthew Bennett, Bethany O'Donnell, Margaret Hill, Brienne Bennett, Clifford Mason and Rena Fletcher, Linda Hoult
BROWNFIELD AND LAND STABILITY				
There are brown field sites elsewhere in the NWLDC area.	The draft Local Plan included an allowance for sites in Coalville Town Centre to deliver 200 dwellings from previously developed land. In addition, it is proposed to redevelop the former Hermitage Leisure Centre for housing. Other previously developed land is currently being redeveloped for housing, including the former Snibston Discovery Park and Workspace 17.	No change	17, 27, 128, 477, 478	Melanie Goode, Katie Higson and Catherine Gough, Nicola Horne, Neil Hoult, Linda Hoult
Proximity to fault line	There are no known reasons as to why development along the	No change	213, 214, 241, 245	Mattherw Bennett, Michael Angrave,

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	line of the Thringstone fault would not be appropriate. The Coal Authority has not identified any issues in respect of land stability with this site in its response. Any prospective developer will need to satisfy themselves in respect of any land stability issues.			Brienne Bennett, Jayne Angrave,
Concerns regarding land stability due to previous mine workings and potential to result in subsidence to existing properties.	The Coal Authority has not identified any issues with this site in its response.	No change	374, 375	Julie Staniforth, Dean Staniforth
IMPACT ON HEALTH AND WELLBEING				
Loss of amenity and tranquillity with increased noise and loss of privacy. Impact upon the mental health of local residents if all you can see are a sea of houses	Draft Policy AP2 addresses the potential impact of all new development on the amenity of existing residents and would be applied to any subsequent planning application for development on the site.	No change	39, 213, 214, 240, 245, 315	Terri Kilby, Matthew Bennett, Michael Angrave, Brienne Bennett, Jayne Angrave, Daniel Wagstaff,
NATIONAL FOREST				
The supporting text should refer to the site's location in the National Forest.	Noted	That the supporting text include reference to the site's location in the National Forest.	165	The National Forest Company
Development of this site situated in the National Forest would also have a negative impact on landscape as the site is large in size.	Any development will be required to provide additional tree planting consistent with policy En3. Therefore, there is no need to include anything in the specific site allocation policy.	No change	481	Whitwick Parish Council

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GREEN SPACES/FOOTPATHS				
Erosion of green spaces and network of footpaths and bridleways.	There are not any public footpaths or bridleways which cross the proposed site, although a bridleway does run along the southern boundary of the site. Development of the site will not of itself impact upon the bridleway route. The site is not publicly accessible. New development will be required to include the provision of open space which will be publicly accessible.	No change	39,214, 406	Terri Kilby, Michael Angrave, Claire Caulfield
Loss of countryside	In policy terms, none of the land is currently identified as countryside in the adopted Local Plan, but rather it is an Area of Separation.	No change	284	Grace Proctor
HERITAGE				
Indications of prehistoric archaeology to east and west, together with ridge and furrow. Will require pre-determination evaluation, followed by appropriate mitigation secured by condition upon any future planning permission. The heritage potential is assessed as being medium risk (<i>Archaeology</i>)	As set out at paragraph 3.23 of the consultation document, a Desk Based Archaeology Assessment (followed up with any necessary archaeological site investigation) will be a requirement for most sites including this site.	No change	150	Leicestershire County Council
No concerns to raise in respect of the proposed allocations and harm to designated heritage assets.	Noted	No change	197	Historic England

SUPPORT ALLOCATION				
Support the allocation of this site. Note that the site has the potential to accommodate more development if the requirements for green and blue infrastructure were to be accommodated on other parts of C18 which are within the Area of Separation. However, the wording of policy En5 (Area of Separation) should be clarified to make it clear green and blue infrastructure are supported in the Area of Separation. Increased provision from this site would help to address the small shortfall in the Coalville Urban Area. The reference to policy En5 should be deleted as it is repetition and hence unnecessary. Initial assessments (landscape, ecology, tree, and highways) indicate no constraints to delivering additional housing on Site C18. Additional wording is suggested in respect of the requirement relating to a link to the bridleway and boundary treatment to provide greater flexibility by referring to “where possible and practicable”.	The wording of policy En5 will be addressed as part of a later report. Noted The suggested additional wording is not considered to be necessary. If as part of a subsequent planning application it was demonstrated that either of these requirements could not be addressed, then this would potentially be a material consideration. There is no	No change No change	142	Savills o/b/o David Wilson Homes

In terms of the overall housing requirement, it is suggested that this should be increased to take account of the need for affordable housing and the fact that the outcome from the Standard Method has resulted in a significant increase in the district specific housing requirement. In addition, the plan period should be extended to 2050 to accord with the NPPF requirement (paragraph 22) that plans which incorporate large scale developments “such as new settlements or significant extensions to existing villages and towns” should look ahead “at least 30 years”.	evidence at this time that either of these requirements are not achievable. The housing requirements are those identified in the Statement of Common Ground with the Leicester and Leicestershire authorities which was based on the Housing and Economic Needs Assessment (HENA). The requirement is higher than that from the government’s standard method which builds in an affordability adjustment. Furthermore, the HENA considered the issue of whether there is a need to uplift the housing need figure for the Housing Market Area. It concluded that there is not a case. This, together with the fact that the housing requirement exceeds the need for affordable housing identified in the HENA points, therefore, to there not being a case to further increase the housing requirement for affordability reasons. The reference in the NPPF to looking ahead at least 30 years is in respect of there being a vision for larger scale developments such as new settlements or significant extensions. It does not require that the whole plan period	No change		
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Additional land in C18 could be allocated to address any shortfall as there is potential for 160 to 260 dwellings.	be extended to cover at least 30 years. The allocation of additional land would require the loss of more of the Area of Separation. However, the overall needs can be met elsewhere.	No change		
Increasing the size of this site would potentially allow for reduced development elsewhere, particularly off Torrington Avenue (site C19a)	Increasing the size of this site would be likely to result in access issues as it would load more traffic onto Thornborough Road and hence likely congestion issues in view of the proximity of other development sites. Furthermore, the access to the site is constrained as there is only one point of access. It would also result in the loss of part of the Area of Separation (AoS) that is identified in the AoS study as being a category D parcel, whereas site C19a is judged as being category A and B and hence in terms of the AoS, more suitable for development.	No change	187	Andy Buckingham,
OTHER COMMENTS				
Allocation of the site is not supported by the Sustainability Appraisal which notes lack of suitable access and the fact that site is not considered developable.	Since the Sustainability Appraisal report was prepared new information has come to light, which includes that a developer (David Wilson Homes) is now involved in this site. In terms of the issue of access, the Highway Authority has confirmed that there is no apparent highway reason	No change	56	Colin Hope

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	for why this site should be excluded, although this will be subject to the outcome of the transport modelling work which is being undertaken.			
A Minerals Assessment should be undertaken in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LWMLP). In addition, development should not prejudice the operation of safeguarded waste sites (Coalville Transfer Station and Recycling and Household Waste Sites) in line with Policy W9 of LWMLP. Land stability associated with coal mining works should also be considered (<i>Planning</i>)	As the Minerals and Waste Local Plan is part of the development plan, it is not necessary to include these as specific requirements. However, a cross reference in the supporting text would be appropriate. The issue of land stability is addressed at policy En6 (Land and Air Quality)	That the supporting text includes a cross reference to the need to comply with any requirements in the Minerals and Waste Local Plan.	150	Leicestershire County Council
More people means it will be harder to find jobs.	In addition to housing, the plan identifies land for future employment development which will provide more job opportunities.	No change	216	Bethany O'Donnell
Lack of commitment to sustainable building practices contrary to national and local policies to address climate change.	Other policies of the plan address issues relating to climate change.	No change	245	Jayne Angrave,
No specific reason given	Noted	No change	288	Ellis Williams
The proposed development conflicts with the Council's own objectives, particularly: Objective 1 (Enabling health and wellbeing) – this is one of the few areas of green land left	The site is well placed for access to local services and facilities by walking or cycling which has the potential to bring health benefits to future residents. The site is not currently accessible by public	No change	374, 375	Julie Staniforth, Dean Staniforth

Objective 4 (Reducing the need to travel) – no regard to impact on increase in traffic on an already busy road Objective 9 (Conserving and enhancing our natural environment) – development will increase flood risk Objective 11 (Ensuring sufficient infrastructure) – development will remove an area of natural habitat	footpaths or bridleways. New development will include open spaces which will be accessible to all local people, not just residents of the proposed development. The site is well located for access to services and facilities including shops, schools, employment and leisure facilities which are accessible by walking or cycling. The site is also served by public transport. The site is located in Flood Zone 1 which is the lowest level of risk from flooding. Information on the Environment Agency website identifies that a small part of the site is identified as being at a risk of surface water flooding. As set out in response to comments from Leicestershire County Council (150), a change is proposed to part (2)(c) of the policy to ensure that the design and layout takes a sequential approach to avoid areas of surface water flooding. There are not any specific ecological designations which apply to this site. However, all new developments will be required to make provision for			
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	biodiversity net gain consistent with national policies and with policy En1.			
Devaluation of existing properties which enjoy views over opens fields.	The impact upon the price of existing properties is not a material planning consideration.	No change	374, 375	Julie Staniforth, Dean Staniforth

APPENDIX B – LAND OFF TORRINGTON AVENUE, WHITWICK (C19A)

RESPONSES TO PROPOSED ADDITIONAL ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER – C19a	SITE NAME – LAND OFF TORRINGTON AVENUE COALVILLE		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
AREA OF SEPARATION				
Object to the loss of the Whitwick wedge/Area of Separation which the community has previously opposed development in these areas and the Council has supported. Development will link Coalville and Whitwick and result in urban sprawl. The remainder will be likely to be built on eventually. Requiring a Legal Agreement to be signed will only provide protection for 5-years	In approving the current Local Plan, the previous Local Plan Inspector did not rule out development within the Area of Separation at some future date in the event of increased development needs. The 2023 Area of Separation study concluded that this site was potentially suitable as it provided a coherent extension to the existing built for. This, together with the development needs up to 2042 are such that it is considered now appropriate that this site be allocated, subject to consideration of all other matters. The retention of the remaining open land as publicly accessible open space is a key policy requirement, without which development would not be considered acceptable.	No change	13, 25, 44, 65, 70, 74, 102, 120, 121, 125, 135, 144, 151, 159, 168, 176, 178, 183, 187, 194, 202, 206, 225, 226, 229, 231, 244, 239, 285, 371, 378	Matthew Watson, T and G Waltham, Katie Smallwood, Franklyn Northage, Jamie Smallwood, Andy Varnam, Nicola White, Debbie Newbold, Jayne Cockburn, Charlie Starbuck, Claire Chambers, James Hensman, Angela Moore, A Mephram, Laura Leigh, Martin Argyle, Oliver Martin, Katarzyna Lewko, Andy Buckingham, Claire Bingham, Shirley Mordecai,

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				Sandra Blyth, Anne Garrigan, Christine Walker, T Woolman, Derrick Holmes, Nikki Lynas, Margaret Hill, Clifford Mason and Rena Fletcher, John Gardner, Viv Newman
Loss of identity of Whitwick, it will no longer be a village and it will not be as attractive a place to live.	The proposed allocation seeks to maintain a degree of separation between Whitwick and Coalville, whilst also ensuring that sufficient land is allocate for new development.	No change	25, 29, 33,133,135, 169, 187, 194, 210, 226, 265, 301	T and G Waltham, Bernadette Whelton, Danielle O'Mara, Helen Deacon, Claire Chambers, Jane Thatcher, Andy Buckingham, Claire Bingham, Pamela Moore, Christine Walker, Andrew Palmer, Tom Fletcher
Site is poorly related to existing built form and is located within an Area of Separation.	This site is well related for access to services and facilities. A study of the Area of Separation was undertaken in 2023. This judged that this site was category A site whereby the site "forms coherent extension with suitable	No change	136	Andrew Large Surveyors Limited

APPENDIX B – LAND OFF TORRINGTON AVENUE, COALVILLE (C19A)

	access, can be adequately mitigated and is available and promoted” This, together with the development needs up to 2042 are such that it is considered now appropriate that this site be allocated, subject to consideration of all other matters.			
HIGHWAYS/TRANSPORT				
The local road network already experiences congestion, particularly at peak times with congestion on the A511 and the various junctions, including Stephenson Way, Hall Lane, Hermitage Road and Meadow Lane. There will be increased dangers for road users and pedestrians in the area generally and more specifically on Torrington Avenue. There will also be increased traffic during construction of any development. Concern that Green Lane would become a main entrance to any future development but that it is not suitable. A link road from Hall Lane to Stephenson Way will create a 'rat run'.	Transport modelling work is being undertaken which will inform the final plan. This will assess the likely impact of individual development upon the highway network, in terms of both safety and congestion, together with considering any necessary mitigation that may be required. The modelling work will inform the decisions of the Council when finalising the plan.	No change	8, 13, 15, 23, 24, 25, 29, 33, 36, 38,40, 43, 44, 49, 50, 52, 53, 55, 58, 65, 66,70, 74,102, 117,120, 121, 123, 126,133, 135, 144, 151, 169,174, 176, 178,180, 185, 187,189, 190, 192, 194, 196, 199, 202,206, 210, 212, 216, 222,223, 224, 225, 226, 229, 231, 239, 246, 264,265, 301, 346, 371, 378, 380, 420	Mavis Smithard, Matthew Watson, David Whelton, Aaron Moore, Emma Moore, T and G Waltham, Bernadette Whelton, Danielle O'Mara, Claire Page, Lewis Smart, Jacqui Smart, Oliver Meadows, Katie Smallwood, Kai Osborne, Rachael Smith, Cara Garrigan, Neil Rounce, Paul Rowe, Donna Palmer, Franklyn

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				Northage, Martin Quilley, Jamie Smallwood, Andy Varnam, Nicola White, Amy Collis, Debbie Newbold, Jayne Cockburn, John Williams, Amy Massey, Helen Deacon, Claire Chambers, James Hensman, Angela Moore, Jane Thatcher, Ian Taylor, Martin Argyle, Oliver Martin, Lewis Kent, Adrian Court, Andy Buckingham, Julie Tolley, Andrew Tolley, Ros Holmes, Claire Bingham, Tracy Wileman, Kay Sketchley, Shirley Modecai, Sandra Blyth, Pamela Moore, Molly Thomas, Bethany O'Donnell, Mandy and Gary
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APPENDIX B – LAND OFF TORRINGTON AVENUE, COALVILLE (C19A)

				Baxter, Gary Bonser, Peter Garrigan, Anne Garrigan, Christine Walker, T Woolman, Derrick Holmes, Margaret Hill, Therese and Michael Willoughby, Stephen Caulfield, Andrew Palmer, Tom Fletcher, Ian Marshall and Karen Elburg, John Gardner, Viv Newman, Richard Dawson, Andrew Lane
This site is approximately 750m from the railway and associated level crossing and is a considerable allocation. There is a potential to impact on the safe operation of these crossings by increasing pedestrian and vehicular traffic in the area which will require careful assessment. It is likely that Network Rail would have concerns in respect of this allocation should it come forward and mitigation measures may be required to address any safety impact which would be at the developer's expense.	As no specific evidence has been provided regarding this matter it is not considered appropriate to require a specific requirement. However, the potential impact of development on the safety and operation of level crossings and any appropriate mitigation measures can be considered as part of the Infrastructure Development Plan and addressed through Transport Assessments as	No change	87	National Rail

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	part of any planning application.			
This site has been considered together with site C19b (Stephenson Green). A single comprehensive site access masterplan including C19b and C46 (Land off Broom leys Road Coalville) is preferred. A joint access with C19b would be more appropriate than single points of access off Hall Lane or Torrington Avenue. The proposed link road should be of a suitable standard to carry buses and also include active travel infrastructure which should link to other active travel routes (<i>Transport Strategy & Policy and Highways Development Management</i>).	Noted. As set out in response to comments from Jelson Homes (166), it is considered that site C46 should also be included with this site and also C19. Noted and this will be addressed as part of a revised policy.	See response to comments from Jelson Homes (160)	150	Leicestershire County Council
On it's own this site would not be likely to have an impact upon the Specified Road Network, but cumulatively with other sites in the Coalville Urban Area they have a significant impact. This can be addressed through the transport evidence base and discussions.	Noted	No change	161	National Highways
INFRASTRUCTURE				
There is already considerable development in the locality, including sites off Stephenson Way and Thornborough Road, which together with this site will overwhelm the area. There is a lack of amenities to support the proposed housing with significant impact	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via	No change	23, 24, 25, 28, 29,33, 36, 38,39, 40,44, 50,53, 57, 58, 66,70,74, 102, 117, 120, 121, 125, 126, 133, 135,144,	Aaron Moore, Emma Moore, T and G Waltham, Zoe Williams, Bernadette Whelton, Danielle O'Mara,

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on services such as doctors, dentists, chemists, schools, shopping, public transport, employment and sewage which are already struggling to cope. There will also be impact upon supporting infrastructure, including water and electricity supply. The area already experiences some low water pressure. Furthermore, the provision of more drains etc will result in disruption to existing residents.	S106 Agreements. In accordance with national policy, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed. This will mean that for larger pieces of infrastructure, such as new schools, it will be necessary for a number of developments to contribute towards such infrastructure. An Infrastructure Delivery Plan is being prepared which will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan.		156, 158,169,176, 178, 180, 183, 185, 187, 189, 190, 192,194, 196, 202, 210, 212, 216, 223, 225, 226, 231, 239, 244, 264, 266, 285, 301, 346, 371, 380, 481	Claire Page, Lewis Smart, Terri Kilby, , Jacqui Smart, Katie Smallwood, Rachael Smith, Neil Rounce, Keith Butler, Donna Palmer, Martin Quilley, Jamie Smallwood, Andy Varnam, Nicola White, Adrian Court, Amy Collis, Debbie Newbold, Jayne Cockburn, Charlie Starbuck, Amy Massey, Helen Deacon, Claire Chambers, James Hensman, Kevin Lynas, Elaine Lynas, Jane Thatcher, Martin Argyle, Lewis Kent, Katarzyna Lewko, Andy Buckingham, Julie Tolley, Andrew Tolley,
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				Ros Holmes, Claire Bingham, Tracy Wileman, Shirley Mordecai, Pamela Moore, Molly Thomas, Bethany O'Donnell, Gary Bonser, Anne Garrigan, Christine Walker, Derrick Holmes, Margaret Hill, Nikki Lynas, Stephen Caulfield, Andrew Palmer, Clifford Mason and Rena Fletcher, Tom Fletcher, Ian Marshall and Karen Elburg, John Gardner, Richard Dawson, Whitwick Parish Council
Existing sewers cannot cope already. New development will make this worse as has happened in the Hugglescote area with the development there.	The draft Infrastructure Delivery Plan notes that Severn Trent Water has indicated that schemes will come forward within the Asset Management Plan 8 period (2025 -2030) to address	No change	44, 169, 216, 246, 266	Katie Smallwood, Jane Thatcher, Bethany O'Donnell, Therese and Michael

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	capacity constraints at Snarrows Wastewater Treatment Works. Any future development will need to ensure that adequate provision is made for drainage of sewage.			Willoughby, Andrew Palmer
There needs to be more investment within Whitwick and the wider Coalville area. Lack of shops in Coalville and jobs will force younger people out of the local area.	New housing development will make it easier to attract private investment into the Coalville area as there are more potential customers. The Council is working with landowners and developers to do this. Planning permissions have been given for new developments in the town centre, including leisure facilities.	No change	117, 120, 126, 244	Amy Collis, Debbie Newbold, Amy Massey, Therese and Michael Willoughby
The proposed allocations C18, C19a and C19b will impact significantly on two practices at Whitwick Health Centre. The growth would increase registrations in both practices by 13%, resulting in 4234 and 4386 registrations respectively. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved.	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via S106 Agreements. In accordance with national policy, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed.	No change	487	Leicester Leicestershire and Rutland Integrated Care Board

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	An Infrastructure Delivery Plan is being prepared which will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan. The ICB are actively involved in discussions as part of the Infrastructure Delivery Plan.			
AMOUNT AND TYPE OF HOUSING DEVELOPMENT				
Already huge housing developments in the area - Bardon, Hugglescote, Greenhill, Ashby etc.	The need for new housing nationally is significant as recognised in national policy. The council has to ensure that sufficient provision is made as part of the plan in order to ensure that it is 'sound'.	No change	36, 265, 371	Claire Page, Andrew Palmer, John Gardner
Housing requirement of 680 houses per year is unacceptable, particularly as the area has seen a large increase in housing stock in recent years. Evidence from the ONS suggests levelling out and potential reduction in population during the lifetime of the plan. The district should only take its fair share of new development and not have to address shortfall from Leicester City because they failed to allocate enough land. Housing should be more evenly distributed across Leicestershire.	The need for new housing nationally is significant as recognised in national policy and the requirements set down by the government. The council has to ensure that sufficient provision is made as part of the plan in order to ensure that it is 'sound'.	No change	133, 192, 193, 231, 264, 285,	Helen Deacon, Ros Holmes, Matthew Box, Derrick Holmes, Stephen Caulfield, Clifford Mason and Rena Fletcher,
No strong evidence of local need that justifies this level of development. Current developments are not selling as expected.	The need for new housing nationally is significant as recognised in national policy. This need is up to 2042, not just the immediate need. New	No change	183, 246	Katarzyna Lewko, Therese and Michael Willoughby

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	build rates have maintained a consistent level in recent years, which would suggest that properties are selling.			
Empty properties should be brought back in to use, rather than being allowed to stand empty. Similarly, properties should not be allowed to convert too Airbnb with nobody in them most of the time.	For the housing market to operate effectively there always needs to be a certain amount of vacancy to allow for what is referred to as churn. As at the 2021 Census the vacancy rate was estimated to be 3.5%, compared with a national rate of 5.4%. The issue of Airbnb properties is beyond the control of the Local Plan.	No change	244	Nikki Lynas
Developing this site will ensure that the number of new homes required are provided, whilst still maintaining an area of open land between Coalville and Whitwick. Development could help congestion in the area.	Noted.	No change	332	Richard Thorpe
FLOODING				
The site and area are subject to flooding, development will only exacerbate this. There is potential to impact upon existing nearby properties.	Proposed draft policy AP7 seeks to direct development to areas at least risk of flooding. The site is located within Flood Zone 1, which is the lowest risk area for flooding. Information on the Environment Agency website identifies that parts of the site are identified as being at a risk	No change See response to comments from Leicestershire County Council (150)	28,33, 39,55, 117, 185, 193, 226, 301, 371, 378	Zoe Williams, Daneille O'Mara, Terri Kilby, Paul Rowe, Amy Collis, Adrian Court, Matthew Box, Christine Walker, Tom Fletcher, John Gardner, Viv Newman

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	of surface water flooding. As set out in response to comments from Leicestershire County Council (150), the revised policy for this site (and C19b) will need to be amended to ensure that the design and layout takes a sequential approach to avoid areas of surface water flooding.			
Significant surface water flow paths through the site flowing from the south-east to the north-west. Flow paths are wide and may impact on the deliverability of the number of units. A sequential approach to site layout may enable areas of highway and public open space to be strategically located to encompass the surface water flow paths (<i>Lead Local Flood Authority</i>)	Noted. The revised policy for this site (and C19b) will need to be amended to ensure that the design and layout takes a sequential approach to avoid areas of surface water flooding.	That the issue of surface water be addressed as part of ongoing work and through a revised policy to ensure that the design and layout takes a sequential approach to avoid areas of surface water flooding	150	Leicestershire County Council
IMPACT ON BIODIVERSITY				
The impact on wildlife and biodiversity as the site hosts a variety of fauna and flora coupled with the loss of green spaces.	There are not any specific ecological designations which apply to this site. However, all new developments will be required to make provision for biodiversity net gain consistent with national policies and with policy En1.	No change	8, 24, 25, 29, 33, 39, 40, 44, 49, 50, 52, 58, 65, 66, 70, 74, 113, 117, 121, 125, 133, 135, 144, 151, 156, 158, 169, 174, 176, 178, 183, 185, 187, 192, 194, 196, 199, 202, 206, 210,	Mavis Smithard, Emma Moore, T and G Waltham, Bernadette Whelton, Danielle O'Mara, Terri Kilby, Jacqui Smart, Katie Smallwood, Kai Osborne, Rachael Smith,

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			212,223, 225, 226, 231,244, 246, 264, 301, 346, 371, 380, 481	Cara Garrigan, Donna Palmer, Franklyn Northage, Martin Quilley, Jamie Smallwood, Andy Varnam, Joe Nicholls, Amy Collis, Jayne Cockburn, Charlie Starbuck, Helen Deacon, Claire Chambers, James Hensman, Angela Moore, Kevin Lynas, Elaine Lynas, Jane Thatcher, Ian Taylor, Martin Argyle, Oliver Martin, Katarzyna Lewko, Adrian Court, Andy Buckingham, Ros Holmes, Claire Bingham, Tracy Wileman, Kay Sketchley, Shirley Mordecai, Sandra Blyth, Pamela Moore,
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				Molly Thomas, Gary Bonser, Anne Garrigan, Christine Walker, Derrick Holmes, Nikki Lynas, Therese and Michael Willoughby, Stephen Caulfield, Tom Fletcher, Ian Marshall and Karen Elburg, John Gardner, Richard Dawson, Whitwick Parish Council
The proposed site lies within the Site of Special Scientific Interest Impact Risk Zone for Grace Dieu and High Sharpley. Evidence is required that any water discharges arising from the development will not cause significant impact to the designated site.	Draft policy En1(Nature Conservation/Biodiversity net gain) requires that development avoid an adverse impact upon sites of nature conservation value, including Sites of Special Scientific Interest.	No change	345	Natural England
Development of the sites will no doubt have a negative effect on landscape as these sites are large in size, and would lead to the permanent and irreversible loss of biodiversity and geodiversity, as development in combination will lead to the permanent and irreversible loss of greenfield land. It will have a negative effect on the	As set out at paragraph 3.22 of the consultation document, proposed development will need to comply with policy En1 (Nature Conservation/Biodiversity net gain), including biodiversity net gain consistent with national policies. Any	No change	481	Whitwick Parish Council

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landscape as these sites are large in size, and would no doubt result in the merging of settlements and loss of identity. This site is also situated in the National Forest.	development will also be required to provide additional tree planting consistent with policy En3.			
AGRICULTURAL LAND				
Loss of agricultural land which is used for crops and grazing.	Best and Most Versatile (BMV) agricultural land is defined as Classes 1,2 and 3a. Natural England's Provisional Agricultural Land Classification map record the site as being Grade 3. It is not clear, therefore, whether or not BMV would be affected. Generally speaking, 20 or more hectares is generally considered to be significant, the term used in the NPPF. This is more than the proposed site which measures about 11 hectares. Therefore, if the site was to be assumed as all being Grade 3a (and it might not), the loss would not be significant. The NPPF advises that it is necessary to consider the loss of agricultural land against other policy considerations. In this instance the loss of agricultural land has to be weighed against the need for new housing.	No change	8, 113, 223, 371	Mavis Smithard, Joe Nicholls, Gary Bonser, John Gardner

AIR QUALITY				
Pollution and poor air quality are already an issue as a result of traffic and pose a risk to the health of local people. This development, together with others nearby, will make this worse including during construction. How will dust and pollution be managed across concurrent development sites? Additional traffic will increase noise and air pollution and demand for parking, which together with other development nearby, will affect the health and safety of residents.	As set out in the consultation document, all proposed allocations will require an Air Quality Assessment as part of any future planning applications. Whilst the Broom Leys Road junction has previously been identified as an Air Quality Management Area this was revoked due to observed improvements in data. Major developments, such as this site, will need to be supported by a Construction Dust Assessment. Conditions will be attached to any planning permission to control the times that construction activity can take place in order to protect the amenity of existing residential areas.	No change	8, 25, 29, 33, 39, 49, 52, 53, 66, 125, 126, 133, 135, 169, 180, 187, 189, 210, 216, 226, 239, 244, 265, 285, 346,	Mavis Smithard, T and G Waltham, Bernadette Whelton, Danielle O'Mara, Terri Kilby, Kai Osborne, Cara Garrigan, Neil Rounce, , Martin Quilley, Charlie Starbuck, Amy Massey, Helen Deacon, Claire Chambers, Jane Thatcher, Lewis Kent, Andy Buckingham, Julie Tolley, Pamela Moore, Bethany O'Donnell, Christine Walker, Margaret Hill, Therese and Michael Willoughby, Andrew Palmer, Clifford Mason and Rena Fletcher, Ian Marshall and Karen Elburg,

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BROWNFIELD AND LAND STABILITY				
There are brownfield sites elsewhere in the NWLDC area.	The draft Local Plan included an allowance for sites in Coalville Town Centre to deliver 200 dwellings from previously developed land. In addition, it is proposed to redevelop the former Hermitage Leisure Centre for housing. Other previously developed land is currently being redeveloped for housing, including the former Snibston Discovery Park and Workspace 17.	No change	8, 123, 156, 158, 225,	Mavis Smithard, John Williams, Kevin Lynas, Elaine Lynas, Anne Garrigan
Concerns regarding land stability due to previous mine workings and potential to result in subsidence or flooding.	The Coal Authority has not identified any issues with this site in its response.	No change	33, 135, 194, 202, 301, 378	Danielle O'Mara, Claire Chambers, Claire Bingham, Shirley Mordecai, Tom Fletcher, Viv Newman
Land stability associated with coal mining works should also be considered.	The issue of land stability is addressed at policy En6 (Land and Air Quality)	No change	150	Leicestershire County Council
Proximity to Thringstone fault	There are no known reasons as to why development along the line of the Thringstone fault would not be appropriate. The Coal Authority has not identified any issues in respect of land stability with this site in its response.	No change	246	Therese and Michael Willoughby

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	Any prospective developer will need to satisfy themselves in respect of any land stability issues.			
IMPACT ON HEALTH AND WELLBEING				
Development will impact and disrupt existing residents due to building works, including noise and dust	As set out in the consultation document, all proposed allocations will require an Air Quality Assessment as part of any future planning applications. Major developments, such as this site, will need to be supported by a Construction Dust Assessment. Conditions will be attached to any planning permission to control the times that construction activity can take place in order to protect the amenity of existing residential areas.	No change	13, 120, 183, 185	Matthew Watson, Bebbie Newbold, Katarzyna Lewko, Adrian Court
Loss of amenity and tranquillity with increased noise and loss of privacy as a result of new development and more traffic. This will also potentially reduce natural light and overshadowing. These will affect quality of life of existing residents. Impact upon the mental health of local residents if wildlife and open spaces are lost and replaced with a sea of houses	Draft Policy AP2 addresses the potential impact of all new development on the amenity of existing residents and would be applied to any subsequent planning application for development on the site.	No change	23, 39, 58,66, 126, 183, 185, 194, 222, 224,226, 379	Aaron Moore, Terri Kilby, Donna Palmer, Martin Quilley, Amy Massey, Katarzyna Lewko, Adrian Court, Claire Bingham, Mandy and Gary Baxter, Peter Garrigan, Christine Walker,

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				Lindsey Sawbridge
NATIONAL FOREST				
The supporting text should refer to the site's location in the National Forest.	Noted	That the supporting text include reference to the site's location in the National Forest.	165	The National Forest Company
GREEN SPACES/FOOTPATHS				
Loss of countryside	In policy terms, none of the land is currently identified as countryside in the adopted Local Plan, but rather it is an Area of Separation.	No change	23, 371	Aaron Moore, John Gardner
Erosion of green spaces and network of footpaths.	There are not any public footpaths or bridleways which cross the proposed site, although a footpath does run along the western boundary of the site. Development of the site will not of itself impact upon this. The site is not publicly accessible. New development will be required to include the provision of open space which will be publicly accessible.	No change	39, 229	Terri Kilby, T Woolman
ALTERNATIVE FORM OF DEVELOPMENT				
Object to the fact that there is to be a road between this area and C19b and that there is to be a bridge over this road "so that the community can visit this green area "	The link road is considered necessary in order to provide adequate access to this site and that site off Stephenson Way (C19b), subject to the outcome of transport modelling. It is not clear as to what is meant by the	No change	17	Melanie Goode

APPENDIX B – LAND OFF TORRINGTON AVENUE, COALVILLE (C19A)

	reference to a bridge as the proposed policy did not include such a requirement.			
A wide as boundary as possible needs to be retained between this site and C19b. In addition, natural landscaping is required between new and existing properties.	The draft policy requires that new development should be designed so as to respect the amenity of existing properties on Hall Lane, Tiverton Avenue, Perran Avenue and Stainsdale Green. Other policies in the plan require the provision of adequate landscaping.	No change	57	Keith Butler
Increasing the size of development at C19b and C18 would potentially allow for reduced development at this site which would benefit local residents. This would have less impact on local wildlife and enable the protection of more of the Area of Separation.	These comments are addressed under both C18 and C19b.	No change	187	Andy Buckingham,
More limited development with access from Hall Lane only and no link road to Stephenson Way, together with more development at C19b, would be more appropriate.	The link road is considered necessary in order to provide adequate access to this site and that off Stephenson Way, subject to the outcome of transport modelling. Additional development at C19b would require additional land being included or an increase in density of development. It is not clear that either of these could be achieved.	No change	420	Andrew Lane

APPENDIX B – LAND OFF TORRINGTON AVENUE, COALVILLE (C19A)

COALVILLE RUGBY CLUB				
There will be noise from Coalville Rugby Club which will lead to complaints and the closure of the club	The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Consistent with this principle the proposed policy specifically requires that the design and layout of any proposed development takes in to account the proximity to Coalville Rugby Club.	No change	44, 70	Katie Smallwood, Jamie Smallwood,
Welcomes the inclusion of text that Coalville Rugby Football Club lies adjacent to the proposed site and there is a need for its operations to be protected from the proposed housing development. In order to comply with the NPPF, it is suggested that the following requirements should be included in this draft policy: Details of measures to protect the operation of Coalville Rugby Football Club from any significant adverse effect arising from the siting of this proposed housing development.	Part (e) of the draft policy already includes wording designed to ensure that there is no detrimental impact upon the operation of the rugby club as a result of housing being nearby. Some minor amendments are suggested.	That the revised policy include the following requirement: Any development being designed and measures incorporated to protect of such that there would no adverse impact upon the operation of Coalville Rugby Club as a result of the proximity of proposed dwellings;	96	Sport England
SUPPORT ALLOCATION				
Jelson support the allocation of this site and note that it is considered that the site could accommodate 250 dwellings as set out in the proposed	The contradiction in terms of site capacity is noted and should be 250 dwellings as per the policy.	That this site, together with those off Stephenson Way (C19b) and Broom Leys Farm (C46) be allocated as	166	Avison Young o/b/o Jelson Homes

policy. However, clarification is required in respect of the capacity as Table 1 only refers to 242 dwellings. There are concerns about the approach that the draft policy takes to the masterplanning of the site. In particular, the two sites (C19a and C19b) are distinct, serving different settlements (Whitwick and Coalville), and can be developed independently. Jelson suggests limiting joint planning to connectivity and the management of the Area of Separation. It also questioned whether land at Broom Leys Road (C46) should also be included as part of the joint working. Jelson questions the necessity of a proposed link road between Sites C19a and C19b, citing a lack of evidence from the County Council on its benefits. Furthermore, a road within the Area of Separation would seem	The NPPF supports the use of masterplans (paragraph 77) for significant extensions to existing settlements. Both of these sites are part of large undeveloped area of open land in the centre of the Coalville Urban Area. It is accepted that the two sites will be subject to their own specific layout and design and that they are likely to be developed by different housebuilders. However, it is important that they are designed in the broader context of the wider area, including consideration of the infrastructure necessary to support both new developments. It is agreed that it would be appropriate for the site at Broom Leys Road (site C46) to also be part of any masterplan. To this end it is suggested that site C46 should be incorporated with sites C19a and C19b into a	part of a Strategic Development Area to be the subject to one overall policy, the wording for which will be brought back to a future meeting of this Committee		
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APPENDIX B – LAND OFF TORRINGTON AVENUE, COALVILLE (C19A)

contrary to the Area of Separation objective to keep the land free from development. Support retaining the undeveloped land between the sites as publicly accessible open space but highlights the need to balance recreational use with continued agricultural productivity.	cluster of sites to be the subject of a single policy. The County Highway Authority has advised that a joint access with the Stephenson Way site (C19b) is preferred. The issue of access to this site and the impact on the wider highway network will be considered as part of the transport modelling. This will include understanding the impacts both with and without a link road. Whilst the road would comprise development, it is considered that its impact will not undermine the Area of Separation, particularly as it will all be at ground level, unlike buildings. It is not clear at this stage whether any remaining undeveloped land would be viable for agricultural use. However, it is agreed that it would be an acceptable use in principle. This will be addressed as part of a revised policy			
OTHER COMMENTS				
No specific reason given	Noted	No change	46, 134, 143, 200,	Fleur Mason, Marie Main, William

APPENDIX B – LAND OFF TORRINGTON AVENUE, COALVILLE (C19A)

				Blakemore, Anthony Bateman
Development will impact upon climate change factors, only adding to problems.	Other policies of the plan address issues relating to climate change. For example, reducing carbon emissions and Sustainable Urban Drainage requirements. New development will also need to comply with any national requirements, such as Building Regulations.	No change	50, 156, 158, 244	Rachael Smith, Kevin Lynas, Elaine Lynas, Nikki Lynas,
Development should be located elsewhere in North West Leicestershire where development would be less detrimental to the environment and community and where there is more open space, such as south of Coalville.	Significant development is proposed right across the district with the vast majority of settlements having at least one allocation. Land south of Coalville is already being developed.	No change	66, 144	Martin Quilley, James Hensman,
Crime and anti-social behaviour will increase in the area as there will be more people.	The use of a high standard of design can help to prevent crime. Other policies of the Local Plan, together with a recently published Supplementary Planning Document emphasise the importance of good design in new developments	No change	135, 169	Claire Chambers, Jane Thatcher
A Minerals Assessment should be undertaken in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LWMLP). In addition, development should not prejudice the operation of safeguarded	As the Minerals and Waste Local Plan is part of the development plan, it is not necessary to include these as specific requirements.	No change	150	Leicestershire County Council

APPENDIX B – LAND OFF TORRINGTON AVENUE, COALVILLE (C19A)

waste sites (Coalville Transfer Station and Recycling and Household Waste Sites) in line with Policy W9 of LWMLP. The size of the site, together with other proposed development, is likely to have a significant cumulative effect upon existing waste management infrastructure (<i>Planning</i>) There is a high potential for Neolithic-Bronze Age and medieval material remains. Will require pre-determination evaluation (trial trenching), followed by appropriate mitigation secured by condition upon any future planning permission. The heritage potential is assessed as being medium risk (<i>Archaeology</i>)	As set out at paragraph 3.23 of the consultation document, a Desk Based Archaeology Assessment (followed up with any necessary archaeological site investigation) will be a requirement for most sites including this site.	No change		
Devaluation of existing properties.	The impact upon the price of existing properties is not a material planning consideration.	No change	185, 212, 244	Adrian Court, Molly Thomas, Therese and Michael Willoughby
No concerns to raise in respect of the proposed allocations and harm to designated heritage assets, although suggest seeking advice of County curators for archaeological matters.	Noted	No change	197	Historic England
More people means it will be harder to find jobs.	In addition to housing, the plan identifies land for future employment development which will provide more job opportunities.	No change	216	Bethany O'Donnell

APPENDIX C – LAND OFF STEPHENSON WAY, COALVILLE (C19B)

APPENDIX C – LAND OFF STEPHENSON WAY, COALVILLE (C19B)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: C19b	SITE NAME: LAND OFF STEPHENSON GREEN, COALVILLE
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
AREA OF SEPARATION				
Object to building on or the loss of the Green Wedge/Area of Separation. Residents have previously opposed development on this land and when permission was refused were assured that this was a final decision. All of the reasons the application was refused last time are still valid and relevant. The wishes of local people are being ignored, and the protected area is again under threat from development. It is a valuable asset to the local community that separates Whitwick and Coalville and prevents urban sprawl. If developed the space left between Whitwick and Coalville will be insufficient to create a separation between the town and village. Once part of the area of separation is built it will lead to it all being built on.	In approving the current Local Plan, the previous Local Plan Inspector did not rule out development within the Area of Separation at some future date in the event of increased development needs. The 2023 Area of Separation study concluded that this site was potentially suitable as it provided a coherent extension to the existing built for. This, together with the development needs up to 2042 are such that it is considered now appropriate that this site be allocated, subject to consideration of all other matters. The retention of the remaining open land as publicly accessible open space is a key policy requirement, without which development would not be considered acceptable.	No change	17, 57, 102, 117, 121, 187, 192, 231, 239, 244, 246, 264, 285, 380	Melaine Goode, Keith and Jill Butler, Mr and Mrs A White, Amy Collis, Jayne Cockburn, Andy Buckingham, Ros Holmes, Derrick Holmes, Margaret Hill, Nikki Lynas, These Willoughby, Stephen Caulfield, Clifford Mason and Rena Fletcher, Richard Dawson

APPENDIX C – LAND OFF STEPHENSON WAY, COALVILLE (C19B)

Loss of identity of Whitwick, it would lose its 'village' and community identity.	The proposed allocation seeks to maintain a degree of separation between Whitwick and Coalville, whilst also ensuring that sufficient land is allocate for new development.		17, 187, 239	Melaine Goode, Andy Buckingham, Margaret Hill
HIGHWAYS/TRANSPORT				
The local road network is already congested and can't cope with the current volume of traffic. Incidents on the M1 or A42 cause tailbacks along the A511 and other local roads. Road conditions are dangerous on Stephenson Way. The roundabout at Stephenson Way and Thornborough Road could not support any additional traffic. Hall Lane before Green Lane is problematic due to parked cars on Green Lane. There have been many accidents at the traffic lights on Broomleys Road and at the roundabout near Morrisons. The number and location of the proposed housing will make the situation even worse. Development will increase the amount of traffic on local roads with more junctions on an already stressed part of the A511 and in the centre of Whitwick. The traffic problems and road conditions need addressing before new developments is considered. Increase in traffic numbers increases risks for pedestrians, especially children and older people and also makes it more	Transport modelling work is being undertaken which will inform the final plan. This will assess the likely impact of individual development upon the highway network, in terms of both safety and congestion, together with considering any necessary mitigation that may be required. The modelling work will inform the decisions of the Council when finalising the plan.	No change	17, 28, 55, 102, 117, 121, 187, 192, 216, 231, 239, 244, 246, 264, 285, 380, 420, 479	Melaine Goode, Zoe Williams, Paul Rowe, Jayne Rowe, Laura Rowe, Mr and Mrs A White, Amy Collis, Jayne Cockburn, Andy Buckingham, Ros Homes, Bethanie O'Donnell, Derrick Holmes, Margaret Hill, Nikki Lynas, Therese and Michael Willoughby, Stephen Caulfield, Clifford Mason and Rena Fletcher, Richard Dawson, Andrew Lane,

APPENDIX C – LAND OFF STEPHENSON WAY, COALVILLE (C19B)

difficult for and emergency service vehicles to access the area. The proposed road from the Stephenson Way development to Hall Lane would be used as a 'rat run'. Traffic surveys should be done covering peak times.				Stephen Gosling
This site is approximately 750m from the railway and associated level crossing and is a considerable allocation. There is a potential to impact on the safe operation of these crossings by increasing pedestrian and vehicular traffic in the area which will require careful assessment. It is likely that Network Rail would have concerns in respect of this allocation should it come forward and mitigation measures may be required to address any safety impact which would be at the developer's expense.	As no specific evidence has been provided regarding this matter it is not considered appropriate to require a specific requirement. However, the potential impact of development on the safety and operation of level crossings and any appropriate mitigation measures can be considered as part of the Infrastructure Development Plan and addressed through Transport Assessments as part of any planning application.	No change	87	National Rail
This site has been considered together with C19a (Land at Torrington Avenue, Whitwick). Safe and suitable site access needs to be provided via A511 Stephenson Way and across the Area of Separation to Hall Lane and/or Torrington Avenue. The sites would need to be suitably integrated in terms of pedestrian access and suitable access strategy. The proposed link between the sites is discussed in the C19a response. Active travel infrastructure will be required within the site and connect to	Noted. Transport modelling work is being undertaken together with the County Council and will inform the final plan.	No change	150	Leicestershire County Council

APPENDIX C – LAND OFF STEPHENSON WAY, COALVILLE (C19B)

existing off-site routes (<i>Transport Strategy & Policy and Highways Development Management</i>).				
On it's own this site would not be likely to have an impact upon the Specified Road Network, but cumulatively with other sites in the Coalville Urban Area they have a significant impact. This can be addressed through the transport evidence base and discussions.	Noted. Transport modelling work is being undertaken which will inform the final plan.	No change	161	National Highways
Unconvinced that the Highway Authority found no objection to the proposal.	Transport modelling work is being undertaken which will inform the final plan. This work is being undertaken jointly with the Highway Authority and will assess the likely impact of individual development upon the highway network, in terms of both safety and congestion, together with considering any necessary mitigation that may be required. The modelling work will inform the decisions of the Council when finalising the plan.	No change	264	Stephen Caulfield
INFRASTRUCTURE				
Lack of amenities/infrastructure to support the proposed development with significant impact on services such as doctors, dentists, chemists, schools, public transport which are all already struggling to cope. There is no good shopping area or social facilities	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via S106 Agreements.	No change	17, 28, 57, 102, 117, 121, 187, 192, 216, 231, 239, 244, 246, 264, 285, 379, 380, 479	Melaine Goode, Zoe Williams, Keith and Jill Butler, Mr and Mrs A White, Amy Collis, Jayne

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to draw people to Coalville. There is a lack of employment opportunities and more people in the area will make it harder to get a local job. There is no mention of additional infrastructure being provided. There is no money to provide adequate services. Infrastructure should be provided up front. The existing infrastructure should be properly assessed to ensure it can support and cope with extra demand, not to the detriment of existing residents. The council should concentrate on improving the quality of life of its residents not just increasing the quantity of developments.	In accordance with national policy, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed. This will mean that for larger pieces of infrastructure, such as new schools, it will be necessary for a number of developments to contribute towards such infrastructure. An Infrastructure Delivery Plan is being prepared which will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan.			Cockburn, Andy Buckingham, Ros Holmes, Bethanie O'Donnell, Derrick Holmes, Margaret Hill, Nikki Lynas, Therese and Michael Willoughby, Stephen Caulfield, Clifford Mason and Rena Fletcher, Lindsey Sawbridge, Richard Dawson, Stephen Gosling
Due to the size of this site, it is likely to have significant cumulative effects with the other allocations and commitments within the vicinity. This will include upon the capacity of existing waste management infrastructure which should be given consideration. No site-specific waste safeguarding issues as safeguarded waste sites are over 1km away (Planning)	Noted. The Infrastructure Delivery Plan which is being prepared will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan.	No change	150	Leicestershire County Council
There are drainage problems in the area. The sewers cannot cope with	The draft Infrastructure Delivery Plan notes that	No change	216, 244, 246	Bethanie O'Donnell, Nikki

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heavy rain and sewerage has come up from manhole covers. Additional development would make this problem worse.	Severn Trent Water has indicated that schemes will come forward within the Asset Management Plan 8 period (2025 -2030) to address capacity constraints at Snarrows Wastewater Treatment Works. Any future development will need to ensure that adequate provision is made for drainage of sewage.			Lynas, Therese Willoughby
The proposal refers to the need for more warehousing/local employment – warehouses do not employ large numbers of staff. If we didn't increase the housing, there would be less need for more employment.	The Local Plan must address the need for both employment land and housing up to 2042. A failure to do so would be likely to result in the plan not being considered sound at Examination. The need for additional housing is not related to just employment, but also other factors such as the number and size of households.	No change	264	Stephen Caulfield
The development of this site together with site C19A (Land at Hall Lane and Torrington Avenue Whitwick) will in combination increase pressure on the local education infrastructure, health and local services, hereby creating additional need; this will lead to an adverse cumulative impact on infrastructure provision.	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via S106 Agreements. In accordance with national policy, the nature and scale of any planning obligation required has to be related to	No change	481	Whitwick Parish Council

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	the scale and type of development proposed.			
The proposed allocations C18, C19a and C19b will impact significantly on two practices at Whitwick Health Centre. The growth would increase registrations in both practices by 13%, resulting in 4234 and 4386 registrations respectively. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved.	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via S106 Agreements. In accordance with national policy, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed. An Infrastructure Delivery Plan is being prepared which will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan. The ICB are actively involved in discussions as part of the Infrastructure Delivery Plan.	No change	487	Leicester Leicestershire and Rutland Integrated Care Board
AMOUNT AND TYPE OF HOUSING DEVELOPMENT				
Object to the number of houses planned for the local area (Torrington Avenue, Hall Lane, Broomleys Farm, off Stephenson's Way and Thornborough Road). The combined effect of all the developments would turn a semi-rural community into an urbanised area. There are already major housing developments in the	The need for new housing nationally is significant as recognised in national policy. The council has to ensure that sufficient provision is made as part of the plan in order to ensure that it is 'sound'.	No change	17, 55, 192, 239, 246, 285	Melanie Goode, Paul Rowe, Jayne Rowe, Laura Rowe, Ros Holmes, Margaret Hill, Therese and Michael Willoughby,

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area some of which are still ongoing (Bardon, Hugglescote, Greenhill, Ashby etc) so why is this site needed?				Clifford Mason and Rena Fletcher
NWL has built more houses than were allocated whilst other areas in Leicestershire have continuously under achieved against their house building targets. Making up the deficit of others is not democratic. Shortfalls from elsewhere should be spread fairly across Leicestershire. Evidence from the ONS suggests levelling out and potential reduction in population during the lifetime of the plan. Instead of trying to hit government targets the will of local residents should be priority.	The need for new housing nationally is significant as recognised in national policy and the requirements set down by the government. The council has to ensure that sufficient provision is made as part of the plan in order to ensure that it is 'sound'.	No change	192, 231, 264, 285	Ros Holmes, Derrick Holmes, Stephen Caulfield, Clifford Mason and Rena Fletcher
There is not a housing crisis, more a home ownership crisis. Empty properties should be bought back into use before building new homes. There needs to be tighter laws on Airbnb properties and also restrictions to prevent people buying homes they don't intend to live in.	For the housing market to operate effectively there always needs to be a certain amount of vacancy to allow for what is referred to as churn. As at the 2021 Census the vacancy rate was estimated to be 3.5%, compared with a national rate of 5.4%. The issue of Airbnb properties is beyond the control of the Local Plan.	No change	244	Nikki Lynas
Although more affordable homes are needed, the homes won't actually be affordable. 4 and 5 bed homes will be built as these are more profitable.	Other policies of the plan address the need for new housing development to include provision for affordable	No change	244	Nikki Lynas

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	housing, as well as different sized market housing.			
Developing this site will ensure that the number of new homes required are provided, whilst still maintaining an area of open land between Coalville and Whitwick. Development could help congestion in the area.	Noted.	No change.	332	Richard Thorpe
FLOODING				
The area is subject to flooding. Flooding issues have been worse since land off Broom Leys Road was developed. Development of the site will reduce the amount of land available to absorb rainwater and prevent flooding. This issue will only get worse with the effects of climate change.	Proposed draft policy AP7 seeks to direct development to areas at least risk of flooding. The site is located within Flood Zone 1, which is the lowest risk area for flooding. Information on the Environment Agency website identifies that parts of the site are identified as being at a risk of surface water flooding. This issue is considered in response to comments from Leicestershire County Council (150).	No change As per response to representation from Leicestershire County Council (150)	28, 55, 117	Zoe Williams, Paul Rowe, Jayne Rowe, Laura Rowe, Amy Collis
Significant surface water flow paths through the site flowing from the south-east to the north-west which may impact on the deliverability of the number of units. Given this site forms a large proportion of the additional housing allocation, it is recommended that further work is undertaken to assess the impact surface water flood	Noted. The revised policy for this site (and C19a) will need to be amended to ensure that the design and layout takes a sequential approach to avoid areas of surface water flooding.	That the issue of surface water be addressed as part of ongoing work and through a revised policy to ensure that the design and layout takes a sequential approach to avoid areas of surface water flooding.	150	Leicestershire County Council

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risk will have on the proposals with a particular focus on exceedance flow routing. A sequential approach to site layout may enable areas of highway and public open space to be strategically located to encompass the surface water flow paths. Safe access / egress is available (<i>Lead Local flood Authority</i>)				
IMPACT ON BIODIVERSITY				
There will be a detrimental impact on the wildlife and biodiversity in the area. There are nesting rare birds (skylarks) that will be displaced. The removal of hedgerows could result in all bird species disappearing from the area.	There are not any specific ecological designations which apply to this site. However, all new developments will be required to make provision for biodiversity net gain consistent with national policies and with policy En1.	No change	102, 117, 121, 187, 192, 231, 246, 264, 285, 380, 479	Mr and Mrs A White, Amy Collis, Jayne Cockburn, Andy Buckingham, Ros Holmes, Derrick Holmes, Therese and Michael Willoughby, Stephen Caulfield, Clifford Mason and Rena Fletcher, Richard Dawson, Stephen Gosling
The proposed site lies within the Site of Special Scientific Interest Impact Risk Zone for Grace Dieu and High Sharpley. Evidence is required that any water discharges arising from the	Draft policy En1(Nature Conservation/Biodiversity net gain) requires that development avoid an adverse impact upon sites of nature	No change	345	Natural England

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development will not cause significant impact to the designated site.	conservation value, including Sites of Special Scientific Interest.			
Development of the sites will no doubt have a negative effect on landscape as these sites are large in size, and would lead to the permanent and irreversible loss of biodiversity and geodiversity, as development in combination will lead to the permanent and irreversible loss of greenfield land. It will have a negative effect on the landscape as these sites are large in size, and would no doubt result in the merging of settlements and loss of identity. This site is also situated in the National Forest.	As set out at paragraph 3.22 of the consultation document, proposed development will need to comply with policy En1 (Nature Conservation/Biodiversity net gain), including biodiversity net gain consistent with national policies. Any development will also be required to provide additional tree planting consistent with policy En3.	No change	481	Whitwick Parish Council
AGRICULTURAL LAND				
Loss of farmland.	Best and Most Versatile (BMV) agricultural land is defined as Classes 1,2 and 3a. Natural England's Provisional Agricultural Land Classification map record the site as being Grade 3. It is not clear, therefore, whether or not BMV would be affected. Generally speaking, 20 or more hectares is generally considered to be significant, the term used in the NPPF. This is more than the proposed site (about 13 hectares). Therefore, if the site was to be assumed as all being Grade 3a (and it might	No change	231, 264	Derrick Holmes, Stephen Caulfield

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	not), the loss would not be significant. The NPPF advises that it is necessary to consider the loss of agricultural land against other policy considerations. In this instance the loss of agricultural land has to be weighed against the need for new housing.			
AIR QUALITY				
Pollution and poor air quality are already an issue. The increase in volumes of traffic will increase air pollution. There will be increased pollution and noise impact during both the building and occupied phases of development. There is no reassurance in the plan about how dust, pollutants or emissions from vehicles will be controlled.	As set out in the consultation document, all proposed allocations will require an Air Quality Assessment as part of any future planning applications. Whilst the Broom Leys Road junction has previously been identified as an Air Quality Management Area this was revoked due to observed improvements in data. Major developments, such as this site, will need to be supported by a Construction Dust Assessment. Conditions will be attached to any planning permission to control the times that construction activity can take place in order to protect the amenity of existing residential areas.	No change	187, 216, 239, 246, 264, 285	Andy Buckingham, Bethanie O'Donnell, Margaret Hill, Therese Willoughby, Stephen Caulfield, Clifford Mason and Rena Fletcher

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BROWNFIELD AND LAND STABILITY					
	There are brownfield sites elsewhere in the NWLDC area. Brownfield sites should be built on before greenfield sites.	The draft Local Plan included an allowance for sites in Coalville Town Centre to deliver 200 dwellings from previously developed land. In addition, it is proposed to redevelop the former Hermitage Leisure Centre for housing. Other previously developed land is currently being redeveloped for housing, including the former Snibston Discovery Park and Workspace 17.	No change	17, 244	Melaine Goode, Nikki Lynas
	Proximity to the Thringstone Fault (geological fault). Also understood that the coal mines stopped short of the area due to this fault.	There are no known reasons as to why development along the line of the Thringstone fault would not be appropriate. The Coal Authority has not identified any issues in respect of land stability with this site in its response. Any prospective developer will need to satisfy themselves in respect of any land stability issues.	No change	246	Therese and Michael Willoughby
IMPACT ON HEALTH AND WELLBEING					
	Residents' health, mental wellbeing and quality of life will suffer if open green spaces are lost to development.	Draft Policy AP2 addresses the potential impact of all new development on the amenity of existing residents and would be applied to any subsequent	No change	102, 239, 264, 379	Mr and Mrs A White, Margaret Hill, Stephen Caulfield, Lindsey Sawbridge

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	planning application for development on the site.			
NATIONAL FOREST				
The supporting text should refer to the site's location in the National Forest.	Noted	That the supporting text include reference to the site's location in the National Forest.	165	The National Forest Company
GREEN SPACES/FOOTPATHS				
Development will result in the loss of greenspace/nature area. The area next to the A511 is a valuable green space and a popular and well used walking route. The area is used by local schools and scout groups which will be made more difficult if developed. The effects of climate change means it more important than ever to protect our natural areas.	The draft policy requires the retention and enhancement of two public rights of way which cross this site. As set out in the consultation document, as part of development there will be a requirement to include the provision of publicly accessible open space.	No change	28, 102, 187, 244, 264, 285, 379, 380	Zoe Williams, Mr and Mrs A White, Andy Buckingham, Nikki Lynas, Stephen Caulfield, Clifford Mason and Rena Fletcher, Lindsey Sawbridge, Richard Dawson
ALTERNATIVE FORM OF DEVELOPMENT				
Object to the fact that there is to be a road between this area and C19b and that there is to be a bridge over this road "so that the community can visit this green area "	The link road is considered necessary in order to provide adequate access to this site and that off Stephenson Way, subject to the outcome of transport modelling. It is not clear as to what is meant by the reference to a bridge as the proposed policy did not include such a requirement.	No change	17	Melaine Goode,

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Increasing the capacity of C19b and C18 would allow for reduced or no development on site C19a. Development on C19a could be reduced in size to the area linked to Hall Lane with one single point of access. This would reduce development in the Area of Separation, reduce impacts on wildlife and would keep traffic on the major roads.	These comments are addressed under both C18 and C19a. In respect of C19b, it is not clear how the capacity of this site could be increased without requiring additional open land, such that the overall impact in terms of the balance between development and open space would be the same.	No change	187, 420	Andy Buckingham, Andrew Lane
SUPPORT ALLOCATION				
Support extending the plan period to 2042. Note that it is likely that Leicester City will have greater unmet need after 2036 and the Local Plan needs to address this. It will also need to ensure a balance with economic growth. Support the Coalville Urban Area as retaining primacy and the need for proportional growth accordingly. A balanced portfolio of sites is required together with avoiding over-reliance on the proposed new settlement and in this respect the Council's approach is supported. Support the allocation of the site, which has significant sustainability	The housing requirements are those identified in the Statement of Common Ground with the Leicester and Leicestershire authorities which was based on the Housing and Economic Needs Assessment (HENA). The requirement is higher than that from the government's standard method. Noted Noted	That this site, together with those off Torrington Avenue (C19a) and Broom Leys Farm (C46) be allocated as part of a Strategic Development Area to be the subject of one overall policy, the wording for which will be brought back to a future meeting of this Committee	140	Marrons o/b/o William Davis

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credentials, and are committing to working with the Council to address detailed policy concerns. The retention of the Area of Separation (AoS) must be balanced against the need to meet housing requirements. Therefore, it is agreed that there is a strong strategic case for reviewing the extent of the AoS. Development within the AoS has the potential to secure large areas of publicly accessible green space. Question whether a link road between the A511 and Hall Lane is consistent with the spirit of the AoS as it would exert an urbanising influence on the area. Also have concerns about the requirement for a link road between Stephenson Way and Hall Lane. Further exploration of the transport evidence is required to justify its need. William Davis Homes are happy to work with the council on this issue. Support retaining undeveloped areas as publicly accessible open space and enhancing biodiversity. However, it may be necessary to balance public access with ecological considerations, including the delivery of Dio Diversity Net Gain f at least 10%.	The proposed approach seeks to do this. The County Highway Authority has advised that a joint access with the Stephenson Way site (C19b) is preferred. The issue of access to this site and the impact on the wider highway network will be considered as part of the transport modelling. This will include understanding the impacts both with and without a link road. Noted.			
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96	Wilam Davis Homes owns most of the site and has commenced preliminary technical work, with plans to submit a planning application in Spring 2026 and begin development in Summer 2028.	Noted.			
	OTHER COMMENTS				
	More consideration should be given to existing residents, and the design and layout of new homes should be sympathetic to the area. Given the rural nature of the area, generous landscaping would reduce its environmental impact.	The design and layout of any subsequent development will need to accord with all policies of the Local Plan. The proposal seeks to retain most of the Area of Separation as undeveloped open land which is publicly accessible.	No change.	57	Keith and Jill Butler
	All planning documentation, surveys, traffic statements etc should be properly scrutinised by an appropriate independent body.	All the evidence base that has been (or will be) prepared to support the plan will be made available to the Planning Inspector who will examine the plan. It is the role of the Planning Inspector to consider whether the plan is sound.	No change	57	Keith and Jill Butler
	Site is poorly related to existing built form and is located within an Area of Separation.	This site is well related for access to services and facilities. It is acknowledged that the Area of Separation study undertaken in 2023 identifies this part of the Area of Separation as being in category D (Where land is promoted but is considered would have unacceptable effect on the AOS).	No change	136	Andrew Large Surveyors Limited

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	However, the development needs up to 2042 are such that it is considered now appropriate that this site be allocated, subject to consideration of all other matters.			
Previous desk-based assessment and fieldwalking survey suggests a high potential for Neolithic-Bronze Age and medieval material remains. Will require pre-determination evaluation (trial trenching), followed by appropriate mitigation secured by condition upon any future planning permission. The heritage potential is assessed as being medium risk (<i>Archaeology</i>)	As set out at paragraph 3.23 of the consultation document, a Desk Based Archaeology Assessment (followed up with any necessary archaeological site investigation) will be a requirement for most sites including this site.	No change	150	Leicestershire County Council
No concerns to raise in respect of the proposed allocations and harm to designated heritage assets, although suggest seeking advice of County curators for archaeological matters.	Noted	No change	197	Historic England
More people means it will be harder to find jobs.	In addition to housing, the plan identifies land for future employment development which will provide more job opportunities.	No change	216	Bethanie O'Donnell
Development will adversely affect local property values	The impact upon the price of existing properties is not a material planning consideration.	No change	246	Therese and Michael Willoughby

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The consultation process should be made simpler; this would encourage more people to respond. A leaflet delivered to properties in the local area detailing how to respond would be better. This would give the committee more accurate feedback from local residents.	The approach to consultation has followed that set out in the Statement of Community Involvement.	No change	264	Stephen Caulfield
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APPENDIX D – LAND SOUTH OF THE GREEN, DONINGTON LE HEATH (C90)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: C90	SITE NAME: LAND SOUTH OF THE GREEN, DONINGTON LE HEATH
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
GENERAL COMMENTS ON THE PRINCIPLE OF DEVELOPMENT				
Site is poorly related to existing built form and means of access potentially not deliverable.	The proposed site is adjoined by existing development to the east, with existing development on the opposite side of The Green. At this stage there is no reason to believe that access cannot be achieved subject to receiving further details.	No change	136	Andrew Large Surveyors Limited
The area has already provided new housing that exceeds its quota. Further housing will adversely impact the character of the area and affect the quality of life of the residents.	The new Local Plan will cover the period up to 2042 and there is a significant need for additional land for housing with a requirement for 686 dwellings each year. It is considered that the site is suitable for housing development, subject to complying with the policies of the plan, including consideration of any impact upon the existing character of the area.	No change	188, 218, 219, 221	Hannah Beckitt, Lorraine Cross, Alice Bucklow, Mr Stevens

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The SHELAA identifies this allocation as being outside of the possible area for development.	The SHELAA is part of the evidence base for the local plan. Whilst this site was not put forward for inclusion in the SHELAA this does not mean that it is not acceptable, as the Council is required to consider all sites put forward for development.	No change	188	Hannah Beckitt
This area was comprehensively assessed, including an environmental inventory, between March 2018 and February 2019. The Hugglescote and Donington-le-heath Neighbourhood Plan identifies a number of reasons why this allocation is outside of the area for development. The Neighbourhood Plan is due to be reviewed which will take some time. However, nothing has changed in terms of biodiversity, deciduous woodland priority habitat within the boundary (as designated by Natural England), presence of wildlife corridor and permeable habitats. This area should be treated as countryside and the policies of the Neighbourhood Plan remain relevant.	The Hugglescote and Donington le Heath Neighbourhood Plan only covers the period to 2031. The new Local Plan covers the period to 2042 and must identify sufficient land for housing if the plan is to be considered 'sound' at Examination. The Neighbourhood Plan does not specifically identify this site as being of natural environment significance or an important open space or as part of a wildlife corridor.	No change	188	Hannah Beckitt
Appreciate the Council is under pressure to meet the new housing requirements, but this area of land should be protected.	The new Local Plan will cover the period up to 2042 and there is a significant need for additional land for housing. In identifying	No change	219	Alice Bucklow

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	preferred sites the Council has had regard to and assessed a wide range of sites. Only sites which on balance are considered suitable have been proposed to be allocated.			
Brownfield sites in Coalville should be built on, for example, High Street and the old St Johns Ambulance site.	The draft Local Plan included an allowance for sites in Coalville Town Centre to deliver 200 dwellings from previously developed land. In addition, it is proposed to redevelop the former Hermitage Leisure Centre for housing. Other previously developed land is currently being redeveloped for housing, including the former Snibston Discovery Park and Workspace 17.	No change	221	Mr Stevens
CHARACTER OF THE AREA				
Donington le Heath will become a town joining with Ibstock and Ellistown and should instead remain a small, peaceful village.	This site slopes up towards the former railway line which provides a logical boundary. Due to the topography, the site cannot be viewed from either Ibstock or Ellistown.	No change	73, 218	Jayne Staines, Lorraine Cross
Loss, and lack, of consideration given to important views i.e. views from N62 including landscape and church. In addition, the site contributes to the rural setting of Donington le Heath.	Policy Env 7 of the Hugglescote and Donington le Heath Neighbourhood Plan identifies a number of areas which are considered	No change	188, 217	Hannah Beckitt, Rebecca Stories

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	important to the rural setting of Donington le Heath. The policy refers to “proposals which would significantly harm the rural setting” as not being supported. No evidence has been presented to show that this would be the case and so an allocation, at this stage, is considered to be appropriate. In the event of a planning application being submitted, this policy will be an important consideration as the Neighbourhood Plan forms part of the Development Plan.			
Development appears disconnected from the village, particularly in terms of pedestrian and transport links. There is the risk of creating an isolated estate.	A direct pedestrian link is required from the site to both Richmond Road and Perkins Close which will provide connections to the wider area.	No change	217	Rebecca Stories
HIGHWAYS				
Roads are at capacity and congested from existing vehicles use, many of which go too fast. Richmond Road and surrounding roads are too narrow and are used as a cut through to the likes of Ibstock. Development would exacerbate congestion, and roads will not be able to cope with the additional traffic and congestion, for example at the Donington Arms junction. Additional	Transport modelling work is being undertaken which will inform the final plan. This will assess the likely impact of individual development upon the highway network, in terms of both safety and congestion, together with considering any necessary mitigation that may be	No change	73, 188, 217, 219, 221, 479	Jayne Staines, Hannah Beckitt, Rebecca Stories, Alice Bucklow, Mr Stevens, Stephen Gosling

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traffic will also pose safety concerns for pedestrians, including children.	required. The modelling work will inform the decisions of the Council when finalising the plan.			
Further consideration is required to be given to record 85th percentile speeds to inform visibility and to pedestrian access and connectivity (Transport Strategy & Policy and Highways Development Management).	The site promoter's highway consultant has advised that based on work undertaken in respect of the adjoining land that was recently built by the promoter that they do not consider that this is likely to be an issue. In any event, an assessment will be undertaken in support of a planning application.	No change	150	Leicestershire County Council
On it's own this site would not be likely to have an impact upon the Specified Road Network, but cumulatively with other sites in the Coalville Urban Area they have a significant impact. This can be addressed through the transport evidence base and discussions.	Noted	No change	161	National Highways
The Draft Local Plan states 'safe access would need to be established onto Richmond Road.' Suggest this should read 'The Green' where there is an existing access adjacent to the new site via Perkins Close	The County Highway Authority has not suggested that an access from Richmond Road is unacceptable. However, further discussion will take place with the Highway Authority and the promoter regarding access points.	No change	188	Hannah Beckitt
The footfall from the additional houses could lead to a safety hazard on Richmond Road – the right of way	The draft policy requires the provision of footpath links to both Richmond Road and Perkins Close. An	No change	188	Hannah Beckitt

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comes out close to a blind bend with no footpath on this side of the road.	illustrative scheme submitted by the site promoter includes additional footway on Richmond Road to a crossing point towards The Green.			
Pedestrian links and right of way should be maintained and enhanced.	The draft policy already requires this.	No change	188	Hannah Beckitt
Public footpath (N62) is a well-established route offering access and recreational benefits which provides tranquillity and physical and mental health benefits. Development must not disrupt or downgrade this route.	The draft policy specifically requires that footpath N62 be retained and enhanced as part of any future development.	No change	188, 217	Hannah Beckitt, Rebecca Stories
INFRASTRUCTURE				
Insufficient infrastructure to support new development. The schools and doctors are at capacity and there is pressure on public transport. There is no local hospital to deal with emergencies. No detailed information provided on how services will be expanded to meet increased demand.	Policy IF1 is concerned with the issue of ensuring that new development makes appropriate provision for necessary infrastructure to support growth. This will be secured via S106 Agreements. In accordance with national policy, the nature and scale of any planning obligation required has to be related to the scale and type of development proposed. This will mean that for larger pieces of infrastructure, such as new schools, it will be necessary for a number of	No change	73, 148, 188, 217, 479	Jayne Staines, No name provided, Hannah Beckitt, Rebecca Stories, Stephen Gosling

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	developments to contribute towards such infrastructure. An Infrastructure Delivery Plan is being prepared which will identify the type and amount of infrastructure required for the different developments proposed in the Local Plan.			
There are safeguarded waste sites under 900m away (South Leicester Industrial Estate, Ellistown) and under 1km away respectively. This should be something to be aware of, as any allocation should be in line with LMWLP Policy W9 and not prejudice the operation of these sites. Any future planning permission would need to be in line with the 'agent of change' principle from paragraph of 200 NPPF, requiring the applicant to provide mitigation before the development has been completed where a sensitive use is introduced (<i>Planning</i>)	As the Minerals and Waste Local Plan is part of the development plan, it is not necessary to include these as specific requirements.	No change	150	Leicestershire County Council
New services at the South East Coalville development are too far away to serve this proposal.	This site is too small to provide services of its own, so it will be necessary for any service needs to be met elsewhere. These will be addressed as part of the Infrastructure Delivery Plan.	No change	188	Hannah Beckitt
Infrastructure is not provided upfront prior to the development	The timing of the provision of new infrastructure will depend upon the severity	No change	479	Stephen Gosling

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	and timing of any impact. This will be addressed as part of the process of determining a planning application.			
LOSS OF COUNTRYSIDE/GREEN OPEN SPACE/NATURAL ENVIRONMENT AND WILDLIFE				
Further loss of fields frequently used by families, elderly, general public and dogwalkers.	Whilst there is a public footpath which crosses the site, the majority of the land is not publicly accessible. Any development will need to incorporate appropriate provision of greenspaces. This will benefit not only residents of the new development, but also residents from nearby areas.	No change	73, 218	Jayne Staines, Alice Bucklow
Loss of greenfield land/hedgerows that provide environmental benefits and wildlife habitat and help to reduce the effects of climate change. This loss would outweigh the benefits of development. The Council does not do enough to protect the wildlife and natural environment.	All new developments will be required to make provision for biodiversity net gain consistent with national policies and with policy En1.	No change	73, 188, 217, 218, 219, 221, 479	Jayne Staines, Hannah Beckitt, Rebecca Stories, Lorraine Cross, Alice Bucklow, Mr Stevens, Stephen Gosling
The village has already lost its allotments.	Noted,	No change	73	Jayne Staines
Significant harm to biodiversity should be avoided and existing wildlife and green infrastructure must be protected. Areas of open space have already been lost to development.	All new developments will be required to make provision for biodiversity net gain consistent with national policies and with policy En1.	No change	188	Hannah Beckitt

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Presence of spring on site raises concerns about ecological disturbance.	The presence of a spring is noted in the supporting text for the site and is something that will need to be taken in to account in the design and layout of the site. The site promoter has been made aware.	No change	217	Rebecca Stories
FLOODING				
No concerns (<i>Lead Local Flood Authority</i>)	Noted	No change	150	Leicestershire County Council
The site is often waterlogged and the village suffers flooding with surface water flooding causing sewage to flow into the River Sence. Mitigation for surface water run-off is not fool proof and doesn't account for the loss of biodiversity or green infrastructure. Presence of spring on site raises concerns about flooding.	The site is located in Flood Zone 1, the lowest area at risk of flooding from rivers. The latest Flood Map does not indicate that there is any surface water flooding that has been identified. The supporting text acknowledges the existence of a spring which should be taken into account in the design and layout of any development.	No change	188, 217	Hannah Beckitt, Rebecca Stories
SUPPORT PROPOSED ALLOCATION				
Support extending the plan period to 2042. Note that it is likely that Leicester City will have greater unmet need after 2036 and the Local Plan needs to address this. It will also need to ensure a balance with economic growth. Support the Coalville Urban Area as retaining primacy and the need for	Noted	No change		Marrons o/b/o Williams Homes

proportional growth accordingly. A balanced portfolio of site is required together with avoiding over-reliance on the proposed new settlement and in this respect the Council's approach is supported. Support the allocation of this site which benefits from a degree of visual containment, is in a highly sustainable location and which is not subject to any national, regional or local designations. It is suggested that the site is unlikely to have any significant ecological potential. Access is achievable from Richmond Road, with pedestrian links to Richmond Road/The Green as well as to Perkins Close. The site is not at risk of flooding, and a suitable drainage strategy can be implemented. There are no significant technical constraints to the development of this site.				
OTHER COMMENTS				
Loss of value of properties along the Green and Richmond.	The impact upon the price of existing properties is not a material planning consideration.	No change	73	Jayne Staines
Residents on The Green worked together and paid for a survey to stop	The plan needs to identify enough housing up to 2042	No change	73	Jayne Staines

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development at the top of The Green for it then to be passed at appeal. Question the fairness of having to go through this process again.	if it is to be considered as 'sound' at Examination. The need for new housing is significantly higher than was previously the case.			
Concerns raised over the level of consultation/publicity on the proposed allocation. Not all residents in the village are aware of the proposal.	The consultation was advertised on the Council's website and via Parish and Town Councils, whilst those already on the Council's consultation database were contacted directly. Some 380 responses were received to the consultation, of which 84% were from local residents or businesses.	No change	73	Jayne Staines
Eastern portion of site has a 2022 planning consultation (CLE19356) for housing - exploratory investigation is recommended. Will require appropriate mitigation secured by condition upon any future planning permission. The heritage potential is assessed as being medium risk (<i>Archaeology</i>)	As set out at paragraph 3.23 of the consultation document, a Desk Based Archaeology Assessment (followed up with any necessary archaeological site investigation) will be a requirement for most sites including this site.	No change	150	Leicestershire County Council
The supporting text should refer to the site's location in the National Forest, and that the National Forest Way crosses the site.	Noted	No change	165	The National Forest Company
No concerns to raise in respect of the proposed allocations and harm to designated heritage assets.	Noted	No change	197	Historic England

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Noise and disturbance from building works.	Conditions will be attached to any planning permission to control the times that construction activity can take place in order to protect the amenity of existing residential areas	No change	218	Lorraine Cross
New houses are being occupied with residents from other regions where house prices are ridiculous	The Council has to ensure that sufficient housing is provided to meet the future needs of the area. Some of these needs will be generated locally, for example young people looking for a home of their own or due to relationship break ups, whilst some will be to accommodate people moving from outside of the district.	No change	221	Mr Stevens
There is no logical reason to allow this allocation. It would be down to greed.	The need for new housing nationally is significant as recognised in national policy. The council has to ensure that sufficient provision is made as part of the plan in order to ensure that it is 'sound'	No change	221	Mr Stevens
Development would not harm the setting of the conservation area or views out of it, although it is suggested that it would have a detrimental impact upon the view out of Donington le Heath. Development would leave field adjoining The Green becoming a non-	Noted	No change		Conservation Officer

APPENDIX D - LAND SOUTH OF THE GREEN, DONINGTON LE HEATH (C90)

conforming use within a built-up residential area.				
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APPENDIX E – LAND ADJACENT TO 194 BURTON ROAD, ASHBY DE LA ZOUCH (A31)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: A31	SITE NAME: LAND ADJACENT TO 194 BURTON ROAD, ASHBY DE LA ZOUCH
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Site access				
[A safe access cannot be achieved: - Burton Road is on a steep slope. - The site access would be on an incline. - Burton Road is busy, dangerous, subject to speeding traffic and bad accidents have occurred on the road. - Visibility is limited by the brow of Ingles Hill. - Drivers on Burton Road have reduced control especially in icy or wet weather. - Safety concerns for current and future residents, many of whom are students walking to Ivanhoe and Ashby Schools.	When proposing the site as an allocation, officers took into account comments from the local highways authority, which were repeated as part of this consultation (see below).	No change	82; 348; 361; 364; 382; 417	Julien Williams; Chris Wood; John Tan; Janet Wood; Elizabeth Tan; Alex Binns
[A safe and suitable site access appears to be achievable. Consideration needs to be given to carriageway width and tracking, pedestrian access and connectivity and personal injury collisions in the vicinity. RAG Rating: Green	These comments reflect those received from the local highways authority when officers were carrying out the site assessments. LCC explain that a green RAG rating means 'Suitable access'.	No change	150	Leicestershire County Council

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[Where would access to the site be taken from and would this result in additional work and disruption to the existing roads around Burton Road?]	The consultation document says that provision of a safe and suitable access would be required from Burton Road.	No change	253	Matthew Butlin
[In addition to the unsuitability of Burton Road, vehicular access via Ashby Gardens is not suitable/would be hugely opposed, It cannot be safely accommodated into the available width and would create safety issues and destroy the public right of way's recreational value.]	Agreed. There are numerous reasons why a vehicular access from this point would be inappropriate and if this was the only option, officers would not have recommended that the site was allocated. The consultation made clear that the public right of way needs to be retained.	No change	348; 361; 364; 382; 417	Chris Wood; John Tan; Janet Wood; Elizabeth Tan; Alex Binns
Traffic Impact				
[Do not support any additional homes in Ashby because of its traffic impact. Moved to Ashby to get away from heavy traffic]	The 11 March LPC report did acknowledge that the site is on the western side of Ashby but as it is a smaller site it would have a reduced traffic impact (para 4.18). The Council will have to carry out transport modelling as part of its Local Plan evidence base. This will identify the highways impacts of the proposed development in the area, including on more local roads and whether any negative impacts can be sufficiently mitigated through road improvement schemes, sustainable transport measures etc. These measures will then be identified in the Infrastructure Delivery Plan which will accompany the Local Plan.	No change subject to the outcome of transport modelling	415	Esther Else
[Officers have frequently stated at Local Plan Committee that further housing on the north-west of Ashby is undesirable because it will result in increased traffic congestion in the town centre. Ashby Town Council shares this opinion. Ashby Town Council share this opinion. The majority of the traffic to and from this site will inevitably pass through the town centre in order to access the motorway network and the shopping facilities on the eastern side of the town. This will add to the additional congestion that will be created by the 60 dwellings proposed at site A27].			162	Ashby Town Council

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Impact upon Residential Amenity				
The number of houses should be limited to minimise impact on existing properties.	The consultation document confirmed that the Council was consulting on a reduced capacity when compared to SHELAA methodology (para 4.30).	No change	82	Julien Williams
Existing properties on Burton Rd will be overlooked because of the sloping site and therefore should be well screened to protect privacy.	The consultation document included a requirement for: “ <i>A design which respects the amenity of residential properties on Burton Road</i> ” but it is agreed that this could be strengthened to require a landscaping scheme in the southern part of the site	Include a requirement for landscaping in the southern part of the site	82	Julien Williams
[The site sits on a significant slope meaning it would dominate properties on Burton Road and take away their privacy]			348; 364	Chris Wood; Janet Wood
[Has attached a sketch showing the area of concern. If the proposal was to go ahead would it be possible to amend the policy to require tree planting directly behind the properties on Burton Road, this would ensure houses do not get overlooked or have any chance of damage/runoff from new builds. The proposal would be at a reduced number of housing but this would be more respectful of the existing residents].			253	Matthew Butlin
[The gardens and properties on Burton Road would become overlooked, impacting desirability, saleability and value. What compensation would be given to existing residents?]	A change to address the issue of overlooking is set out above. However on the other issues, planning is concerned with land use in the <i>public</i> interest; meaning impact on the value of a neighbouring property is not a planning matter.	As above	253	Matthew Butlin

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Impact on public right of way / loss of green space				
[The site is the last remaining green space in the locality. The site: • is much valued and appreciated by local people. • is a well-used and well-loved area where families walk, children play, and people can escape the increasing density • provides essential benefits to mental and physical wellbeing; as outlined in the Housing Strategy, protecting green spaces is crucial for the mental health and well-being of local communities, and this loss cannot be overlooked • is the only real walking space in the Ashby Fields estate especially for working from home and dog walking and provides the only real chance of a sunlight walk in the winter months. Walking around the housing does not provide the appropriate mental stimulation]	These comments are noted, although legally, the public has a right of access to footpath O76 as opposed to the whole of the site. There are areas of public open space and a children's play area on the Ashby Fields development (accessed from footpath O76 which is traffic-free). In design terms, it would be good for the traffic-free character of the footpath to transition into A31. In addition there are further rural public rights of way for dog walking etc in close proximity. For example, footpaths P4 and P5 (access from Bishop Hall Road) offer walks towards Blackfordby and around Prestop Park Wood.	Strengthen the requirement relating to public right of way O76 to continue the traffic-free character on the adjacent Ashby Fields development.	348; 364; 382; 415; 417	Chris Wood; Janet Wood; Elizabeth Tan; Esther Else; Alex Binns
Flooding and Drainage				
No concerns	Noted	No change	150	Leicestershire County Council (Lead Local Flood Authority)

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The water table is high, demonstrated by the presence of springs and wells on nearby properties. We are already experiencing an increase in surface water as a result of recent development of Holywell Farm and would expect that to increase with this Proposal.	The lead local flood authority has no concerns with the proposals. The updated flood map for planning does not show that the site is at risk from surface water flooding. However, a flood risk assessment and drainage strategy will be required as part of any future planning application to demonstrate that the development is acceptable.	No change, a flood risk assessment and drainage strategy will be required as part of any future planning application	82	Julien Williams
The area proposed behind the current properties on Burton Road is on a decline, any runoff from this area would also run towards the current boundaries causing damage.			253	Matthew Butlin
Noise, Air Pollution, Odour				
[Construction of these homes will negatively impact residents, including home workers, with noise, dust and construction traffic]	Whilst there will be impacts at the construction stage, these will be temporary. Construction will only take place during prescribed hours and housebuilders often have their own construction code of conduct within which they work.	No change	253; 348; 364	Matthew Butlin; Chris Wood; Janet Wood
[Anwell Place STW (N2) is under 1km away. Any allocation should comply with LMWLP Policy W9 and not prejudice the operation of the site. Any future planning permission would need to be in line with the ‘agent of change’ principle from NPPF paragraph 200, requiring the applicant to provide mitigation before the development has been completed where a sensitive use is introduced.]	It is our understanding that this sewerage treatment works is no longer operational.	No change	150	Leicestershire County Council

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Biodiversity				
The area proposed behind the current properties on Burton Road is on a decline, so not only would wildlife from this area be driven towards the current properties boundaries As part of the River Mease Special Area of Conservation catchment and being in proximity to the National Forest, the site holds clear environmental importance. Development would erode natural habitats and damage visual amenity, in direct contradiction with local environmental protection goals. The Housing Strategy emphasises environmental sustainability, urging development in line with protecting local ecosystems and reducing the impact of urban expansion. A recent sighting which I personally witnessed of a mouse-deer darting across the estate roads originating from this particular area of interest, demonstrates that local wildlife habitats are already being impacted. [The land has inherent value as a green space, which is essential for Biodiversity]	As part of any future planning application, the site promoters will be required to undertake detailed habitat survey which assesses potential onsite and offsite impacts and which will also identify the need for any species surveys. Any onsite/offsite mitigation will be agreed by the ecologist at Leicestershire County Council The site promoters will now also be required to provide a 10% biodiversity net gain as part of the development.	No change	253	Matthew Butlin
			361; 382	John Tan; Elizabeth Tan
			415	Esther Else

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[The site is in the River Mease catchment. We reiterate the advice in Policy En2 that all development within the catchment will be required to demonstrate that it will not cause an adverse effect on the SAC i.e. 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 via: • Delivering bespoke phosphorous mitigation • Contributing to a strategic mitigation scheme (i.e. Developer Contribution Scheme). Developments in these locations must meet the requirements of the Habitat Regulations.]	Noted. It is not necessary to duplicate policies so reference to the River Mease is not required in this policy.	No change	345	Natural England
Minerals				
[The allocation is within an MSA for coal. A Minerals Assessment should be undertaken in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLP), ensuring that the mineral is not needlessly sterilised by future development.]	The consultation document stated that ‘...<i>given that it is a relatively small site surrounded on three sides by residential development, we have assumed a Minerals Assessment would not be required.</i>’ However, this has not been accepted by the county council.	Add a policy requirement for a Minerals Assessment	150	Leicestershire County Council
The site falls within a Minerals Consultation Area, adding an additional layer of planning complexity and risk. Although it is assumed this may not block development, it introduces uncertainty and could affect future use			361; 382	John Tan; Elizabeth Tan

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and value. Coupled with the points raised above, further declines the viability of the site. The Housing Strategy outlines that strategic planning should take into account such complexities to avoid long-term detrimental impacts on local land use and value.				Still need to add Chris Tan's responses
[We encourage you to consider the potential issue of land instability associated with coal mining works that could be present at the site and recommend you consult the Mining Remediation Authority for any known issues]	The Mining Remediation Authority (formerly the Coal Authority) were consulted but did not provide a response. Notwithstanding the lack of a response, the site is in a Low Risk Coal Development Area and would not require a Coal Mining Risk Assessment.	No change	150	Leicestershire County Council
Archaeology				
All consulted sites are considered to have a heritage potential at 'medium risk'.	Noted	No change	150	Leicestershire County Council
[A geophysical survey in 2011 recorded a possible enclosure but subsequent trial trenching did not record any features (ELE8487). Linear cropmarks (unknown date) suggested by air photos. Will require appropriate mitigation secured by condition upon any future planning permission].	Noted; the need for a planning condition does not impact the proposed allocation of the site.	No change	150	Leicestershire County Council

APPENDIX E – LAND ADJACENT TO 194 BURTON ROAD, ASHBY DE LA ZOUCH (A31)

Housing delivery / Principle of development				
[How long for the build to commence and length of time until completion]	We will prepare a housing trajectory to inform the Regulation 19 Plan. However, given that there is a housebuilder and assuming they submit a full planning application, the development <i>could</i> be built out in the short term (next five years).	No change	253	Matthew Butlin
This plot lies beyond logical settlement boundaries, currently buffered by tree planting and agricultural land. Developing it would result in urban sprawl and disrupt the established pattern of development, undermining the council's strategy for sustainable land use. The Housing Strategy advocates for sustainable housing growth, ideally within existing settlement boundaries, to avoid urban sprawl and unnecessary disruption to surrounding ecosystems	Residential development lies to the north, east and south of the allocation site and the site is located within walking distance of the local centre/primary school off Burton Road. It is not possible to meet the district's future housing requirements within the limits to development or on brownfield land alone and this site has been identified on the basis of its sustainable location in a Key Service Centre.	No change	361; 382	John Tan; Elizabeth Tan
I would support a policy of building on brown field sites only, if the additional housing is essential.			415	Esther Else
I cannot see in your plans, an explanation as to why the additional housing is more important than [the land's value as a green space]. Please could you explain? Does someone have a financial benefit?	See above. Section 3 of the consultation document set out the Council's future housing need and the reason for needing to allocate additional sites.	No change	415	Esther Else
I am also uncertain to the necessity to build these plots with the current money hill estate still in the early phases of development that is therefore surely providing sufficient housing.			417	Alex Binns

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[Due to topography and access issues, the site may yield no more than 30 dwellings — utilising the land at c.60%. This low density return is not an efficient or sustainable use of land when balanced against the high environmental and community cost. The Housing Strategy stresses that new developments should be viable and deliverable, with sufficient infrastructure, services, and local amenities. Given the access issues, this site does not meet those criteria.]	Viability is a material consideration and the whole Local Plan (including all site allocations) will need to form part of a Local Plan Viability Assessment.	No change, subject to the outcome of the Local Plan Viability Assessment.	361; 382	Elizabeth Tan; John Tan
However, we strongly suggest that sufficient land to accommodate these extra 30 homes could be found on the Money Hill site, specifically on the 2Ha at the Smisby Road A511 roundabout previously allocated for employment and which the developers now claim to be unviable for employment due to lack of direct vehicular access at the roundabout. This alternative site would have easy access to both the motorway network, the shopping facilities around Tesco and the local services planned for the Money Hill development	The numbers at Money Hill have yet to be finalised and it is not known the precise number the site could accommodate. A31, due to its size, would contribute to the Council's housing supply in the short term, whereas any additional homes in that part of Money Hill are a longer term prospect.	No change	162	Ashby Town Council
Should reserve site A7 be eventually allocated, then this site must be deleted to provide some mitigation of over allocation to Ashby	As set out above, A31 would contribute towards the short term housing need of the district.	No change	162	Ashby Town Council
Should this allocation go ahead then we endorse the site requirements as stated in paras 4.29, 4.30, 4.31 and 4.32.	Noted	No change	162	Ashby Town Council

APPENDIX E – LAND ADJACENT TO 194 BURTON ROAD, ASHBY DE LA ZOUCH (A31)

Due regard should be taken to the [site's location in a Neighbourhood Plan Area] respective policies within these plans when considering allocations.	Noted. However, the Neighbourhood Plan covers the period up to 2031 and no indicative housing requirement was requested from the District Council in the preparation of the Neighbourhood Plan (or the Review currently taking place). Given Ashby's status as a Key Service Centre, it is entirely appropriate to allocate sites for housing in the Local Plan.	No change	150	Leicestershire County Council
Infrastructure				
There will be a need for contributions to enhancements to local schools and other community facilities. All housing sites will be assessed as to whether there is a requirement for additional school places, this would be in relation to negotiating s106 contributions. This may include extending existing schools, remodelling existing schools, allocating land for new schools and creation of new schools.	Noted. The Infrastructure Delivery Plan is in the process of being updated to include the new housing allocations.	No change at present	150	Leicestershire County Council
[30 dwellings at A31 would result in an increase of 73 patients for Castle Medical Group. If all the additional housing sites were allocated (including reserve sites) this would result in an increase of 1,469 patients (8%) on Castle Medical Group's register. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved]	These comments are noted. This information will feed into an update of the Council's Infrastructure Delivery Plan which is currently being undertaken. This will consider the cumulative impact of all the proposed housing allocations on healthcare and any necessary mitigation.	Await the outcome of the update to the Infrastructure Delivery Plan	487	Leicester, Leicestershire and Rutland Integrated Care Board

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APPENDIX F – LAND SOUTH OF PARK LANE, CASTLE DONINGTON (CD9)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: CD9	SITE NAME: LAND SOUTH OF PARK LANE, CASTLE DONINGTON			
MAIN ISSUES RAISED		COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Principle of Development					
[The additional proposed sites will compound the cumulative urbanisation of the Northern Parishes]		Noted, although the reasons for allocating the site were set out at paragraph 4.34 of the consultation document.	No change	101	Long Whatton & Diseworth Parish Council
[Strongly object to this site, as a standalone site it is not suitable for housing being so remote from the rest of Castle Donington. It is only being considered due to the proposed allocation of CD10, which the Parish Council objects to]		Officers agree that this would not be suitable as a standalone site. The reasons for allocating the site were set out at paragraph 4.34 of the consultation document	No change	336	Castle Donington Parish Council
Site is an extension of a favourable site within the 2024 consultation, and it is therefore considered an appropriate method to fulfil the housing requirement		Support is noted	No change	136	Andrew Large Surveyors
Access Issues					
[The proposed allocations in the northern parishes are poorly served by public transport. There is no genuine choice of transport modes- residents of would be reliant on the private car. The majority of those travelling to the airport already travel by car which adds to congestion on the highway network and contributes to carbon emissions.]		There is a requirement for CD10 to provide bus access / contribute towards a bus service. This would provide bus access to CD9.	Add requirement for masterplan combining CD10/CD9 Also see below recommendation for infrastructure contributions.	101	Long Whatton & Diseworth Parish Council

APPENDIX F – LAND SOUTH OF PARK LANE, CASTLE DONINGTON (CD9)

Safe and suitable access would be achievable, however suitable pedestrian connectivity would be required. Ideally, the site would be included within a wider masterplan that includes the adjacent site CD10. RAG Rating: Green	Noted. Agreed that the site should provide pedestrian connectivity and that it should be included as part of a wider masterplan with CD10.		150	Leicestershire County Council (Highways Authority)
[Not confident that a safe and suitable crossing across the relief road can be achieved]	This is something that would need to be worked up by the promoters and agreed by the highways authority.	No change at present	336	Castle Donington Parish Council
Infrastructure				
No site-specific waste safeguarding issues. There are likely to be cumulative effects with site CD10, however, due to CD10's size and proximity to CD9. This will include upon the capacity of existing waste management infrastructure which should be given consideration.	It is agreed that the site should be considered not cumulatively with CD10. Waste services is considered as part of the Council's Infrastructure Delivery Plan, which is currently being updated to reflect the addition of the additional housing allocations.	See below.	150	Leicestershire County Council (Planning Authority)
[If the future development of CD9 is solely reliant upon CD10 to be considered "sustainable", then CD9 should contribute financially to the infrastructure our clients' site provides, including any education and highways works required to deliver development. This is not acknowledged in the current draft policy for CD9. The following should be added to part 2 of the policy: <i>"Contribution to the reasonable costs of infrastructure located at CD10, as</i>	Noted. It is the Council's preference that the CD9 is considered cumulatively with CD10. Contributions from CD9 would need to meet the three legal tests set out in the CIL Regulations: necessary to make the development acceptable in planning terms;	Add policy wording on infrastructure contributions at Regulation 19 stage.	198	Mather Jamie (Clowes Development (UK) Ltd, Wilson Enterprises and Redrow Homes)

APPENDIX F – LAND SOUTH OF PARK LANE, CASTLE DONINGTON (CD9)

<i>necessary, including any offsite infrastructure as required.”]</i>	• directly related to the development; and • fairly and reasonably related in scale and kind to the development.			
Where is the planning for infrastructure such as doctors, schools, dentists? Or roads, the state of Park Lane is awful. What are the number of people, children envisaged and what are the extra facilities and people being provided for them? Building houses does not build communities. Hold developers to account to build communities, not just houses. Schools, leisure facilities, health hubs, social hubs, transport links, green spaces, active travel provision, reduction of car dependency and so much more ... Create the community vision before you even start to think about building even more houses in an overstretched community. We are a village full of history, how do we hold on to that history and values when all everyone does is complain about the current infrastructure.	The Council's Infrastructure Delivery Plan, is currently being updated to reflect the the additional housing allocations, this will confirm the mitigation required for existing infrastructure/the provision of new infrastructure as appropriate. Any infrastructure requirements need to meet the above three tests as set out above.	No change subject to the outcome of the Infrastructure Delivery Plan.	393	Lisa Hyatt
[35 dwellings at CD9 would result in an increase of 85 patients for Castle Donington Surgery: a 1% increase its the register. The ICB recognises that further work will need to take place to consider the cumulative effect of these	These comments are noted. This information will feed into an update of the Council's Infrastructure Delivery Plan which is currently being undertaken. This will consider the cumulative	No change subject to the outcome of the Infrastructure Delivery Plan.	487	Leicester, Leicestershire & Rutland Integrated Care Board

APPENDIX F – LAND SOUTH OF PARK LANE, CASTLE DONINGTON (CD9)

proposed sites alongside sites that have already been approved]	impact of all the proposed housing allocations on healthcare and any necessary mitigation.			
Environmental Issues				
No major concerns. Priority must be taken to retaining and utilising the drainage ditch abutting Park Lane. Pedestrian access to the site will therefore need some consideration without paving over and culverting the ditch – footway on the allocation site side of the hedge and ditch could be considered.	Noted	Confirm how this would impact the need for the widening of Park Lane (a requirement of CD10)	150	Leicestershire County Council (Lead Local Flood Authority)
The allocation is not within a Minerals Safeguarding Area.	Noted	No change	150	Leicestershire County Council (Planning Authority)
[Will require pre-determination evaluation (trial trenching), followed by appropriate mitigation secured by condition upon any future planning permission.]	Noted, this is something that will be dealt with at planning application stage.	No change	150	Leicestershire County Council (County Archaeologist)
[CD9 is in the Impact Risk Zone for Attenborough Gravel Pits Site of Special Scientific Interest. Following a precautionary approach, any proposal must provide sufficient evidence that any water discharges arising from the development will not cause significant impact to the relevant designated site]	Noted, the potential impact upon SSSIs is something that is covered by Policy En1 and would be covered as part of any planning application.	No change	345	Natural England

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APPENDIX G – LAND REAR OF 111A HIGH STREET, IBSTOCK (IB20)

APPENDIX G – LAND REAR OF 111A HIGH STREET, IBSTOCK (IB20)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: IB20	SITE NAME: LAND REAR OF 111A HIGH ST, IBSTOCK
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Heritage Assets				
[Will require pre-determination evaluation (trial trenching), followed by appropriate mitigation secured by condition upon any future planning permission.]	Noted, this is something that will be dealt with at planning application stage.	No change	150	Leicestershire County Council (County Archaeologist)
Whilst the Conservation Officer would prefer access to be taken from Hextall Drive, there are irresolvable landownership constraints which we have provided details of to the Council. Access from Hextall Drive would also remove the direct access to services and facilities on the High Street, for which we have an agreed position with the highway authority	The NPPF directs that “ <i>where a development would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.</i> ” Officers have to accept the site promoter’s position regarding access at Hextall Drive and weigh an access from High Street (which would be preferable in walking and cycling terms and for which the site promoter’s have proposed some mitigation) against the need for housing.	No change	91;	Pegasus Group (Davidsons)
This is a conservation area and to plough through a beautiful historical properties garden just for profit is wrong. This is a listed area.			30	Dean Lawrence
[Previously advised that the demolition of the roadside boundary wall and the loss of garden land at 111 High Street would harm the significance of the			400	James White (NWLDC Conservation Officer)

APPENDIX G – LAND REAR OF 111A HIGH STREET, IBSTOCK (IB20)

135	conservation area, to a less than substantial degree. I asked whether “alternative development options would facilitate vehicular access to the site” (n.b. the Royal British Legion owns a ransom strip between Hextall Drive and the site). In December 2024 I said that you should “allocate the body of the development site but not the access”; the consultation document does not reflect that advice				
	[The site access has been designed to achieve both an appropriate access and minimise the harm on the character and appearance of the conservation area and setting of the listed buildings. 3D visualisations show how this could be achieved.]	Noted and it would be helpful for the Conservation Officer to provide views on the mitigation proposed	No change	91;	Pegasus Group (Davidsons)
	The ‘illustrative layout’ submitted in March 2024 indicates that the croft behind 119 High Street would be retained as open space; I am pleased that this is the case.	Noted	No change	400	James White (NWLDC Conservation Officer)
	Will impact upon the historic Overton Road, with the oldest house in Ibstock	To date, this is not a concern that has been raised by the Conservation Officer.	No change, although a heritage assessment will cover this, if necessary.	479	Stephen Gosling
	Highways/Access				
	[Would like confirmation that the development would not incorporate a pedestrian or vehicular access via Thomas Street]	No access to Thomas St is proposed the developers or has been recommended by third parties.	No change	42	Paula Fray

APPENDIX G – LAND REAR OF 111A HIGH STREET, IBSTOCK (IB20)

[Land close to the site access has tanks underneath and was not built for a number of vehicles driving past]	No statutory party has raised this issue as a concern, but these comments have been passed on to the site promoter for their consideration	No change to the allocation	54	[Name redacted for safeguarding]
I am objecting to 46 houses,80 cars approx all coming onto High St , How they will get out when the Postal workers are sorting and getting ready for delivery ,it will be mayhem.	High Street is subject to double yellow lines but there is a parking bay outside of the Post Office. It is not clear how cars accessing and egressing the site would interfere with cars parked legally in the parking bay. The local highways authority has not raised this as an issue. See above for comments on Hextall Drive.	No change	54; 411	[Name redacted for Safeguarding]; Andy Tonkin
[The potential access on to High Street is in an area which is greatly used by the Post Office and one that is already a 'pinch point' since Post Office delivery vans monopolise the nearby layby for loading their delivery vans. Providing access at this point will involve considerable disruption to the existing commercial activities of Ibstock residents in general, particularly elderly residents who use the Post Office greatly. A better access would be the suggested access off Hextall road. Nevertheless <u>pedestrian access</u> should be provided to the high street, via a lane]			411	Andy Tonkin
[The Highway Authority had previously raised concerns about whether a suitable access could be achieved in the gap between 109 and 111a High Street to offer 2-way traffic, or pedestrian walkways but now accept	Noted and confirmed below.	No change	91	Pegasus Group (Davidsons)

APPENDIX G – LAND REAR OF 111A HIGH STREET, IBSTOCK (IB20)

the principle of the proposed access submitted with these representations]				
Further to the pre-app submitted which included access drawings, [the site access] appears acceptable in principle. Site needs to be included in any strategic master planning exercise and cumulative assessment of Ibstock. RAG Rating: Green	Comments on the acceptability of the site access are noted. It is not clear LCC means by a strategic masterplanning exercise. However, they will be aware that the Council is undertaking transport modelling to assess the cumulative impacts of development proposed in the Local Plan.	No change	150	Leicestershire County Council (Local Highways Authority)
[At its meeting on 2 April, the Parish Council agreed that IB20 is not a suitable site for development due to the access issues as raised by Highways. The [Parish] Council has not changed it's position on any developments. It was suggested that the site IB20 development be reduced by at least half to reduce the impact on the High Street, and move those houses to the Blackberry Farm development.]	The site has been identified to meet the district's housing requirements on the basis that it would deliver 46 dwellings. Making an efficient use of land is an important planning consideration. As a smaller site, Ib20 has the potential to contribute towards housing supply in the short term (this would be confirmed in a housing trajectory at Reg 19 stage). This is an important consideration given the number of large-scale sites proposed which generally take longer to start delivering homes.	No change	344	Ibstock Parish Council

APPENDIX G – LAND REAR OF 111A HIGH STREET, IBSTOCK (IB20)

Flood Risk / Drainage				
We can confirm that all development will take place in Flood Zone 1	Noted, although surface water flooding has been raised as an issue by the Lead Local Flood Authority.	No change	91	Pegasus Group (Davidsons)
No development should be located in the south-east of the site within the Flood Zones 2 and 3 associated with the ordinary watercourse at the site boundary. There is an isolated depression in the middle of the site with a high risk of surface water flooding. Retain this area as open space or address the issue within the flood risk assessment. No concerns with the deliverability of the 46 units.	Comments regarding the capacity of the site are noted as is the potential for dealing with this area as part of the overall drainage strategy for the site.	No change	150	Leicestershire County Council (Lead Local Flood Authority)
According to the latest information available to the Environment Agency the Southern area of the site is located with Flood Zones 2 and 3, and which is associated with an Ordinary watercourse. We are pleased to see that there is a requirement for no development to be located in Flood Zones 2 or 3.	Noted	No change	480	Environment Agency
[Concerned about flooding as a result built development]	Noted see above responses from the LLFA and Environment Agency. The applicant would need to submit a Flood Risk Assessment and a sustainable drainage strategy as part of the planning application.	No change	479	Stephen Gosling

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Ecology / Biodiversity				
There used to be newts in the stream at the bottom, have they all decided to leave	As part of any future planning application, the site promoters will be required to undertake detailed habitat survey which will also identify the need for any species surveys. The county ecologist has advised that there is the potential for badgers and great crested newts; if this is still the case, surveys and any appropriate mitigation would be required. The site promoters will now also be required to provide a 10% biodiversity net gain as part of the development.	No change, this is a matter for the planning application	54	[Name redacted for Safeguarding];
The proposed policy wording needs to be clarified. It could be read as suggesting that all existing hedgerows need to be retained except those that need to be removed for access. This would significantly impede the development of the site as there is a hedgerow running east/west which if fully retained would reduce the capacity of the site undermine the logical layout of the site. This doesn't appear to be the intention of the policy, as it goes on to refer to the five metre buffer of natural vegetation, where existing hedgerows will be retained.	The site hedgerows should be kept as far as possible but may need to be removed to accommodate the access and crossing points.	No change	91;	Pegasus Group (Davidsons)

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[Ib20 is in the is in the Impact Risk Zone for Ashby Canal Site of Special Scientific Interest. Following a precautionary approach, any proposal must provide sufficient evidence that any water discharges arising from the development will not cause significant impact to the relevant designated site]	Noted, the potential impact upon SSSIs is something that is covered by Policy En1 and would be covered as part of any planning application	No change	345	Natural England
Other Environmental Issues				
[A Minerals Assessment may not be necessary, as Policy M11 allows development in Mineral Safeguarding Areas if the local plan has already considered mineral sterilisation. Since this was addressed during plan preparation and consultation, the requirement could be unnecessary. If needed, an assessment can be provided at the planning application stage.]	See below, LCC has concluded a Minerals Assessment would be required	No change	91;	Pegasus Group (Davidsons)
Allocation is partly within an MSA for Sand & Gravel. As such, we recommend that a Minerals Assessment is undertaken in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLP) to support any allocation of these sites in new policy, ensuring that the mineral is not needlessly sterilised by future development.	The consultation document included a requirement for a Minerals Assessment (Ib20 part (2)(g)).	No change	150	Leicestershire County Council (Planning Authority)
Safeguarded waste sites over 1km away to the south at Ibstock STW (N9).	Noted	No change		

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The supporting text should refer to the site's location in the National Forest.	Noted – this was an oversight.	Update the supporting text at Regulation 19 stage	165	The National Forest Company
Principle of Development				
Shouldn't be allowed to be built on, should be a protected area, the site has been turned down multiple times	The site was an allocation in an earlier version of the Local Plan.	No change	479	Stephen Gosling
Infrastructure				
Where is the infrastructure?	The need to contribute towards existing infrastructure will be dealt with in the Council's Infrastructure Delivery Plan which is being updated to assess the impact of the additional housing allocations.	No change, subject to the outcome of the Infrastructure Delivery Plan.	30	Dean Lawrence
Hardly any parking at doctors and on the High Street in general, too much traffic in Ibstock and the surrounding area, can't get into the doctors, dentists, schools.	As above. In addition, residents at this site should be able to walk to services and facilities on the High Street (which includes the GP surgery)– the proximity to the High Street was one of the factors that weighed in favour of its allocation.		479	Stephen Gosling
[46 dwellings at Ib20 would result in an increase of 111 patients for Ibstock and Barlestone Surgeries: an increase of 11% on their register. The ICB recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved]	These comments are noted. This information will feed into an update of the Council's Infrastructure Delivery Plan which is currently being undertaken. This will consider the cumulative impact of all the proposed housing allocations on healthcare and any necessary mitigation.		487	Leicester Leicestershire and Rutland Integrated Care Board

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APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: K12	SITE NAME: LAND SOUTH OF ASHBY ROAD, KEGWORTH
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Highways and Access				
<i>Vehicular Access & Traffic</i>				
No issues raised and safe and suitable access appears achievable. RAG Rating: Green	These comments reflect those previously received from the local highways authority. LCC explain that a green RAG rating means 'Suitable access'.	No change	150	Leicestershire County Council (Local Highways Authority)
Provision of a safe and suitable access from Ashby Road A Transport Appraisal has been prepared which demonstrates how a safe and suitable access is achievable from Ashby Road	This would need to be signed off by the local highways authority as part of any future planning application	No change	132	Stantec UK (Caddick Land)
[Concerned about the increase of traffic and negative impact upon road safety: - Will increase traffic on Ashby Road and because of the bus gate, all traffic will be directed towards the village centre. - Will exacerbate existing problems with traffic and speeding on Ashby Road and associated residential streets. - Will exacerbate congestion and parking issues on Ashby Road associated with Kegworth Primary	The Council will have to carry out transport modelling as part of its Local Plan evidence base. This will identify the highways impacts of the proposed development in the area, including on more local roads and whether any negative impacts can be sufficiently mitigated through road improvement schemes, sustainable transport measures etc. These measures will then be identified in the	No change at present	1; 81; 173; 283; 310; 398	Steven Morton; Michael Davies; Carl Sutton; Jane Dennis; Nick Goode; Ana Margarida Carvalho da Silva; Rebecca Graham

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

School and Handkerchief Day Nursery. The cumulative impact on traffic/road safety with K7 will be unacceptable	Infrastructure Delivery Plan which will accompany the Local Plan. As set out at paragraph 3.23 of the consultation document, a Transport Assessment would be required as part of a future planning application.			
The proposal would increase traffic and create safety issues without any detailed traffic assessment or proposed mitigation.		No change	342	Ana Margarida Carvalho da Silva
[The development will increase the illegal use of the bus gate on Ashby Road]	The concerns about the misuse of the bus gate are understood – such misuse is a traffic offence rather than a planning matter.	No change	81; 173	Michael Davies; Carl Sutton
Predict that bypass access will be opened creating possible issues with traffic flow on the bypass / A453 junction with cars then risking crossing the west bound flow to access the A453, an accident waiting to happen.	The site does not adjoin the Kegworth bypass. Access on to the Kegworth bypass is not proposed, would not make an efficient use of land and is unlikely be accepted by the highways authority.	No change	1	Steven Morton
There is no possibility of 'safe access' to Ashby Road, and ingress/egress to and from the proposed development must be solely onto the bypass, surely the point of the bypass			310	Nick Goode
<i>Pedestrian Access</i>				
Ashby Road is a busy route and lacks a footpath on the development side.	The lack of a footpath on the southern side of Ashby Road is acknowledged at paragraph 4.50 of the consultation document and mitigation required at part (2)(b) of the draft policy.	No change	342	Ana Margarida Carvalho da Silva

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

There is no footpath on the southern side of Ashby Road. The Plan itself acknowledges that a pedestrian crossing or footway must be provided, confirming the site is not safely accessible.	See above, if appropriate mitigation can be provided, it would make the development acceptable in planning terms.	No change	397	Roy Todd
The Masterplan [included with the representations] illustrates how a footway can be provided to the southern side of Ashby Road in accordance with the requirements of the policy. The footway would connect into the existing footway to the east and it is expected that this can be delivered within highways land without the need to remove any existing vegetation.	Noted	No change	132	Stantec (Caddick Land)
Public Right of Way L45a				
[The Masterplan shows a potential connection to public right of way L45a, with a route through the site linking to Ashby Road. Whilst the exact nature of this connection beyond the site boundary is yet to be determined, as land beyond the site boundary is controlled by Caddick Land, creating this link is feasible].	Noted	No change	132	Stantec (Caddick Land)
While a connection [to L45a] proposed, no assurance is given that its open, valued character will be preserved.	Whilst views from the footpath will change as a result of the development, the footpath only crosses the far SE corner of the site meaning the majority of the existing footpath will remain in open countryside.	No change	397	Roy Todd

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

Sustainable Transport				
[The proposed allocations in the northern parishes are poorly served by public transport. There is no genuine choice of transport modes- residents of would be reliant on the private car. The majority of those travelling to the airport already travel by car which adds to congestion on the highway network and contributes to carbon emissions.]	K12 is served by the Skylink Derby bus service which runs along Ashby Road. There are four buses an hour towards East Midlands Gateway, East Midlands Airport and Derby in one direction and Loughborough and Leicester in the other direction. The nearest bus stops are less than 400m (5 mins walking).	No change	101	Long Whatton & Diseworth Parish Council
Infrastructure				
[Concerns about the limited infrastructure in Kegworth in general/significant investment in improving and expanding local services is required/Recent development has not resulted in additional infrastructure]	The Council's Infrastructure Delivery Plan, is currently being updated to reflect the additional housing allocations, this will confirm the mitigation required for existing infrastructure/the provision of new infrastructure as appropriate.	Await the outcome of the update to the Infrastructure Delivery Plan	1; 81 173; 310; 342; 376	Steven Morton; Michael Davies; Carl Sutton; Nick Goode; Ana Margarida Carvalho da Silva; Michael Powell
[The cumulative scale of development] creates a substantial stress on the existing facilities and social structures of the village, e.g. schools, medical services, recreation/sports facilities, sewerage and drainage systems, and the addition of K12 [140 dwellings] is a step too far.			365	Kegworth Parish Council

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

Primary education				
[Concerns about primary school provision in Kegworth: • The existing school is already at capacity. • Further growth would worsen the situation. • Children already have to go outside of the village for education. • The Council's site assessment notes that further expansion of the school may be possible but the site is limited and that any significant further housing in Kegworth may require a new school. • Further development [at the school?] would only add more chaos to the High Street traffic and associated safeguarding issues	The Council's Infrastructure Delivery Plan, is currently being updated to reflect the additional housing allocations, this will confirm the mitigation required for existing infrastructure/the provision of new infrastructure as appropriate.	Await the outcome of the update to the Infrastructure Delivery Plan	1; 173; 310; 342; 398	Steven Morton; Carl Sutton; Nick Goode; Ana Margarida Carvalho da Silva; Rebecca Graham
Healthcare				
[Kegworth Surgery is oversubscribed and cannot accommodate an increase in residents.	The Council's Infrastructure Delivery Plan, is currently being updated to reflect the additional housing allocations, this will confirm the mitigation required for existing infrastructure/the provision of new infrastructure as appropriate.	Await the outcome of the update to the Infrastructure Delivery Plan	173; 342; 398	Carl Sutton;; Ana Margarida Carvalho da Silva; Rebecca Graham
The surgery is as it was 20 years ago			310	Nick Goode

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

[140 dwellings at K12 would result in an increase of 339 patients for Orchard Surgery.]	These comments are noted. Kegworth is in the management of the Nottingham and Nottinghamshire Integrated Care Board who are due to be consulted as part of the Council's Infrastructure Delivery Plan which is currently being undertaken. This will consider the cumulative impact of all the proposed housing allocations on healthcare and any necessary mitigation.	Await the outcome of the update to the Infrastructure Delivery Plan	487	Leicester, Leicestershire and Rutland Integrated Care Board
Other Infrastructure				
Nursery places are always hard to come by	Nursery provision is generally managed by the private sector and not something funded by S106 contributions.	No change	1	Steven Morton
[There are limited retail outlets in Kegworth]	This is not an issue just for Kegworth and is reflective of trends in online shopping. An increase in population may create more demand for retail/class E services	No change	173; 310	Carl Sutton; Nick Goode
[Parking in the village is poor]	The proposed development would need to provide sufficient off-road parking spaces to serve the proposed dwellings (as determined by the highways authority. The site's location is not considered suitable to provide a car park to serve the local centre (unlike the Money Hill development in Ashby for example).	No change	1	Steven Morton

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

150	Existing leisure facilities are limited and there is a requirement for additional public open space, sports pitches and associated facilities. Kegworth Imps Junior Football Club is in desperate need of additional pitches, as many of their teams are currently forced to play outside the village.	The Council has recently commissioned a Playing Pitch Strategy, Built Facilities Strategy (Sport & Community) and an Open Space Strategy. This will include looking at the need for open space, sports and recreational facilities in Kegworth.	No change	173	Carl Sutton
	There must be more amenities vital for the health, well-being, and social needs of existing residents and the community			173	Carl Sutton
	There is little or no policing presence in Kegworth with the result that anti social behaviour is increasing alarmingly. This includes but is not limited to low level vandalism, street racing by 'contestants' from across the East Midlands, drug trafficking, dozens of daily unchecked motoring offences from ignoring traffic signs, running red traffic lights, speeding, driving through bus gates, parking on pavement (to the extent that pedestrians, never mind mothers with prams or disabled in buggies or with walkers) have to walk on the road, and illegal parking on double yellow lines such that bus services are finding it increasingly difficult to navigate the village.	These concerns are noted. Whilst these are behavioural issues outside of the planning system. However, new development in a given area increases the population and Leicestershire Police are able to request S106 contributions, where they comply with the three tests in the CIL	No change	310	Nick Goode
Flood Risk and Drainage					
	No concerns	Noted	No change	150	Leicestershire County Council (Lead Local Flood Authority)

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

[There are existing flooding issues on the site and in the local area: • Issues with the existing drainage system (balancing area on Whatton Road) has resulted in the site itself; Langley Drive, Springfield and Broadhill Rd, Fox Hills, Derby Road, Whatton Road flooding after heavy rainfall.. • Springfield is named after a natural spring – the area floods after heavy rain. • The land drains to the south-east and there is no natural outfall on the site's SE boundary. • The replacement of greenfield land with tarmac and concrete will increase the flood risk in the local area. • How will the proposed development mitigate flood risk elsewhere in Kegworth? • Severn Trent/local highways authority not taking responsibility for flooding in the local area. • The flooding has worsened since the bypass was built • Residents have to use pumps at least once a year to prevent flooding. • The proposed development will make the situation worse.	Photographs were submitted by several residents which demonstrated instances of flooding in the local area. It was not always clear where the photos were taken from but there is clearly an issue around Springhill and adjoining streets and local residents are concerned. The government's flood map for planning shows that there is a risk of surface water flooding in the south-eastern corner of the site and officers will query this with the LLFA who have no concerns. A flood risk assessment and surface water drainage strategy would be required as part of any future planning application. The assessment will need to establish whether a proposed development is likely to be affected by future flooding and/or whether it would increase flood risk elsewhere. It would need to identify mitigation measures to deal with any effects or risk, to the satisfaction of the lead local flood authority.	Request further comments from the LLFA/elaboration on their 'no concerns' response	1; 81; 173; 283; 310; 318; 376; 388; 389; 392	Steven Morton; Michael Davies; Carl Sutton; Jane Dennis; Nick Goode; Lorraine Harrison; Michael Powell; Stephen Evans Jeff Gill; Nathan Alton
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APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

[A Flood Risk and Drainage Feasibility Technical Note has been prepared. The site is in Flood Zone 1 and at a very low risk from surface water flooding. The ground conditions on the Site will be unsuitable to support water infiltration techniques and to comply with planning policies and requirements, an attenuation pond with a flow control chamber will be proposed in the south east corner of the Site where there is surface water flooding risk and where the levels are lowest]	These comments are noted, albeit a flood risk assessment / drainage strategy would need to be approved by the lead local flood authority	No change	132	Caddick Land
Principle of Development				
We think identification of a 'reserve site' for Kegworth to countermeasure loss of other sites and the need to allocate additional sites for the district because the local plan timeline has been expanded are not the same thing, and it is a misstep to simply add the K12 site to proposed allocations without consideration of other potential site within C0425 Revision 4 [Sustainability Appraisal]	The reasons for doing this were explained in the consultation document. The Local Plan needs to plan for sufficient sites over the plan period. If it does not and it cannot demonstrate a five year housing land supply, it leaves itself open to speculative development.	No change	365	Kegworth Parish Council
[Should the HS2 safeguarding be lifted, K12 should not be required. The existing planning permissions in place for a total of 251 dwellings should be prioritised.]	The government confirmed it was lifting the HS2 safeguarding on 17 July 2025, but this does not change the recommendation to allocate this site.		173	Carl Sutton

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

Having attended the Local Plan consultation community drop-in session at Kegworth Village Hall on 5th February 2024 we noted from Inset Map 15 of Kegworth (attached) that the Land South of Ashby Road is outside of the Limits to Development boundary and is part of the Countryside. This was a major factor in our purchase of [our home]	As above. Whilst these comments are noted, it is important to state that planning is concerned with land use in the <i>public</i> (as opposed to <i>private</i>) interest.	No change	173	Carl Sutton
<i>Site provides function of separation / buffer to M1/ East Midlands Gateway</i>				
[The site provides separation between the housing and industrial developments / infrastructure and allowing housing creep in these areas only increases the sense of Kegworth being hemmed in between roads and industry. The ‘village’ is really suffering from expansion and industrial creep. Perhaps more rapid decisions regarding the future of Ratcliffe on Soar Power Station would accelerate the building of a ‘new village’ with its own identity. Though I fear that this area would be already allocated for yet more industry to take up the green belt land.]	There are limited options for further growth in Kegworth and this is deemed to be the most appropriate site. Ratcliffe on Soar is in Rushcliffe Borough Council and forms part of the Freeport.	No change	1	Steven Morton
[Losing this site as a green buffer would diminish village life and quality, eroding the pleasant aspects that make it unique. Prioritising greenfield development is short-sighted; brownfield sites should be used instead]	As above. In addition, the Council is unable to meet its housing requirements on brownfield land alone.	No change	81	Michael Davis

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

[The site serves as a green buffer between Kegworth and the airport Developing it would: • Intrude on nearby homes, • Remove a zone that protects community identity, • increase traffic and air pollution on the village edge. Such development undermines sustainable goals and landscape integrity.	As above – traffic and air pollution dealt with elsewhere in this document	No change	362	Noel Suthesh
Cumulative Scale of Development				
The cumulative scale of development in Kegworth and the Northern Parishes (committed and proposed allocations) is inappropriate: • Slack and Parr (188 dwellings) • K7 (110 dwellings) • K11 (150 dwellings)	K7 and K11 have effectively been since the adoption of the plan in 2017 and were intended to contribute towards the district's housing need up to 2031. The new Local Plan plans for the period up to 2042.	No change	81; 101; 173; 342; 365;	Long Whatton & Diseworth Parish Council; Ana Margarida Carvalho da Silva; Kegworth Parish Council
Agricultural land needs to be preserved in this area given the amount of development that has taken place in the area (bypass, East Midlands Gateway, warehousing, solar farms etc)	The loss of agricultural land has been weighed against the need for housing	No change	283	Jane Dennis
Amenity value				
[The land provides a valued green/amenity space/access to nature and is valuable for mental health	Appreciate that the character of the site will change, in terms of amenity space, the only public access is on the PROW in the very SE corner of the site.	No change	81; 376	Michael Davies; Michael Powell

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

The K7 site has a well-used public footpath and this will be the only remaining open space in this entry to the village. Beyond, we have M1, airport, East Midlands Gateway and a Rail freight terminal. This is a class case of an actual “green belt”	It is assumed the reference should be to K12 not K7. See above.	No change	365	Kegworth Parish Council
Build to Rent/HMOs				
[There is more potential for HMO if the houses are rented]	The site is being promoted by a private rental developer and operator. They will have carried out due diligence/undertaken market research before deciding to take on the site. All build to rent properties would be operated/managed by a single company. Whereas HMO landlords often rent out living areas as bedrooms to maximise income this is not in the business model of the site promoter. In any event, the provision of a Build to Rent scheme is not a policy requirement, the information was provided given that HMOs are a concern in Kegworth.	No change	1; 173	Steven Morton; Carl Sutton;
[Question the location of the site as a Build for Rent; such schemes are normally located in larger towns/cities and tend to be more expensive than comparable properties in the private rental market.]			173	Carl Sutton
A 140-unit Build-to-Rent model in a rural setting is untested locally, and no evidence of market demand or viability has been provided.			342	Ana Margarida Carvalho da Silva
The proposed increase to 140 homes, delivered as a Build to Rent scheme, means no homes would be available for purchase. This single-tenure model is entirely unsuitable for Kegworth and does not serve long-term community stability or housing need.			397	Roy Todd

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

[There is sufficient existing housing stock in the village that is currently being used as HMOs for University of Nottingham students. The campus is in Nottinghamshire and I'm quite sure the Council will not develop greenfield sites in Sutton Bonnington to house students so why should the Local Plan]	The concerns regarding HMOs are noted and a Local Plan policy is proposed on this issue. The Council does however need to plan for its local term housing need and failure to do will open the door to speculative development on non-allocated sites.	No change	81	Michael Davies
Design / Residential Amenity				
The details of the plans are not available but considering the size of the area and the number of houses I would predict that narrow streets and limited driveway parking would be available and therefore street parking in this and adjacent areas will become de rigour.	These concerns are noted and are matters that will be dealt with as part of a detailed planning application.	Add the following policy requirement: A design which respects the amenity of residential properties to the east. Add additional information to the supporting text at Reg 19 stage.	1	Steven Morton
The west facing housing on Springfield have views and clear sunlight. This development will clearly affect those houses and the height of the buildings should take into consideration the impact they will have on existing properties.	Parking provision and road widths would need to be provided in accordance with the local highway authority's standards.		1	Steven Morton
The site sits higher than our homes, meaning significant loss of light and privacy for neighbouring gardens—this is not addressed in the policy.	Matters like separation distances, overlooking, character etc. will need to be consistent with the Council's Good Design Guide and need to satisfy the Council's Urban Designer.		342	Ana Margarida Carvalho da Silva
It is also likely that a proportion of any new housing on both sites would not be commensurate with and not in character with current properties.			81	Michael Davies

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The Masterplan depicts how the development will be 'outward facing', creating active frontages to the northern, western and southern boundaries.	Noted	No change	132	Stantec UK (Caddick Land)
[Landscaping is planned for the southern and western boundaries, combining new planting and strengthening existing hedgerows, especially in the southwest to help reduce noise from East Midlands Airport and the M1]	Noted	No change	132	Stantec UK (Caddick Land)
The southern and western boundaries are described as "arbitrary," lacking defensible landscape features, meaning any development will be visually intrusive and poorly integrated into the village.	The draft policy requires landscaping on these boundaries	No change	397	Roy Todd
Biodiversity				
[The wildlife buffer of 5 metres should be considered an absolute minimum surrounding the whole site to ensure the wildlife that's regularly seen here; Roe deer, pheasants, foxes, badgers, bats etc feel free to roam and fly.	This requirement was recommended by the county council ecologist. The proposals would also need to provide 10% Biodiversity Net Gain. The hedgerows are required outside of gardens and as such would be managed as part of the site's open space maintenance.	No change	1	Steven Morton
Hedgerow buffers are not enough to mitigate habitat loss, and the lack of defensible boundaries risks further sprawl.			342	Ana Margarida Carvalho da Silva
[While the Masterplan supports retaining most existing vegetation around the site, the eastern boundary vegetation would need to remain as part of rear garden boundaries.	A solution for the eastern hedgerow would need to be agreed with the county ecologist	No change	132	Stantec UK(Caddick Land)

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Alternatives, such as omitting development or placing fences against the hedge, pose issues with land use efficiency and hedge maintenance. It is therefore recommended that “where possible” be added to the policy for practical application.]				
The development will destroy natural habitats, and no ecological survey has been presented.	The comments on the ecological potential of the site are noted. As part of any future planning application, the site promoters will be required to undertake detailed habitat survey which will also identify the need for any species surveys. The county ecologist advised that there is the potential for bats, badgers on site and great crested newts nearby. Any onsite/offsite mitigation will be agreed by the ecologist at Leicestershire County Council. The site promoters will now also be required to provide a 10% biodiversity net gain as part of the development.	No change	342	Ana Margarida Carvalho da Silva
We can confirm that badgers inhabit the area (or at least come to die on the adjacent Ashby Road and Bypass) and that Raptors (Red Kite) regularly hover over this area as part of a foraging zone.			365	Kegworth Parish Council
this land is a haven for wildlife including Bats , sparrow hawks, Red Kits and many other species.			376	Michael Powell
[K12 is in the Impact Risk Zone for Attenborough Gravel Pits Site of Special Scientific Interest. Following a precautionary approach, any proposal must provide sufficient evidence that any water discharges arising from the development will not cause significant impact to the relevant designated site]	Noted, the potential impact upon SSSIs is something that is covered by Policy En1 and would be covered as part of any planning application.	No change	345	Natural England

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Noise, Vibration & Air Quality				
The site is unsuitable for housing in noise and/or air quality terms due to its close proximity to: • Kegworth Bypass (car cruising and racing) • East Midlands Airport (in operation 24 hours/7 days a week) • M1 motorway • A6 and A453 • Operational disturbance from East Midlands Gateway and the proposed Freeport • Increased volume of HGV traffic (noise and diesel emissions) • Night-time logistics and freight movements • Smell of jet fuel The proposed development would be contrary to NPPF paragraph 185.]	The draft policy in the consultation document requires a noise assessment which would also need to provide appropriate mitigation. Officers note a recent consultation response from the Council’s Environmental Protection officer, dated 13 June 2025 and made in relation to the adjoining site (application ref 16/00378/FULM) confirmed that residential development would be acceptable subject to the implementation of noise mitigation measures. On this basis, there would be no justification for precluding K12 on noise grounds in advance of a noise assessment being undertaken.	No change	81; 310; 318; 362; 283; 398	Michael Davies; Nick Goode; Lorraine Harrison; Noel Suthesh; Jane Dennis; Rebecca Graham
[The noise from the airport is significant: • No mitigation can be provided in back gardens • No mitigation for having windows open during night • It causes sleep deprivation • Research by the University of Leicester has linked long term exposure to aircraft noise to health conditions including stroke and cardiovascular disease, hypertension, sleep disturbance and mental health deterioration.	In terms of air quality, the proposals are likely to require an air quality assessment in line with the Council’s Air Quality SPD.		283; 310; 362; 365; 397	Jane Dennis; Nick Goode; Noel Suthesh; Kegworth Parish Council; Roy Todd;

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[A Feasibility Noise Assessment by Apex Acoustics Ltd (Appendix H) evaluates both road and aircraft noise across the Site. The report recommends mitigation measures such as positioning garden fencing and homes to shield from motorway noise, orienting gardens to the north and east for aircraft noise protection, and placing taller buildings to the south to further reduce noise impacts.]	Noted – a detailed noise (and vibration) assessment would need to be prepared and signed off by the Council's Environmental Protection team	No change	132	Stantec UK (Caddick Land
Turning houses to face one way or the other will make zero difference to the noise levels	Noted, the Noise Assessment will identify appropriate mitigation measures and will need to satisfy the Council's Environmental Protection team	No change	310	Nick Goode
Any noise assessment should include aircraft taking off to the east as noise levels are significantly increased in these circumstances.	Noted, existing noise levels should be measured over a set period of time, including overnight, at times when aircraft is taking off. The methodology will be agreed with the Council's Environmental Protection Officer. Noise monitoring should be done during 'worst case' scenarios, taking into account wind direction etc.	No change	173	Carl Sutton

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The Local Plan openly acknowledges the requirement for a Noise Assessment, confirming the severity of these impacts. It proposes wholly inadequate mitigations, such as orienting back gardens away from these boundaries, which do nothing to address the continuous, intrusive, and health-damaging nature of noise exposure in this location.	It is for the Noise Assessment to identify mitigation measures and for the Council's Environmental Protection to approve. The supporting text provides some examples of what could be provided.	No change	397	Roy Todd
[There is no mention of the close proximity to the A453 and M1 which results in persistent noise and poor air quality, intensified by heavy road and air traffic. It is difficult to justify rating this site as having only "Minor Negative" impacts under SA9, given the clearly significant negative effects]	The M1 as a source of noise is mentioned at paragraph 4.52. The Council's consultants have scored the SA based upon a detailed methodology/framework.	No change	365	Kegworth Parish Council
[There is no reference to the significant negative impacts on health and wellbeing (SA1) from this site's proximity to the eastern end of the East Midlands Airport runway. While existing homes may qualify for noise insulation grants, new properties here would not, despite being within the highest noise zones on the EMA's current "2011 Lden Noise Contour Map."]	Noise is dealt with under SA9. The Council's consultants have scored the SA based upon a detailed methodology/framework.	No change	365	Kegworth Parish Council

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It is surprising that site selection has not considered these points and the local plan deems this to be one of the most suitable sites within the district for additional housing allocation! That is hard to accept and it is highly possible that the planning inspectorate might take a dim view of this compared to some sites in C0425 that have been rejected for selection.	Noted. The adopted Local Plan underwent examination by a Local Plan Inspector and the site was designated as a reserve site.	No change	365	Kegworth Parish Council
Vibration				
[The planes flying over the site would result in a vortex which is a circulating current of air, causing: - Vibrations affecting the structure of homes - Sleep disturbance - Impact on mental wellbeing	Noted	Include a requirement for a Noise <u>and</u> Vibration Assessment at Regulation 19 stage	283; 318; 365;	Jane Dennis; Lorraine Harrison; Kegworth Parish Council
East Midlands Airport / Public Safety Zone				
[The site is located to the north of the East Midlands Airport Public Safety Zone; however, memories remain of the Kegworth Air Disaster in 1989 where 47 people lost their lives and 74 sustained serious injuries. Building new homes adjacent to the Public Safety Zone and virtually under the flight path is ill thought out and with substantial risk.	The site is located outside of the Public Safety Zone. However given the statements made regarding the culpability of the Council on this issue, officers are in the process of seeking legal advice.	No change subject to the outcome of legal advice regarding the Public Safety Zone.	173; 283	Carl Sutton; Jane Dennis

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[The site lies directly under the precision approach path for Runway 27 at East Midlands Airport. Aircraft regularly descend over the site at altitudes of approximately 200–300 feet above ground level (AGL). At this point in the flight path, aircraft are in final landing configuration — low speed, low thrust, and with minimal room for deviation. This proximity to an active flight corridor exposes the site to a non-theoretical risk of aircraft failure or misalignment. It is within the final 1.5 nautical miles of the runway threshold, an area that should be preserved as a buffer, not intensified with residential occupancy. The 1989 Kegworth air disaster occurred within this very corridor. The crash resulted in 47 fatalities and remains one of the most serious aviation incidents in UK civil aviation history. Site K2 falls within the same trajectory. Allocating this land for housing, with full knowledge of its location and history, invites foreseeable risk and may establish a precedent of legal liability in the event of future incidents.	The site is located outside of the Public Safety Zone. However given the statements made regarding the culpability of the Council on this issue, officers are in the process of seeking legal advice.	No change subject to the outcome of legal advice regarding the Public Safety Zone.	362	Noel Suthesh
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APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

Under CAP 772 and Civil Aviation Authority (CAA) safeguarding rules, councils are obligated to consult on developments that could attract birds near an airport. Site K2, if developed for housing, would introduce over 140 homes — each with domestic bins, composters, food waste and gardens. These create a bird attractant environment beneath the active flight path. This would increase the risk of bird strikes during final approach — a critical safety issue, particularly for large cargo and passenger aircraft operating at low altitude. It is incumbent on the Council to ensure that new development does not exacerbate aviation hazards. Failure to address this may result in legal exposure in the event of avoidable incidents.	The site is located outside of the Public Safety Zone. However given the statements made regarding the culpability of the Council on this issue, officers are in the process of seeking legal advice.	No change subject to the outcome of legal advice regarding the Public Safety Zone.	362	Noel Suthesh
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Should Site K2 be allocated for housing, it would establish a record of foreseeability — meaning the Council will have been formally warned of safety, health and environmental risks. If, in the future, an aviation incident, health impact or legal dispute arises related to this development, the Council — and, by extension, its officers and advisers — could be subject to scrutiny under the principles of public liability and professional negligence. The risks outlined here are well-documented, well-known and entirely preventable.	The site is located outside of the Public Safety Zone. However given the statements made regarding the culpability of the Council on this issue, officers are in the process of seeking legal advice.	No change subject to the outcome of legal advice regarding the Public Safety Zone.	362	Noel Suthesh
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APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

The Kegworth Air Disaster of 8 January 1989 occurred just 1,200 metres from this site, when British Midland Flight 92 crashed short of the runway, killing 47 people and seriously injuring 74. This site falls squarely within the impact zone of a similar incident. More recent events include an engine failure on a One Air cargo Boeing 747 in February 2025, which led to an emergency landing at East Midlands Airport. Aviation safety has improved, but mechanical failures and human error remain common causes of incidents. According to the UK Civil Aviation Authority and IATA, accident risk remains present—especially with older aircraft used in cargo operations, such as those handled at East Midlands. If the Council knowingly permits housing in such a location, any future incident would immediately call attention to these warnings. Should a crash or health impact occur, the decision to allocate Site K12 would be used as evidence that the Council acted negligently, having ignored clear expert findings, legal obligations, and its duty of care to residents. Moreover, individual officers or decision-makers who proceed with approval despite these documented risks may find themselves personally liable, should negligence be established through	The site is located outside of the Public Safety Zone. However given the statements made regarding the culpability of the Council on this issue, officers are in the process of seeking legal advice.	No change subject to the outcome of legal advice regarding the Public Safety Zone.	397	Roy Todd
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APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

future legal action or inquiry. The case for foreseeability is overwhelming.				
Other Environmental Issues				
The allocation is not within a Minerals Safeguarding Area.	Noted	No change	150	Leicestershire County Council (Planning Authority)
Safeguarded waste sites are at Citrus Grove (N30) and Kegworth STW (N10 east). These are around 1km to the North.	Noted	No change	150	Leicestershire County Council (Planning Authority)
[The proposals will require pre-determination evaluation (trial trenching), followed by appropriate mitigation secured by condition upon any future planning permission.]	Noted, this is something that will be dealt with at planning application stage.	No change	150	Leicestershire County Council (County Archaeologist)
Further, the views from Ashby Road, the bypass, and the vantage point at the top of Broad Hill, which are all much used by recreational walkers, will be severely impacted by the scale and mass of this development	It is considered that the site will be seen in the context of surrounding built development	No change	365	Kegworth Parish Council

APPENDIX H – LAND SOUTH OF ASHBY ROAD, KEGWORTH (K12)

Other				
No traffic, ecology, healthcare, education, or viability assessments have been published to justify this allocation.	The Local Plan will need to be accompanied by traffic modelling, an Infrastructure Delivery Plan and a Viability Assessment, but in order to do that work, we need to have a full plan in place (see paragraph 1.17 of the consultation document – ‘what happens after this consultation?’). The Leicestershire County Council ecologist has been consulted on the site but the site promoter will be required to an up to date ecological assessment and any necessary species survey as part of any future planning application. This work will need to be approved by the county ecologist.	No change	342	Ana Margarida Carvalho da Silva
• [We note that the Local Plan draft includes K7 as 150 dwellings] • [The site has permission for 110 dwellings] • It is inappropriate to include 150 in the plan as it may predetermine the existing outstanding planning application (for 160) and is inconsistent with the site’s planning history]	It is unclear where this figure of 150 dwellings has been taken from. The Local Plan has accounted for the committed number of dwellings at this site, i.e. the 110 that has planning permission. Table 12 of the consultation document references 110 dwellings, not 150.	No change	365	Kegworth Parish Council

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The local plan needs to identify how potential new housing need will be met within the planning period. We note that there seems to be no allowance for infill or windfall development. Within any period, there is always a significant number of such developments, building with the boundaries of existing properties, self builds, etc. Some local authorities include such an allowance in the plan and it can be estimated by a number of methods. It seems inappropriate to allocate additional greenfield sites whilst keeping this type of development 'in the back pocket'. The local plan should be complete and realistic.	The National Planning Policy Framework (NPPF) states that any windfall site allowance must be backed by compelling evidence and be realistic, considering previous delivery rates and future trends. Although the Council's SHELAA includes a number of small sites, many are in unsustainable locations. Historic windfall delivery rates are based on unreliable data as many such sites were approved when the Council did not have an up-to-date Local Plan making predictions about future windfall supply unreliable. As a result, it is difficult to predict windfall development with sufficient certainty into the housing supply.	No change	365	Kegworth Parish Council
In summary a less appropriate development site would be hard to find. Rather than building warehouses within the village for example between Prichard Drive and the old A6 AND between Brickyard Lane and the Bypass these plots would be better deployed to housing since egress/ingress would enable traffic largely to be contained outwith the village	Noted	No change	310	Nick Goode

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When the bypass planning application was agreed I thought the part of that planning agreement was that there would be no 'back filling' of the land?	The development of this site is not precluded by any agreement relating to the bypass	No change	398	Rebecca Graham
Part (1) of the consultation documents begins with the phrasing “Land rear of south of Ashby Road...”. It is believed that this is a typographical error and the words “rear of” should be deleted so the text instead reads “Land south of Ashby Road...”. Caddick Land would be grateful for this correction in the next iteration of the Plan.	Noted. ‘Rear of’ is a typo.	Use correct site name in future versions of the plan.	132	Stantec UK (Caddick Land)
Evidence Base				
[The summary text says the site is not well located to existing communities and services but there is a positive finding under SA8 (reducing the need to travel)]	Noted	Review when the SA is updated at Reg 19 stage	132	Stantec UK (Caddick Land)
[Additional Housing Site Assessments does not reflect the latest position on HS2 and refers to K7 and K11 as being deliverable and that the Council does not propose to allocate any further sites in Kegworth]	Circumstances are constantly changing – the position has recently changed again (17 July 2025)	The site assessments will be reviewed and updated where appropriate	132	Stantec UK (Caddick Land)
[Site proforma should not describe the boundaries as ‘arbitrary’]	Noted		132	Stantec UK (Caddick Land)
[Disagree with the proforma conclusion on green infrastructure]	Noted		132	Stantec UK (Caddick Land)
[Agree with proforma that any impact on the landscape is capable of mitigation]	Noted	No change	132	Stantec UK (Caddick Land)
[Agree with proforma that it is possible for noise to be mitigated to an acceptable level]	Noted		132	Stantec UK (Caddick Land)

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In response to the proforma highlighting that a great crested newt survey is required, our ecologists conclude a survey is not needed and precautionary working methods would be sufficient to prevent impacts]	Noted – however this is something that would need to be discussed and agreed with the county ecologist	No change	132	Stantec UK (Caddick Land)
[Do not agree with the conclusions on the proforma regarding site access]	These comments were based on the SHELAA and the local highways authority has now provided more specific comments relating to this site	The site assessments will be reviewed and updated where appropriate	132	Stantec UK (Caddick Land)

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APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: M11	SITE NAME: LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
[The proposed policy requirements are supported at this time. As the allocation is progressed /confirmed by the Council, the applicant will seek to update key supporting technical evidence supporting the planning application to ensure it is up-to-date and robust to allow for an expedient determination of the planning application]	Noted	No change	88	Pegasus Group (Hallam Land)
[Allocating around 450 dwellings in Measham is only slightly above the 426 planned in the adopted Local Plan. Given limited growth since 2017, a more proactive approach—allocating additional sites—would better meet local housing needs and support Measham’s sustainability as outlined in NPPF paragraph 83.]	The 426 dwellings at Measham Waterside should now be able to come forward following the lifting of the HS2 safeguarding. No further sites in Measham are considered necessary as part of the new Local Plan.	No change	111	Define Planning & Design (Bloor Homes)

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

Highways				
[Concerned about the potential increase in traffic movements due to the proposed housing sites at Measham and Appleby Magna. The impact on the A444 needs to be assessed and any mitigation measures identified/traffic modelling needs to consider the impact on the A444/J11 of the M42]	The Council is carrying out transport modelling as part of its Local Plan evidence base. This will identify the highways impacts of the proposed development in the area (including outside the district boundary where relevant), and whether any negative impacts can be sufficiently mitigated through road improvement schemes, sustainable transport measures etc. Any financial contributions would need to meet the three legal tests in the CIL Regulations: • Necessary to make the development acceptable in planning terms • Directly related to the development • Fairly and reasonably related in scale and kind to the development	No change subject to the outcome of transport modelling	98; 241	South Derbyshire District Council; Derbyshire County Council
[Financial contributions should be sought from developers to address the traffic impacts on the A444 through legal agreements associated with any planning permissions]			98	South Derbyshire District Council
There is a live application (18/00498/OUTM) at this site but we have advised safe and suitable access is achievable via the two access points on Leicester Road and Ashby Road. The layout may need to prevent through trips using these two access points. An up-to-date traffic impact assessment would be required but it is still likely to be achievable. RAG Rating: Amber	Noted	No change	150	Leicestershire County Council (Local Highways Authority)

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Infrastructure				
- Concerned about the impact of 900 new homes on existing infrastructure - Concerned that developers retract offers for infrastructure improvements later in the process - It would be better to meet housing targets by building new villages; this would create further employment opportunities.	Noted. The Infrastructure Delivery Plan is in the process of being updated to include the new housing allocations. The Council is proposing a new settlement but not all the Council's housing needs can be met in this one location, particularly given how long such sites can take to start delivering homes.	Await the outcome of the update to the Infrastructure Delivery Plan	248	Rachel Hollis
You have gone against the wishes of 90% of the people in Measham. We don't have the infrastructure for these houses, the roads are atrocious, the doctors can't cope with the current demand, let alone if we have more houses .			338	Ann Ramsell
[300 dwellings at M11 would result in an increase of 726 patients for Measham Medical Centre. If all the additional housing sites (including reserve sites) were allocated this would result in an increase of 2,575 patients (16%) on the Medical Centre's register. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved]	These comments are noted. This information will feed into an update of the Council's Infrastructure Delivery Plan which is currently being undertaken. This will consider the cumulative impact of all the proposed housing allocations on healthcare and any necessary mitigation.	Await the outcome of the update to the Infrastructure Delivery Plan	487	Leicester, Leicestershire and Rutland Integrated Care Board

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

River Mease / Biodiversity				
The sites lie within the River Mease Special Area of Conservation and it will be important to secure appropriate mitigation as part of these development proposals.	Noted and agreed. It is not necessary to duplicate policies so reference to the River Mease is not required in this policy.	No change	98	South Derbyshire District Council
[The site is in the River Mease SAC. We reiterate the advice within Policy En2 that all development within the Mease catchment will be required to demonstrate that it will not cause an adverse effect on the SAC i.e. 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 via: • Delivering bespoke phosphorous mitigation • Contributing to a strategic mitigation scheme (i.e. Developer Contribution Scheme). Developments in these locations must meet the requirements of the Habitat Regulations.]			345	Natural England

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

We are keen to work with the Council to deliver or contribute towards an appropriate mitigation scheme if required. It is noted that Severn Trent Water are upgrading two key Sewerage Treatment Works to ensure that treated foul flows can be pumped out of the River Mease catchment. This would also provide the necessary capacity to allow the development to come forward. This issue is not seen as constraint preventing the delivery of the proposed allocation	Noted	No change	88	Pegasus Group (Hallam Land)
I'm concerned about the impact to wildlife that this could have - the wharf plus two larger developments means that a significant amount of wildlife could be displaced.	The county ecologist had no objection to the information submitted with the 2018 outline application, subject to conditions on the following matters: • Retention of hedgerows • Retention of onsite ponds • Updated GCN surveys • Biodiversity Management Plan • SuDS to be designed to maximise benefit to wildlife • Lighting strategy • Vegetation clearance outside of bird nesting season • Native landscape planting The ecological assessments are now out of date and need to be updated.	No change	248	Rachel Hollis
What about the wildlife? What about the bees ?			338	Ann Ramsell

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

Flood Risk / Drainage				
Several isolated depressions / low spots within the proposed allocation site are presenting as areas of high surface water flood risk. The proposals will need to consider how this risk will be mitigated. Flood risk may impact on number of dwellings deliverable. No other concerns.	The LLFA had no objections subject to conditions when they responded to the planning application. However, the national planning policy context for managing flood risk has changed since the application was submitted. The comments about the capacity of the site are noted and reflected in the recommendation to members. Officers are currently seeking advice on the Strategic Flood Risk Assessment.	No change for the time being, subject to further feedback from the Council's flood risk consultants	150	Leicestershire County Council (Lead Local Flood Authority)
Given the extent of the recent flooding in the area, I'm concerned about the impact of the scale of the development on the villages flood resilience. Ashby Road is considered high risk for surface flooding, and so I am particularly concerned about the impact of such a large development near Ashby Road and what this could mean for flooding. The land off Leicester road often gets incredibly wet and boggy when it rains, clearly absorbing a lot of the water in the area. If this is built upon, I'm concerned about where all of this surface water will go.	Noted – see above	See above	248	Rachel Hollis

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

Need for housing				
[Is there really a need for over 900 new homes in the village? Measham is a pleasant, semi-rural place, but such a large-scale development feels disproportionate to its size and infrastructure. While I support some new housing, like at Measham Wharf and Abney Road, two major developments plus Abney Road seem excessive for the village to manage or require.] I bought a house in a village because I wanted to live in a village not some extension of Ashby, everywhere will join up like some sort of urban jungle. Lastly, there is no housing crisis, only a greed crisis. Everyone wants bigger, newer and more. The estate agents are full of smaller, cheaper houses but no one wants them because much wants more. I am horrified that AGAIN the council/ government is going against the very people who they are supposed to represent.	The Council is obliged to provide sufficient housing sites to meet its long term housing needs. Sites have been allocated in accordance with the Council's Settlement Hierarchy. If the Council does not allocate sufficient sites to meet its needs, then it will leave itself open to speculative development.	No change	248	Rachel Hollis
	The 11 March 2025 Local Plan Committee Report provided some justification for the inclusion of more sites in Measham: <i>"Since 2011 [the start of the adopted Local Plan], 288 homes (net) have been built in Measham (an average of 22 a year), which is comparatively low compared to the other Local Service Centres. This is a further consideration that would mean it would be reasonable to revisit the strategy for Measham."</i>	No change	338	Ann Ramsell

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

Minerals and Waste				
Allocation is within an MSA for coal. As such, we recommend that a Minerals Assessment is undertaken in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLP) to support any allocation of these sites in new policy, ensuring that the mineral is not needlessly sterilised by future development.	The draft policy included a requirement for a Minerals Assessment (2)(e). However, a Minerals Assessment was submitted as part of the planning application, with LCC concluding that they agreed with the findings and had no objections.	No change	150	Leicestershire County Council (Planning Authority)
Furthermore, whilst it is out of our remit to comment specifically on the matter, we do encourage you to consider the potential issue of land instability associated with coal mining works that could be present at the site. In this regard we recommend that NWLDC should consult the Mining Remediation Authority for any known issues if they have not already done so.	The Coal Authority did not respond to this consultation but did review the Coal Mining Risk Assessment submitted with the outline planning application and recommended a planning condition for a site investigation prior to the reserved matters stage.	No change	150	Leicestershire County Council (Planning Authority)
No waste safeguarding issues	Noted	No change	150	Leicestershire County Council (Planning Authority)

APPENDIX I – LAND OFF LEICESTER ROAD/ASHBY ROAD, MEASHAM (M11)

Archaeology				
[2018 planning recommendation for exploratory investigation (CLE15384) Will require appropriate mitigation secured by condition upon any future planning permission.]	Noted; the need for a planning condition does not impact the proposed allocation of the site.	No change	150	Leicestershire County Council (County Archaeologist)
[We would refer you to your County curators for archaeological advice in respect of non-designated assets for C19a, C19b, M11, if that has not already been undertaken]	See above	No change	197	Historic England

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: M14	SITE NAME: LAND OFF ABNEY DRIVE, MEASHAM
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Highways & Access				
Further information has been requested on this live application (18/01842/FULM), however a single point of access from Abney Drive has been provisionally accepted in principle. Horses Lane is considered to be unsuitable for vehicular access. Access via Dennis Way Appears to be unachievable given the red line and geometry of Dennis Way. RAG Rating: Amber	Noted	No change	150	Leicestershire County Council (Local Highways Authority)
Some initial discussions with LCC highways have been undertaken although LCC have requested further information on certain matters. However, ultimately LCC concluded in their response to the application (October 2018) in relation to the proposed access that 'the extension of the turning head on Abney Drive to allow access to the development is acceptable in principle to the LHA'.	This reflects the advice given by the local highways authority.	No change	141	Savills (David Wilson Homes)

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

As a requirement of the Nursery Fields planning permission (14/00273/FULM), this has been upgraded to a 1m wide breedon gravel footway link with bollard lighting. The public right of way is retained in the proposals with minimal vehicular access crossings	Noted	No change	141	Savills (David Wilson Homes)
[Concerned that Abney Drive is the only access proposed for construction and operational traffic: • Would be a significant increase of 300/400 extra car journeys a day on Abney Drive • Abney Drive has onstreet parking issues meaning it is rarely clear/residents, guests and delivery vehicles need to park on Abney Drive • Construction and operational traffic could have health implications on mainly retirees that live on Abney Drive • There are five roads already feeding on to Abney Drive • The bend above the junction with Abney Crescent makes visibility difficult when coming on to Abney Drive • There have been accidents between Abney Drive and Abney Crescent • The pathway from Abney Walk onto Abney Drive is downhill, and kids often come down on bicycles or	As confirmed by the highways authority above, further information is required from the applicants to demonstrate that the proposals are acceptable in highways terms. However, this is not something that should preclude that allocation of the site from the Local Plan	No change	80; 109; 130; 257; 325; 347	David Hamilton; John Wheeldon; June Dwyer; Simon Green; Steve Key; Diana Drake

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

skateboards, which could lead to accidents - Abney Drive is narrow, impacting access for construction, emergency and civil amenity vehicles. - The entrance narrows between the two bungalows as you enter the new site off Abney Drive - There is a ransom strip preventing access				
[Access should be via Dennis Way. This would mitigate the negative impacts on Abney Drive (congestion issues/construction traffic)]	Confirmation will be sought from the site promoters as to why this is not achievable	No change at this stage given the highways authority response	80	David Hamilton
[There should be two access points, i.e. Abney Drive and Dennis Way. Dennis Way would be more appropriate for construction traffic]			325; 347	Steve Key; Diana Drake
[The construction traffic would further deteriorate the potholes, full width trenches and speed humps on Atherstone Road]	Comments are noted, but potholes are highways issues rather than planning matters and should be taken up with the county council as local highways authority	No change	257	Simon Green

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

[Concerned about the potential increase in traffic movements due to the proposed housing sites at Measham and Appleby Magna. The impact on the A444 needs to be assessed and any mitigation measures identified/traffic modelling needs to consider the impact on the A444/J11 of the M42]	The Council is carrying out transport modelling as part of its Local Plan evidence base. This will identify the highways impacts of the proposed development in the area (including outside the district boundary where relevant), and whether any negative impacts can be sufficiently mitigated through road improvement schemes, sustainable transport measures etc. Any financial contributions would need to meet the three legal tests in the CIL Regulations: • Necessary to make the development acceptable in planning terms • Directly related to the development Fairly and reasonably related in scale and kind to the development	No change subject to the outcome of transport modelling	98; 241	South Derbyshire District Council; Derbyshire County Council
[Financial contributions should be sought from developers to address the traffic impacts on the A444 through legal agreements associated with any planning permissions]			98	South Derbyshire District Council
Flood Risk/Drainage				
No major concerns, high surface water flood risk area appears to be in an enclosed area surrounded by woodland. I suspect this area will not be used for housing.	Noted and agreed; a requirement to retain existing trees was included in the draft policy	No change	150	Leicestershire County Council (Lead Local Flood Authority)

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

Keep building on our green areas is not a good idea, water will naturally flow down hill on to Atherstone Road	The site is located in Flood Zone 1 and includes an area at risk of surface water flooding that should remain undeveloped. A Flood Risk Assessment and Drainage Strategy is required to demonstrate that the proposals would not increase flood risk on or off site. The planning application lacked sufficient information, and the LLFA requested further details.	No change	109	John Wheeldon
Potential for surface water running downhill in a southerly direction towards properties already located on Dennis Way, Atherstone Road and Meadow Gardens			257	Simon Green
Drainage from the site is also a huge problem			347	Diana Drake
Minerals and Waste				
Site is within an Minerals Safeguarding Area for Brick Clay and appears to also be in MSA for Coal too. As such, we recommend that a Minerals Assessment is undertaken in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLP) to support any allocation of these sites in new policy, ensuring that the mineral is not needlessly sterilised by future development.	Noted and see below.	Amend requirement to include coal.	150	Leicestershire County Council (Planning Authority)
DWH have produced a Minerals Assessment and it has concluded given the close proximity to residential receptors, any mineral operations on-site would result in significant nuisance, disturbance and amenity impact to local residents with negligible benefit in terms of meeting a need for uneconomic mineral resources.	Noted and agreed given the site is surrounded on three sides by residential development. However, the County Council would need to review and approve the findings of the report before the policy requirement is removed.	See above.	141	Savills (David Wilson Homes)

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

Furthermore, whilst it is out of our remit to comment specifically on the matter, we do encourage you to consider the potential issue of land instability associated with coal mining works that could be present at the site. In this regard we recommend that NWLDC should consult the Mining Remediation Authority for any known issues if they have not already done so.	Noted, the Coal Authority did not respond to this consultation, but they did response to the planning application for this site and had 'no objection on the basis that the [Coal Mining Risk Assessment] concluded that the risk from unrecorded coal mine workings on the development site is negligible due to geological mapping and borehole records recording rock head cover of approximately 50m, and that the Kilburn seam is commonly too thin to have been worked'	No change	150	Leicestershire County Council (Planning Authority)
Snarestone STW (N18) is situated over 1km to the South and therefore there are no waste safeguarding issues	Noted	No change	150	Leicestershire County Council (Planning Authority)
Archaeology/Heritage				
[2018 Geophysical Survey detected no anomalies beyond the former brickworks & ridge & furrow. 2019 planning consultation recommended further exploratory investigations (CLE15994), followed by appropriate mitigation secured by condition upon any future planning permission]	Noted; the need for a planning condition does not impact the proposed allocation of the site.	No change	150	Leicestershire County Council (County Archaeologist)

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

[The railway bridge at Horses Lane is included on a draft list of local heritage assets. It should continue to serve 'Ibstock Cottages' and the other existing houses on the south side of the railway cutting. It should not serve the 150 houses proposed under M14. Hence a barrier to vehicular traffic should be erected at NGR 43351 31157]	This is a detailed design issue, but it is considered that this is something that can be 'designed out' of the development.	No change	400	NWLDC Conservation Officer
Deliverability				
[Concerned about deliverability of the site: • unresolved issues related to highways, design, drainage, ecology, and National Forest • it does not appear work has been undertaken to address the technical issues • it would be expected that these issues would have been resolved by this time with the only issue outstanding being the River Mease mitigation]	Now that the site is proposed as an allocation, there is an incentive to address these technical issues in advance of identifying a River Mease solution.	No change	111	Define Planning & Design (Bloor Homes)
Even if the [River Mease] mitigation is not resolved within the next couple of years, there are mitigation programmes currently being developed and therefore at the worst case the Site will be delivered mid-way through the plan period. This should be reflected in the Draft Plan's housing trajectory.	Noted - We will prepare a housing trajectory to inform the Regulation 19 Plan.	No change	141	Savills (David Wilson Homes)

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

Need for housing					
191	[Is there really a need for over 900 new homes in the village? Measham is a pleasant, semi-rural place, but such a large-scale development feels disproportionate to its size and infrastructure. While I support some new housing, like at Measham Wharf and Abney Road, two major developments plus Abney Road seem excessive for the village to manage or require.]	The Council is obliged to provide sufficient housing sites to meet its long term housing needs. Sites have been allocated in accordance with the Council's Settlement Hierarchy. If the Council does not allocate sufficient sites to meet its needs, then it will leave itself open to speculative development.	No change	248	Rachel Hollis
	I bought a house in a village because I wanted to live in a village not some extension of Ashby, everywhere will join up like some sort of urban jungle. Lastly, there is no housing crisis, only a greed crisis. Everyone wants bigger, newer and more. The estate agents are full of smaller, cheaper houses but no one wants them because much wants more. I am horrified that AGAIN the council/ government is going against the very people who they are supposed to represent.	The 11 March 2025 Local Plan Committee Report provided some justification for the inclusion of more sites in Measham: <i>"Since 2011 [the start of the adopted Local Plan], 288 homes (net) have been built in Measham (an average of 22 a year), which is comparatively low compared to the other Local Service Centres. This is a further consideration that would mean it would be reasonable to revisit the strategy for Measham."</i>		338	Ann Ramsell

Ashby Canal				
[Under the Transport & Works Act Order which is due to happen this summer, ACA will be the owners of the “dismantled railway” which borders the northern side of the site: If planning permission is granted, a Section 106 or similar agreement should require the developer to contribute to 200 metres of canal and towpath bordering the site. This would increase property values by 15-20% and provide residents with a direct walking route to the High Street and countryside, along with potential moorings. Given traditional funding sources have diminished, this is an important opportunity to help deliver the long-supported canal restoration policy.] [The Ashby Canal’s protected restoration route borders the eastern site boundary along the old railway, offering leisure, environmental, and access benefits for the community. Developers should help fund the canal and towpath construction—potentially through a Section 106 agreement or CIL—with a suggested levy of £1,000 per home, which would meaningfully support canal reinstatement without affecting the marketing of the houses.]	Any planning obligations would need to meet the three legal tests in the CIL Regulations: • Necessary to make the development acceptable in planning terms • Directly related to the development • Fairly and reasonably related in scale and kind to the development Further evidence is required, at this stage officers are unclear how the CIL tests would be met in this case.	No change	385	Ashby Canal Association
			419	Inland Waterways Association

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

Amenity / Pollution				
DWH have produced a Noise Assessment and it has concluded with the implementation of the specified mitigation strategy, sound levels across the proposed development can be readily attenuated to achieve acceptable sound levels.	Noted, the conclusions of the noise assessment will need to be approved by the Environmental Protection team.	No change	141	Savills (David Wilson Homes)
[When we moved to the area we were informed that those fields were a noise buffer between houses and the brickyard. We are surprised that there haven't been complaints from the phase 1 development about the noise from the brickyard. When they originally came to check noise levels they came at a weekend when it wasn't noisy.]	Noted – noise monitors are usually left in place to record noise over a specified period. The methodology for the noise assessment would need to be agreed with the Council's Environmental Protection team.	No change	325	Steve Key
[In the past, noise from the Brickworks has been an issue]	Noted. The Noise Assessment must identify suitable mitigation measures, which require approval from the Council's Environmental Protection team.	No change	347	Diana Drake
[At its closest point, the site is about 239 metres northeast of Measham Landfill and Forterra Building Products Ltd. - Building new developments within 250 meters of a landfill can expose nearby residents to odour, noise, dust, and pests. The severity of these impacts depends on the landfill's size, the type of waste it takes, and the weather	Noted	Add a requirement for odour and dust assessment at Regulation 19 stage	480	Environment Agency

• The permit for Measham Landfill was issued in August 1977 and updated twice: in April 1994 to increase capacity and in December 1995 to limit waste types • Over the past 5 years, the Environment Agency has found no amenity issues associated with the landfill. • It is important that planning decisions take full account of paragraph 193 of the NPPF. • Where the operation of an existing landfill could have significant adverse effects on new development (including changes of use), the applicant should be required to provide suitable mitigation for these effects. Mitigation can be provided through the design of the new development to minimise exposure to the neighbouring landfill and/or through financial contributions to the operator of the landfill to support measures that minimise impacts				
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APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

Infrastructure				
Services in this area are now stretched, surely you can realise how local towns and villages are being totally ruined with over building. Find somewhere you can build a new town or village with its own services instead of keep tapping into what is already overloaded. Schools and Doctors just wont cope, as they are struggling now.	Noted. The Infrastructure Delivery Plan is in the process of being updated to include the new housing allocations. The Council is proposing a new settlement but not all the Council's housing needs can be met in this one location, particularly given how long such sites can take to start delivering homes.	Await the outcome of the update to the Infrastructure Delivery Plan	109	John Wheeldon
• [Concerned about the impact of 900 new homes on existing infrastructure • Concerned that developers retract offers for infrastructure improvements later in the process • It would be better to meet housing targets by building new villages; this would create further employment opportunities.]			248	Rachel Hollis
Lack of any provision for increased capacity to our already overstretched village GP surgery, the addition of 150 dwellings will further lengthen waiting times for appointments beyond already unacceptable levels.			257	Simon Green
No provision for any further expansion of the already full primary schools in the village			257	Simon Green
You have gone against the wishes of 90% of the people in Measham. We don't have the infrastructure for these houses, the roads are atrocious, the doctors can't cope with the current			338	Ann Ramsell

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

demand, let alone if we have more houses .				
[150 dwellings at M14 would result in an increase of 363 patients for Castle Medical Group. If all the additional housing sites (including reserve sites) were allocated this would result in an increase of 2,575 patients (16%) on the Medical Centre's register. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved]	These comments are noted. This information will feed into an update of the Council's Infrastructure Delivery Plan which is currently being undertaken. This will consider the cumulative impact of all the proposed housing allocations on healthcare and any necessary mitigation.	Await the outcome of the update to the Infrastructure Delivery Plan	487	Leicester, Leicestershire and Rutland Integrated Care Board
River Mease/Biodiversity				
[DWH request that wording is added to the Policy for Site M14 or elsewhere in the Draft Plan (e.g. Draft Policy EN2 – River Mease SAC) to state that once a mitigation programme has been agreed, the proposed allocations that fall within the SAC catchment area, such as Site M14, will be prioritised above speculative schemes, so these draft allocations can be delivered in the short term.]	Pumping out should resolve this issue. However should a mitigation scheme/developer contributions be required, sites that would otherwise be appropriate in planning terms should be allocated to the mitigation scheme on a first come first served basis (as has been done to date).	No change	141	Savills (David Wilson Homes)

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

[The site is in the River Mease SAC. We reiterate the advice within Policy En2 that all development within the Mease catchment will be required to demonstrate that it will not cause an adverse effect on the SAC i.e. 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 via: • Delivering bespoke phosphorous mitigation • Contributing to a strategic mitigation scheme (i.e. Developer Contribution Scheme). Developments in these locations must meet the requirements of the Habitat Regulations.]	Noted. It is not necessary to duplicate policies so reference to the River Mease is not required in this policy.		345	Natural England
I'm concerned about the impact to wildlife that this could have - the wharf plus two larger developments means that a significant amount of wildlife could be displaced.	Updated ecological surveys would need to be completed and any mitigation identified, to the satisfaction of the county ecologist.	No change	248	Rachel Hollis
What about the wildlife? What about the bees ?		No change	338	Ann Ramsell

APPENDIX J – LAND OFF ABNEY DRIVE, MEASHAM (M14)

[In the past there have been issues with Japanese Knotweed in the area]	Japanese knotweed is an invasive species. The site promoters will be required to update their habitat survey. The ecologists undertaking this survey would be required to identify any invasive species on the site.	No change	347	Diana Drake
[Hedgerows have been retained in the submitted planning application where possible and additional planting is proposed, including a tree buffer along the western boundary.]	Noted; these are matters for the planning application and would need to be approved by the county ecologist, tree officer and urban designer	No change	141	Savills (David Wilson Homes)
[The Arboricultural Impact Assessment confirms that to facilitate the proposed development (as per the submitted layout) no significant tree loss is required.]			141	Savills (David Wilson Homes)
Provision of an Environmental Management Plan could be conditioned	Noted		141	Savills (David Wilson Homes)
Other				
[What is happening to the Measham Waterside, where the drains are already laid and as far as we know there was outlining planning permission for 450 houses and the builder was going to build a marina and pay for so much length of the canal, why is this not being proposed, which would be a bigger benefit for Measham village, as we understand HS2 has been cancelled via Measham.]	The government confirmed in July 2025 that it is lifting the HS2 safeguarding (which affects the Waterside site). This confirmation should enable this site to come forward.	No change	325	Steve Key

APPENDIX K – LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: Ap1	SITE NAME: LAND AT MEASHAM ROAD, APPLEBY MAGNA
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Principle of Development				
The site owner supports the allocation and is committed to delivering the site promptly. Confirmation of developer interest in the site. The site provides a logical extension to the village, is in a sustainable location with strong physical boundaries and the availability of a balancing pond/stormwater basin. It provides limited agricultural and biodiversity value.	Noted. The sites relationship to the settlement, accessibility to services, ecology issues and visual impact are amongst the issues considered as part of the site's assessment undertaken by council officers.	No change	147	Copesticks Planning on behalf of Messrs Westinghouse Investments Ltd, Ottewell, Holt and Victoria
The Plan is considered unsound, given the allocation of Ap1. The Council's 2021 Settlement Study awards Appleby Magna a score of 8. Breedon on the Hill scores 10 but does not benefit from a Local Plan housing allocation. Therefore 'Land at Tonge Lane, Breedon on the Hill' should replace Ap1. Submission provides details of the potential development at Breedon on the Hill.	Both Appleby Magna and Breedon on the Hill are defined as sustainable villages due to their range of services and facilities. The draft Local Plan seeks to deliver a level of housing across the majority of the district's sustainable villages, where there are suitable sites. A site's suitability is based on a number of factors including, but not limited to, access to services, scale of development, relationship with village and environmental constraints.	No change	79	Cora Homes

APPENDIX K – LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1)

	For those villages the subject of a Neighbourhood Plan containing a housing allocation, the Local Plan does not propose to allocate additional sites. The recently ‘made’ Breedon on the Hill Neighbourhood Plan housing allocation ‘North of Southworth Road, Breedon on the Hill’ has since been granted planning permission for 18 dwellings. (24/00007/FULM).			
Highways				
Safe and suitable access appears likely to be achievable from Steeple View Lane. RAG Rating Green	Noted. These comments reflect those from the local highways authority when officers were carrying out the site assessments. A green RAG rating from the local highway authority means “Suitable access”	No change	150	Leicestershire County Council (Local Highways Authority)
Concerns relate to Ap1 (and M11 and M14 at Measham) totally 487 dwellings and potential highway impacts. The three proposed sites at Measham and Appleby Magna could generate additional increase in traffic movements that could impact on the A444 to the west (either via Junction 11 of the M42 or via Burton and Measham Road heading west). We therefore request the District Council	Transport modelling work is being undertaken which will inform the final plan. This will assess the likely impact of individual development upon the highway network, in terms of both safety and congestion, together with considering any necessary mitigation that may be required. The modelling work will inform the decisions of the Council when finalising the plan.	No change at present	241	Derbyshire County Council

APPENDIX K – LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1)

202

202	particularly assess the potential impacts on the A444 of the three proposed housing allocations through its proposed commission of Transport Modelling Works. We would welcome the opportunity to have further discussions about the outputs from the modelling works when complete to consider whether the impacts of these allocations have any implications for the need for mitigation works that might impact on the A444 corridor. We would welcome the opportunity to have further discussion about the outputs of the work to consider whether the impacts of these allocations have any implication for the need for mitigation works that might impact on the A444 corridor.				
	Roads in the village too narrow to sustain such a significant increase in population and traffic.			426	Reiss Palmer
	No shops in Appleby Magna with occupants reliant on cars speeding in village.	The overall scale of development is considered appropriate to the level of services available in Appleby Magna. Speeding cars is a behavioural issue, and there are legislation/measures outside of the planning system to address this behaviour.	No change	426	Reiss Palmer
Flooding					
	No Concerns	Noted	No change	150	Leicestershire County Council

APPENDIX K – LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1)

				(Lead Local Flood Authority)
Object as new development has exacerbated flooding of homes in the village and new housing will make the situation worse.	The site is located within Flood Zone 1, which is the lowest risk area for flooding. However, the Flood Map for Planning shows a propensity for surface water flooding in one small part of the site. A flood risk assessment will be required in support of any planning application on this site in line with NPPF footnote 63. SUDs will also be required. Mitigation measures will need to be identified to deal with any effected or risk, to the satisfaction of the lead local flood authority (Leicestershire County Council).	No change, a flood risk assessment and drainage strategy will be required as part of any future planning application.	390	Maria Edwards
Flooding on Duck Lane would be exacerbated by development and the removal of greenfield sites.			390, 426	Maria Edwards, Reiss Palmer
Archaeology/Heritage				
All consulted sites are considered to have a heritage potential at 'medium risk'.	Noted	No change	150	Leicestershire County Council
A geophysical survey in 2013 highlighted a potential for Roman and post-Roman archaeology and identified anomalies possibly associated with a former hall, demolished in 1770. 2016 trial trenching was to the south of the area. Will require pre-determination evaluation followed by appropriate	Noted. As set out at paragraph 3.23 of the consultation document, a Desk Based Archaeology Assessment (followed up with any necessary archaeological site investigation) will be a requirement for most sites including site Ap1. The need for a planning condition	No change	150	Leicestershire County Council

APPENDIX K – LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1)

mitigation secured by condition upon any future planning permission.	does not impact the proposed allocation of the site.			
Infrastructure				
There will be a need for contributions to provide enhancements to local schools and other community facilities. All housing sites will be assessed as to whether there is a requirement for additional school places, this would be in relation to negotiating s106 contributions. This may include extending existing schools, remodelling existing schools, allocating land for new schools and creation of new schools.	Noted. The Infrastructure Delivery Plan is in the process of being updated to include the new housing allocations.	No change. Await the outcome of the update to the Infrastructure Delivery Plan	150	Leicestershire County Council
No comments to make regarding education infrastructure as only two of the district's proposed allocations are within easy reach of our schools and these are relatively small (30 and 35 dwellings).	Noted. The Infrastructure Delivery Plan is in the process of being updated to include the new housing allocations and their impact on education provision.	No change at present. Await the outcome of the update to the Infrastructure Delivery Plan	241	Derbyshire County Council
37 dwellings at Ap1 would result in an increase of 90 patients for Measham Medical Centre. If all the additional housing sites were allocated (including reserve sites) this would result in an increase of 2575 patients (16%) on Measham Medical Centre's register. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved	Noted and this information will feed into an update of the Council's Infrastructure Delivery Plan, which is currently being undertaken, to include the new housing allocations and their impact on health provision.	No change at present. Await the outcome of the update to the Infrastructure Delivery Plan	487	Leicester, Leicestershire and Rutland Integrated Care Board
Waste				

APPENDIX K – LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1)

No waste safeguarding issues.	Noted	No change	150	Leicestershire County Council
Minerals				
The allocation is not within a Minerals Safeguarding Area.	Noted	No change	150	Leicestershire County Council
Environmental Issues				
All allocations should incorporate opportunities for Green Infrastructure. Recommend guidance set out in the Green Infrastructure Framework: Principles & Standards Green Infrastructure Home is considered within each potential allocation. The emerging Leicestershire & Rutland Local Nature Recovery Strategy should also be a consideration.	It is agreed that the incorporation of Green Infrastructure (GI) within development is an important objective, but it is considered that the issue is adequately addressed in draft Policy En1 and does not need to be repeated in individual site allocation policies.	No change	345	Natural England
All allocations should incorporate opportunities for biodiversity enhancement. Any site allocation should clearly set out the BNG requirements for development, including both on-site and where appropriate off-site provision (acknowledged the policy requirements for BNG are set out in policy En1).	BNG is dealt with in national policy and guidance, in addition to the requirements of draft Policy En1.	No change	345	Natural England
River Mease				
The site is the River Mease SAC. We reiterate the advice in Policy En2 that all development within the catchment will be required to demonstrate that it will not cause an adverse effect on the SAC i.e. that it will not contribute additional phosphorous to, or otherwise cause an adverse effect	Noted. It is not necessary to duplicate policies so reference to the River Mease is not required in this policy.	No change	345	Natural England

upon, the River Mease SAC, either alone or in combination with other plans or projects. This may be achieved via: - Delivering bespoke phosphorous mitigation - Contributing to a strategic mitigation scheme (i.e. Developer Contribution Scheme). Developments in these locations must meet the requirements of the Habitat Regulations.				
The River Mease cannot cope with existing development. New housing will make the situation worse	All development within the River Mease catchment will be required to demonstrate that it will not cause an adverse effect on the Special Area of Conservation, either alone or in combination with other plans or projects, as detailed in Policy En2 of the draft Local Plan.	No change.	390	Maria Edwards
It is not clear whether the ability of the proposed allocation to off-set nutrients and not be reliant on capacity being created has been explored as part of this allocation.			290	Fisher German on behalf of Richborough Homes
Amenity Issues				
Impact on residential amenity, including loss of light and privacy.	The Council is under an obligation to ensure that the future housing needs of the district are met. In doing so, new development will be required to ensure that it minimises the impact upon existing residents as far as possible.	No change	426	Reiss Palmer
Construction traffic would bring dirt onto road of the adjacent development.	This can be managed and enforced through the use of conditions attached to any planning permission granted, for	No change	426	Reiss Palmer

APPENDIX K – LAND AT MEASHAM ROAD, APPLEBY MAGNA (AP1)

	example, require the wheel washing of construction vehicles			
Other issues				
Previous development brought theft to the area from the building site and properties.	This is a behavioural problem, although planning policy supports the design of development that seeks to prevent crime and anti-social behaviour.	No change	426	Reiss Palmer
Impact on property values and saleability.	This concern is noted however the impact of development on property values is not a planning consideration.	No change	426	Reiss Palmer
HS2 proximity would limit saleability	On 17 July 2025 Government announced that the safeguarding of HS2 has been lifted.	No change	426	Reiss Palmer
Why would officers suggest the allocation be removed due to no builder. Permission was refused for the development of this site (i.e. Phase 2 of the Mulberry Development) due to the highway works not being financially feasible.	The site promoter has confirmed there is developer interest in the site. The development to the south originally included the allocation but was removed prior to the application being determined.	No change	426	Reiss Palmer

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APPENDIX L – LAND WEST OF REDBURROW LANE, PACKINGTON (P7)

APPENDIX L – LAND WEST OF REDBURROW LANE, PACKINGTON (P7)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: P7	SITE NAME: Land west of Redburrow Lane, Packington
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Principle of Development				
Support the allocation	Noted.	No change	138	Marrons on behalf Strategic Land Group
Packington is a small village, and the Housing Allocation P4 is considered reasonable.	Given the reduced capacity of P4 an additional allocation is proposed in Packington.	No change	204	Lesley Birtwistle
Packington has exceeded its housing allocation for the adopted plan period. The allocations should either be deleted or reduced in size.	The new Local Plan must identify locations for additional development needed for the coming years	No change	366	Packington Parish Council
P7 is the most appropriate and preferred scheme, subject to access arrangements being addressed.	Noted. Outstanding highway matters are ongoing. It is not yet sufficiently clear whether the site can be accessed safely. Therefore, it is considered beneficial to undertake further work on this matter.	No change at present. Await outcome of further work.	413	Peter Marples
Impact on character of the area				
Site is a logical extension to the village and is well contained by tree cover.	Noted. Part 2b) of the proposed policy requirement seeks the retention of existing hedgerows	No change.	138	Marrons on behalf Strategic Land Group
Encroachment into the countryside and loss of farmland to the detriment of the character of area and community.	The new Local Plan must identify locations for additional development, and	No change	204	Lesley Birtwistle

APPENDIX L – LAND WEST OF REDBURROW LANE, PACKINGTON (P7)

	it does mean, as in this case, allocating some greenfield land for development.			
Packington is in danger of losing its village character and appeal.	The scale of development proposed is considered appropriate for Packington and the new Local Plan must identify locations for future growth.	No change	366	Packington Parish Council
It does not appear that a safe and suitable access could be achieved due to restricted visibility and the recorded vehicle speeds. Concerns about the junction spacing with Redburrow Lane. The speed limit would require reducing, supported by significant frontage development to convey the change in environment. However, this is unlikely given the red line boundary. There is also an existing ditch which may be problematic and needs further consideration. The site has a RAG Rating: Red which suggests that the site is undeliverable.	The site promoter has provided further information to support the allocation and undertaken discussions with the local highway authority. It is not yet sufficiently clear whether the site can be accessed safely. Therefore, it is considered beneficial to undertake further work on this matter.	No change at present. Await outcome of further work.	150	Leicestershire County Council – Transport Strategy and Policy and highways Development Management
Local Highway Authority's (LHA) concerns about visibility resulting from the application of inordinately extensive visibility splays, greater than the requirements set out in the Leicestershire Highway Design Guide			138	Marrons on behalf Strategic Land Group

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and based on the current national speed limit classification.				
The allocation proposal is based upon relocating the 30mph speed limit further east along Normanton Road, encompassing the entire frontage within the 30mph speed limit and facilitating the delivery of acceptable visibility splays, based on post-development vehicle speeds. Potential gateway features could also assist further reducing speeds on entry to the village and these measures could be agreed at the planning application stage. Seeking solution without frontage development to allow the retention of the frontage hedgerows.				
Highways constraint			136	Andrew Large Surveyors
An additional 30 homes would exacerbate traffic safety issues (number of vehicles, speeding) particularly given there would be limited visibility when emerging from the site.			204	Lesley Birtwistle
High Street suffers congestion and difficulty for cars passing due to parked cars. New development would exacerbate this problem.	Any development would be expected to provide a suitable level of off-street-parking provision and not add to the parking problems. Other outstanding highway matters are ongoing.	No change at present. Await outcome of further work.	204	Lesley Birtwistle
Highway safety concerns, including a road listed in the Leicestershire Road	Noted. Outstanding highway matters are ongoing. It is not	No change at present. Await outcome of further work.	366	Packington Parish Council

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Safety Partnership as a 'community concern site', with speeding in the village and its use as a cut through to Ashby. Traffic calming measures are being investigated as a means of alleviating these issues.	yet sufficiently clear whether the site can be accessed safely. Therefore, it is considered beneficial to undertake further work on this matter.			
Flooding				
No concerns	Noted	No change	150	Leicestershire County Council (Lead Local Flood Authority)
Many houses/roads in the village suffer from flooding and damage. Development has increased flooding events and a reduction in natural drainage. Climate change and new development will exacerbate this, despite land lying in a low flood risk area.	The site is in Flood Zone 1 and not identified as being at risk from surface water flooding. The lead local flood authority has not objected to the allocation. Therefore, this is not an issue that should affect the principle of development at this stage. Any changes to an approval that require permission will be re-examined against the relevant planning issues for the site. Any breach of condition will be dealt with in accordance with the Councils' Local Enforcement Plan (Planning) 2024	No change	204, 366	Lesley Birtwistle, Packington Parish Council
Flood risk should be addressed before permission is sought. If the site is allocated, permission will be granted whether a satisfactory solution to flooding is found or not. Also how often are changes made to an application from outline to detailed stage. And how often are breaches of condition enforced.			204	Lesley Birthwistle
River Mease				
The site is the River Mease SAC. We reiterate the advice in Policy En2 that all development within the catchment	Noted. It is not necessary to duplicate policies so	No change.	345	Natural England

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will be required to demonstrate that it will not cause an adverse effect on the SAC i.e. 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 via: • Delivering bespoke phosphorous mitigation • Contributing to a strategic mitigation scheme (i.e. Developer Contribution Scheme). Developments in these locations must meet the requirements of the Habitat Regulations.	reference to the River Mease is not required in this policy.			
Environmental Issues				
All allocations should incorporate opportunities for Green Infrastructure. Recommend guidance set out in the Green Infrastructure Framework: Principles & Standards Green Infrastructure Home is considered within each potential allocation. The emerging Leicestershire & Rutland Local Nature Recovery Strategy should also be a consideration.	It is agreed that the incorporation of Green Infrastructure (GI) within development is an important objective, but it is considered that the issue is adequately addressed in draft Policy En1 and does not need to be repeated in individual site allocation policies.	No change	345	Natural England
All allocations should incorporate opportunities for biodiversity enhancement. Any site allocation should clearly set out the BNG requirements for development, including both on-site and where appropriate off-site provision	BNG is dealt with in national policy and guidance, in addition to the requirements of draft Policy En1.	No change	345	Natural England

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(acknowledged the policy requirements for BNG are set out in policy En1).				
Design/Layout				
Support the absence of a policy requirement restricting built development to the northern part of the site. This approach provides flexibility to respond to the surrounding environment and the proposed allocation of P4 to the west.	Noted.	No change	138	Marrons on behalf Strategic Land Group
Infrastructure				
There will be a need for contributions to enhancements to local schools and other community facilities. All housing sites will be assessed as to whether there is a requirement for additional school places, this would be in relation to negotiating s106 contributions. This may include extending existing schools, remodelling existing schools, allocating land for new schools and creation of new schools.	Noted. The Infrastructure Delivery Plan is in the process of being updated to include the new housing allocations.	No change. Await the outcome of the update to the Infrastructure Delivery Plan.	150	Leicestershire County Council
New development will place a further strain on our oversubscribed infrastructure. Residents are having to use infrastructure elsewhere (Ashby and Measham). Do not select all the land offered in and around Packington	An update to the Infrastructure Delivery Plan will be prepared to assess the cumulative impact of all proposed site allocations on existing infrastructure and to set out how the impact might be mitigated/new infrastructure required. This Plan will be informed by engagement with infrastructure providers, including the local education	No change. Await the outcome of the update to the Infrastructure Delivery Plan.	366	Packington Parish Council
The primary school will need to be extended. It is already oversubscribed with children having to travel outside of the village to school.			204, 366	Lesley Birtwistle, Packington Parish Council
Lack of new doctor surgeries to cope with additional patients.			366	Packington Parish Council

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	authority and the NHS Integrated Care Boards.			
30 dwellings at P7 would result in an increase of 73 patients, split between the Castle Medical Group and Measham Medical Centre. If all the additional housing sites were allocated this would result in an increase of 1,469 patients (8%) on Castle Medical Group's register and an increase of 2575 patients (16%) on Measham Medical Centre's register. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved.	Noted and this information will feed into an update of the Council's Infrastructure Delivery Plan, which is currently being undertaken, to include the new housing allocations and their impact on health provision.	Await the outcome of the update to the Infrastructure Delivery Plan.	487	Leicester, Leicestershire and Rutland Integrated Care Board
Minerals				
Question the need for a Minerals Assessment for sand and gravel. Given its relatively small scale and proximity to the village of Packington, an assessment is not considered necessary. This would be in line with the approach taken by the county council for the current planning application on the adjacent site (Allocation P4).	Leicester County Council have advised that a Minerals Assessment is required in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan. If this site is confirmed as an allocation the policy requirement for a Mineral Assessment will be retained.	No change	138	Marrons on behalf Strategic Land Group
Located within a Mineral Safeguarding Area for Sand and Gravel and Coal. Therefore, recommend a Mineral Assessment in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan, ensuring the mineral is not needlessly sterilised by future development.	Noted. The policy requirement only specifies sand and gravel but could be updated to include coal in the Mineral Assessment should this site be allocated.	No change. However, if the site is allocated the policy requirement will be updated to seek a Mineral Assessment for sand, gravel and coal.	150	Leicestershire County Council (Planning Authority)

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There may be the issue of land instability associated with coal mining works that could be present at the site. Recommend that the District Council consult the Mining Remediation Authority for any known issues.	The Mining Remediation Authority were consulted on the proposed allocation and no representation was made.	No change.	150	Leicestershire County Council (Planning Authority)
Waste				
No safeguarding issues	Noted	No change	150	Leicestershire County Council (Planning Authority)
Archaeology				
All consulted sites are considered to have a heritage potential at 'medium risk'.	Noted	No change.	150	Leicestershire County Council
No previous investigations although land to the north trial trenching did not reveal any pre ridge and furrow archaeology. Will require pre-determination evaluation followed by an appropriate mitigation secured by condition upon any future planning permission.	Noted. As set out at paragraph 3.23 of the consultation document, a Desk Based Archaeology Assessment (followed up with any necessary archaeological site investigation) will be a requirement for most sites including site P7. The need for a planning condition does not impact the proposed allocation of the site.	No change	150	Leicestershire County Council

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APPENDIX M – LAND OFF CHURCH LANE, RAVENSTONE (R9)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: R9	SITE NAME: LAND OFF CHURCH LANE, RAVENSTONE
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Highways and Access				
Traffic				
- The 50 additional houses will add 50-100 cars using Church Lane. - Church Lane cannot withstand the increase in traffic - The Lane accommodates 3 businesses (Kings Arms, Mark One Motors /and Teknic) - all contribute to increased traffic. In addition to this at certain times of the year, and well over 12 hrs a day, for weeks on end there is a stream of heavy tanker lorry's in and out of the Slurry Farm	The Council will have to carry out transport modelling as part of its Local Plan evidence base. This will identify the highways impacts of the proposed development in the area, including on more local roads and whether any negative impacts can be sufficiently mitigated through road improvement schemes, sustainable transport measures etc. These measures will then be identified in the Infrastructure Delivery Plan	No change subject to the outcome of transport modelling	11; 155; 182; 184; 373; 394; 405; 407; 479	John Riley; Joanna Lane; Phillip Bollands; Jane Beck; Andrea Burton; Laura Ewart; Catherine Andrews; Steve Preston; Stephen Gosling

Church Lane / Wash Lane				
• [Church Lane and surrounding local roads are effectively single carriageway due to parked cars] • The junction at Wash Lane is already difficult and dangerous, • On street parking means there are difficulties in passing when vehicles meet from opposite directions • Cars regularly mount the pavement/cars being head on as people refuse to give way. • Church Lane would benefit from being a one way system • Church Lane is a “speedway”/rat run - there is no traffic calming • Speeding is an issue on Church Lane (straight road, no 30mph sign) • Additional speed limit signage is under discussion. Speed measures elsewhere in Ravenstone are ineffective with one Police report stating 20% of motorists exceed limits despite measures in place • On 20 March 2025, the closure of the A511 at the Ash Hoo roundabout caused traffic chaos with HGVs using Church Lane as a cut-through, resulting in an RTC at the Wash Lane junction • A motorcyclist was injured in March 2022	A Transport Assessment / Transport Statement would be required as part of any future planning application. The applicants would need to undertake a range of work to the satisfaction of the highways authority, including junction capacity assessments; speed surveys and a Road Safety Audit. Any necessary mitigation would need to be provided for.	No change	11; 106; 155; 164; 182; 184; 373; 405; 407	John Riley; Kirsten-Reece Tarpey; Joanne Lane; Alan Tarpey; Phillip Bollands; Jane Beck; Andrea Burton; Catherine Andrews; Steve Preston

APPENDIX M – LAND OFF CHURCH LANE, RAVENSTONE (R9)

- Church Lane is in a worsening state of repair – potholes damage cars, new ones appear weekly and they are poorly filled and degrade within days - Tractors frequently use the road, leaving behind muck and dirt that damages cars, including a smashed wing mirror costing £237 to replace - will the Council cover the cost? - More homes will out more pressure on the use of Church Lane and impact its state/maintenance - People parking on Church Lane have had their cars damaged]	These are highways rather than planning issues. It is an offence to deposit mud and other materials that would interrupt other users of the highway. It is recommended that this issue (together with the potholes) should be taken up with the local highways authority (Leicestershire County Council).	No change	106; 155; 164; 184	Kirsten-Reece Tarpey; Joanna Lane; Alan Tarpey; Jane Beck
The site is capable of delivering a safe and suitable access from Church Lane	Noted	No change	89	Redrow Homes
Safe and suitable access is likely, however improvements to pathways need to be completed due to the site not being in a sustainable area with limited access to local amenities. RAG Rating: Amber	Amber means 'issues with potential access.' Comments are noted. Part 2(b) included a requirement for O42 to be retained and enhanced. This connects to Piper Lane which is a byway and provides a more direct route to people walking towards the school/recreation ground etc. LCC should make clear if any further improvements are required.	No change	150	Leicestershire County Council (Local Highways Authority)

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[I previously suggested that the principal vehicular access could be taken from Ravenslea. The policy does not reflect my advice]	Access via Ravenslea would need to use Piper Lane – Piper Lane is a byway and does not meet (and does not look to be capable of meeting) the highways standards necessary for a development of this size.		400	NWLDC Conservation Officer
Sustainable Transport				
<i>Walking and Cycling</i>				
[The site would make] enhancements to the existing public right of way (O42) ensuring good connectivity for both new and existing residents	Noted	No change	89	Redrow Homes
• Pathways are narrow and only on the eastern side for much of the lane. The amenity of using the lane by walkers, children going to school, horse riding, and road users would be impacted significantly. • Will be more dangerous for pedestrians & residents living on Church Lane • There is a narrow pavement on one side of the road only, the higher traffic levels will increase the danger for pedestrians of which there will be more if the site is built upon. • There will literally be nowhere for residents of Ravenstone to walk from their homes as every which way is now a busy road. There is no peace	Comments about the footway on Church Lane are noted. However, a connection via the public right of way/Piper Lane would offer an alternative walking route and the local highways authority has requested improvements to pedestrian access to make the development acceptable (see above). For those wanting to walk for leisure (if this is what is being suggested?) there are several public rights of way providing walks into open countryside on the western side of Ravenstone.	No change – the draft policy proposed a requirement to retain and enhance public right of way O42	106; 155; 182; 184	Kirsten-Reece Tarpey; Joanna Lane; Phillip Bollands; Jane Beck

Public Transport				
- Poor public transport links in the area - Buses are being cut around Coalville and Ashby - People will have to use their cars to travel to work - The loss of the Ivanhoe line will compound the issue. - The local plan should assess the requirements for public transport to sustain the combined effects of all the developments	Ravenstone is served by the hourly 15 bus service. Whilst the destinations served by this bus are fairly limited, it does provide a connection to the Coalville Urban Area, which is the top tier of the Council's settlement hierarchy. There are bus stops on Church Lane / Coalville Lane within walking distance.	No change	11; 182; 373	John Riley; Phillip Bollands; Andrea Burton
Principle of Development				
Scale of development				
[Objections to the scale of development proposed in Ravenstone. Ravenstone has received more new housing than other "sustainable villages," 100 homes approved off Wash Lane - Heather Lane - Fosbrooke Close. - Raunstone Close & barn conversion - Jenny's Lane - Ibstock Road The plan fails to consider the cumulative impact of these projects.]	The reasons for allocating this site was set out in the 11 March 2025 Local Plan Committee Report. The cumulative impact of development in highways and infrastructure terms is in the process of being assessed and will form part of the evidence base upon which the Local Plan is examined by an independent Planning Inspector.	No change subject to the outcome of transport modelling and the Infrastructure Delivery Plan.	11; 182; 314; 373	John Riley; Phillip Bollands; Juliet Howells; Andrea Burton

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Need for housing				
[The site] will contribute towards meeting NWL's housing requirements. The site is being brought forward by a leading national housebuilder that will ensure much-needed homes can be delivered within the plan period	Noted	No change	89	Redrow Homes
• [Where is the proof that all 50 homes will be sold and occupied promptly after construction? • Developments in Hugglescote and Coalville have many empty, boarded-up homes, indicating a lack of research into the need for these homes. • This has already been approved and will be built by Allison Homes, so why are you asking for objections?]	The Council has to plan for its long term housing requirements. If this is not done and the Council cannot demonstrate a five year housing land supply, it would leave itself open to speculative housing development.	No change	106	Kirsten-Reece Tarpey
• There will be a reduction in agricultural land. • Why is the council not assessing "Brown Field" sites before planning to take away more green Field sites? • What other measures have been looked at to mitigate having to build at all? Where else could homes be built or other houses repurposed at a lesser cost?	See above. Also, the loss of agricultural land needs to be weighed against the need for housing (see above). The Council cannot meet its housing requirements on brownfield sites alone.	No change	106; 164	Kirsten-Reece Tarpey; Alan Tarpey
Government talk about being self sufficient, yet continue to build on land			373	Andrea Burton

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that could be used to grow crops and support British farming				
[We understand we are supporting the rest of the county but enough is enough]	The majority of homes proposed in North West Leicestershire are to meet its own needs + to address the imbalance of homes and jobs in the north of the district.	No change	314	Juliet Howells
[A previous refusal for 9 homes off Church Lane raises serious questions about approving 50 now; the same concerns apply and are even more pertinent given increased housebuilding in NW Leicestershire]	This appeal decision relates to a different site (at the Church Lane/Wash Lane junction) and to a decision made eight years ago. Each site/application needs to be judged on its own merits.	No change	184	Jane Beck
Coalescence				
[The proposals will erode/close the gap between Ravenstone and Coalville, harming the settlement pattern/resulting in a loss of village identity/one large conurbation]	The site assessment acknowledges the impact upon coalescence but concludes that Piper Lane provides a defensible boundary.	No change	106; 136; 164; 373	Kirsten-Reece Tarpey; Andrew Large Surveyors; Alan Tarpey; Andrea Burton
[The Council's assessment in November 2024 concluded that development of R9 would result in the coalescence of Ravenstone and the Coalville Urban Area. - It would conflict with Policy S3 (ii) which aims to maintain the physical and perceived separation between settlements. - It would conflict with draft Policy S4 which emphasises respecting the landscape's appearance and character.	This appeal decision relates to a different site (at the Church Lane/Wash Lane junction) and to a decision made eight years ago. Each site/application needs to be judged on its own merits.	No change	115; 155	JJM Planning (Leigh Holloway); Joanna Lane

• Planning permission for 9 dwellings in this location was previously refused due to the significant harm it would cause to the rural character and appearance of the area. • The Planning Inspector noted that the development would urbanise Church Lane and erode the transition from built development to the countryside, making Ravenstone and Coalville appear closer together . • 50 dwellings would have a more significant impact on coalescence				
Landscape and Visual Impact				
The site is well-contained by mature trees and hedgerows, which will help integrate development into the existing landscape and maintain Ravenstone's character.	Noted. The Council would seek the retention of these features for landscape and visual impact (as well as ecological) reasons	No change	89	Redrow Homes
[The Council's proforma identifies significant landscape impact: - 'the site prevents coalescence between Coalville and Ravenstone' - 'the site forms an open field which provides a rural setting for the village' - 'the field is not particularly well related to the built form of Ravenstone' - 'development of the site would result in an encroachment into the countryside, to the detriment of the visual amenity of the site and surroundings	Landscape and visual impact needs to be weighed against the need for housing. The site assessment carried out by officers does note these LSS conclusions <u>but</u> it also points out the findings that " <i>the arable fields between Church Lane and the A447 [i.e. R9] are considered to be of a slightly lower quality due to fewer natural features and intact hedgerows</i> "	No change	115; 155	JJM Planning (Leigh Holloway); Joanna Lane

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[The site is assessed as part of parcel 21RAV-B in the Landscape Sensitivity Study (LSS). The LSS sets out that this is a rural landscape which is valued for the pastoral parkland and deciduous woodland setting to the Ravenstone Conservation Area, as well as the wider rural setting. The LSS concludes that the overall landscape sensitivity medium-high. The visual appraisal element concludes there are scenic views. Higher susceptibility receptors include the community at the settlement edge, and recreational receptors on PRoWs and both apply to this parcel of land. Overall visual sensitivity is considered to be medium]	It is also concluded that the western part of the parcel (i.e. the pastoral parkland and deciduous woodland – not R9) has higher landscape susceptibility to change due to the presence of landscape and heritage designations, landcover, scale and natural features. These elements also form a stronger sense of place in the parcel. The scenic views within the parcel are also noted as being ‘particularly concentrated around the <i>west</i> edge of the Conservation Area’ and the more open views to the wider landscape are in the <i>central</i> portion of the parcel (R9 is in the west of the parcel).		115; 155	JJM Planning (Leigh Holloway); Joanna Lane
Flood Risk and Drainage				
No concerns.	Noted	No change	150	Leicestershire County Council (Lead Local Flood Authority)
What impact will more concrete have on possible flood avoidance?	A flood risk assessment and drainage strategy will be required as part of any future planning application to demonstrate that the development is acceptable and this would need to take into account the small area of surface water flood risk on Church Lane	No change	106; 164	Kirsten-Reece Tarpey; Alan Tarpey
[Church Lane floods in heavy rain. The development will increase the risk of flooding]			182; 184	Phillip Bollands; Jane Beck

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	(as shown on the government's Flood Map for Planning).			
[Church Lane already has drainage issues, recently highlighted by Severn Trent needing to clear blockages like nappies and wipes]	Noted. This is an issue resulting from improper usage and is a water company maintenance issue rather than a planning issue.	No change	106	Kirsten-Reece Tarpey
Where and how will the infrastructure be in place to ensure no disruption of water pressure or supply will affect other residents?	Noted although this is a water company issue.	No change	106	Kirsten-Reece Tarpey
Minerals and Waste				
The allocation is mostly within MSAs for Sand & Gravel and Coal. An MSA for Brick Clay is adjacent, but could be within a small part of the site] We recommend that a Minerals Assessment is undertaken in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLP) to support any allocation of these sites]	Noted – this is something that can be done at the planning application stage.	Add brick clay to the policy requirement	150	Leicestershire County Council (Planning Authority)
[We encourage you to consider the potential issue of land instability associated with coal mining works that could be present at the site]	The site is in a Low Risk Coal Development Area. However, it seems to be adjacent to a High Risk Area – should a Coal Mining Risk Assessment be required, this could be requested by the Mining Authority at the planning application stage in accordance with Policy En6.	No change	150	Leicestershire County Council (Planning Authority)
[The site is approximately 940m from the safeguarded Snibston Drive waste site (N20)and over 1km from Ravenstone STW (N17). Any allocation	Noted	No change	150	Leicestershire County Council (Planning Authority)

must comply with LMWLP Policy W9 and the 'agent of change' principle in paragraph 200 of the NPPF, requiring necessary mitigation before sensitive development is completed]				
Archaeology and Heritage				
2.6 ha. No formal investigations yet undertaken and no previous consultations. Proximity to historic core & possibility of prehistoric archaeology. Will require pre-determination evaluation, followed by appropriate mitigation secured by condition upon any future planning permission.	Noted, this is a matter for the planning application	No change	150	Leicestershire County Council (County Archaeologist)
I note the proposal to set the housing back from Church lane and maintain the hedgerow to limit the visual impact on the conservation zone. However it is not clear how the hedgerow will be maintained and how its appearance will be enforced. In other areas I have seen that residents who have the properties up to the hedgerows use their own boarder treatments that can look awful (Hugglescote grange for instance). I would like to understand how this impact will be managed	This is an important point and it is recommended that maintenance of the site frontage hedgerow forms part of the site's public open space (and is maintained either by the parish council or a management company) rather than being put into the ownership of individual homeowners.	Subject to the outcome of further discussions with the Conservation Officer (see below) consider a policy requirement confirming the site frontage is retained as public open space	11	John Riley
We note the Conservation Officer's comments regarding views from Church Lane and the public right of way. While we recognise the importance of carefully considering the relationship between new development and the historic environment, we believe that an	A proposed policy requirement for 'a layout which minimises harm to the Ravenstone Conservation Area' was included in the consultation document.	No change at present, subject to any further policy requirements or advice put forward by the Council's Conservation Officer		

APPENDIX M – LAND OFF CHURCH LANE, RAVENSTONE (R9)

appropriate design response can be achieved through high-quality landscaping and the site layout. We welcome the opportunity to work collaboratively with the Council to establish a suitable approach that protects and enhances the Conservation Area while making efficient use of the site.	As confirmed above, access to the site can only be taken from Church Lane. Further discussions with the Conservation Officer are required on this matter and a decision needs to be made in the context that harm to the Conservation Area needs to be weighed against other planning matters. Discussions with the Council's Conservation Officer and urban designer on how harm to the Conservation Area can best be achieved are due to take place. Further information will be in place and its impact on the capacity of the site is likely to be in place by the time the Local Plan reaches Regulation 19 stage.			
Please refer to the advice that I offered to you in July 2022. I said that harm may be minimised “by omitting development within about 45m of Church Lane” and hence by retaining “the hedges and trees that line Church Lane” (I said that “this may suggest a principal vehicular access via Ravenslea”). The consultation document refers to an “access from Church Lane”; it refers to the retention of hedgerows, “except where removal is required to accommodate access”. This does not reflect the advice that I offered.			400	NWLDC
[The development of the site would have a detrimental impact on the Conservation Area]			182; 184	Phillip Bollands; Jane Beck
The Council's Ravenstone Conservation Area Appraisal and Study (September 2001) identified unlisted buildings of architectural or historic interest which are considered to			155	Joanna Lane; Jane Beck

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232	contribute positively to the streetscape of the area, including 20 Church Lane Farm, 22 Church Lane and 25 Church Lane - All of which would be detrimentally affected]				
	[Setting development back 45m raises concerns about whether the site can deliver the required amount of housing and if such a setback would fit with the established character of nearby buildings, which is located in close proximity to the highway]			115; 155	JJM Planning (Leigh Holloway); Joanna Lane
	[I draw your attention Appendix C of the 2001 Conservation Area Appraisal]	Appendix C includes Policy E10 of the Local Plan – this policy has since been replaced.	No change	184	Jane Beck
	The proposed development would not be in keeping with existing buildings in the conservation area and wider village	This is something that would be taken account of at the detailed design stage – and would involve discussions between the developer, the Conservation Officer and the Council's Urban Designer	No change	373	Andrea Burton
	Pollution				
	[Traffic will cause air/noise pollution / will worsen existing air/noise pollution]	The location in relation to the A447 may necessitate an air quality assessment in line with the Council's Air Quality SPD	No change	106; 164; 182; 184; 373	Kirsten-Reece Tarpey; Jane Beck; Phillip Bolland; Alan Tarpey; Andrea Burton
	[Odour is an issue in the local area, for example sewage and from the tractors constantly moving waste to and from the lagoons]	An odour assessment has been requested for R12, but to date this has not been raised as an issue for this site.	If Environmental Protection highlight this as an issue, include as a policy requirement.	106; 164	Kirsten-Reece Tarpey; Alan Tarpey

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The problem of litter will increase.	Bins can be provided as part of any open space provision but the dropping of litter is an unfortunate behavioural issue.	No change	106; 164	Kirsten-Reece Tarpey; Alan Tarpey
[How can building 50 more homes in a tiny village be justified when we are aiming to cut emissions and achieve net zero within six years?]	The Council has to meet its long term housing needs.	No change	106	Kirsten-Reece Tarpey
[What environmental compensation will be made—such as tree planting or requirements for energy-efficient homes—and will this be reported publicly?]	All submitted and approved documentation will be on the Council's planning portal.	No change	106	Kirsten-Reece Tarpey
How will construction impacts be respectfully and diligently managed (noise, dirt, dust, pollution, traffic, roadblocks, disruption of wildlife habitats)?	Whilst there will be impacts at the construction stage, these will be temporary. Construction will only take place during prescribed hours and housebuilders often have their own construction code of conduct within which they work. The impact of wildlife habitats and the mitigation required needs to be properly understood through an ecological assessment/discussion with the county ecologist.	No change	106	Kirsten-Reece Tarpey
Biodiversity				
What environmental consultations have been done? We know we have a lot of wildlife around here, including bat habitats, but no heed was paid to this for the recent development of the two	The county council ecologist was consulted on all sites as part of the site assessment work. An up to date habitat survey and any necessary species surveys will be	No change	106	Kirsten-Reece Tarpey

APPENDIX M – LAND OFF CHURCH LANE, RAVENSTONE (R9)

234	homes behind Church Lane and their homes have now been lost and eroded	required as part of any planning application and would need to satisfy the county ecologist. 10% Biodiversity Net Gain would also need to be achieved.			
	[The report overlooks many species—owls, bats, great crested newts, frogs, toads, and hedgehogs—some of which are protected. Abundant wildlife can be seen and heard in the area and enjoyed as a community amenity. At minimum, further study is required.]			155	Joanna Lane
	[The development threatens local wildlife, green spaces, and the rural landscape—natural assets that, once lost, cannot be restored]			182	Phillip Bollands
	Green spaces should be protected in the interest of the environment and local wildlife			373	Andrea Burton
	The village is currently rural, with the surrounding fields providing a haven for wildlife and supporting the wider aims of the National Forest. This housing development would totally go against this.	The site is currently arable land. In addition to Biodiversity Net Gain, the site would also have to provide National Forest planting.	No change	394	Laura Ewart
	There will be a loss of hedgerows, which will impact wildlife.	As above. Also, the starting point of the proposed policy is to retain as much hedgerow and possible and for it to be managed going forward (not put into people's gardens where it could be removed)	No change	106; 164	Kirsten-Reece Tarpey; Alan Tarpey
Infrastructure					
Education					
	[The school is over-subscribed/at capacity]	Noted. The Infrastructure Delivery Plan is in the process of	No change, subject to the outcome of the	11; 373	John Riley; Andrea Burton

APPENDIX M – LAND OFF CHURCH LANE, RAVENSTONE (R9)

[What planning is in place for additional schools?]	being updated to include the new housing allocations	Infrastructure Delivery Plan.	106; 164	Kirsten-Reece Tarpey; Alan Tarpey
Healthcare				
[There is no GP surgery/dentist in the village]	The impact upon the local GP surgeries is being assessment as part of an update to the Infrastructure Delivery Plan.	No change, subject to the outcome of the Infrastructure Delivery Plan.	11	John Riley;
[Doctors/dentists are under strain/heavy demand]			182; 373; 394	Phillip Bollands; Laura Ewart; Andrea Burton
[What planning is in place for additional healthcare?]	It is a nationwide trend for dentistry to be provided by the private sector.		106; 164	Kirsten-Reece Tarpey; Alan Tarpey
[50 dwellings at R9 would result in an increase of 120 patients split between Hugglescote Surgery, Whitwick Road, Long Lane and Broom Leys. If all the additional housing sites were allocated (including reserve sites) this would result in a 2% increase in patients at Hugglescote Surgery, a 6% increase at Whitwick Road, a 4% increase at Long Lane and a 6% increase at Broom Leys. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved]	These comments are noted. This information will feed into an update of the Council's Infrastructure Delivery Plan which is currently being undertaken. This will consider the cumulative impact of all the proposed housing allocations on healthcare and any necessary mitigation.	Await the outcome of the update to the Infrastructure Delivery Plan	487	Leicester, Leicestershire and Rutland Integrated Care Board
Other				
[There are very few amenities or industry in Ravenstone; One shop, one pub and there are not any other services that may be needed to support a larger village]	Ravenstone has amenities sufficient to identify it as a Sustainable Village in line with the Council's Settlement Hierarchy Study. Ravenstone is also in close proximity to the Coalville	No change	11	John Riley

APPENDIX M – LAND OFF CHURCH LANE, RAVENSTONE (R9)

The village / surrounding towns do not have infrastructure to support additional housing	Urban Area which is the district's Principal Town.		373	Andrea Burton
Infrastructure should be provided up front	This is a common response from residents but in most cases it is appropriate for some development to take place before S106 contributions are made. It depends on the specifics of the site.	No change	479	Stephen Gosling
Other				
What about people who wish to move from Ravenstone? This new Development will ruin the remaining "country views" people come here for and prevent people here being able to sell as the village will now become a built up eyesore.	Planning is concerned with land use in the <i>public</i> interest; meaning impact on private views is not a planning matter.	No change	106	Kirsten-Reece Tarpey
Who will these homes be sold to, are they private or social housing? Where is the documented support that proves they are required and will sell - i.e. that the demographic they are proposed for, can afford them?	The proposals will comprise market and affordable housing (the latter in line with the definition in the National Planning Policy Framework). There will be evidence underpinning the amount of affordable housing required and the mix of housing (e.g. by number of bedrooms) required in the district.	No change	106	Kirsten-Reece Tarpey
We realise that there is a housing crisis but the homes that have been built don't appear to be 'affordable'			314	Juliet Howells
How much extra money will we be expected to pay in our already growing council tax bills to have to pay for extra bin collections etc when these houses are all in place?	The homes that are built will also be required to pay council tax.	No change	106	Kirsten-Reece Tarpey

APPENDIX M – LAND OFF CHURCH LANE, RAVENSTONE (R9)

The addition of the 50 homes will add to the unoccupied collection of "Executive" houses that are In Hugglescote that noone can afford and don't want. The trend for buying a new house is waning.	There is no evidence to support this comment. The Council is required to meet its long term need for housing.	No change	106; 164	Kirsten-Reece Tarpey; Alan Tarpey
It is my understanding that the site owner no longer lives in Ravenstone and this parcel of land was retained with the hope of future planning and building for financial benefit. However, if successful they will not be adversely affected by the development of the area, the loss of amenity, as they are no longer resident.	This is not a planning consideration	No change	155	Joanna Lane
[Other Sustainable Villages offer suitable sites for growth without harming the local environment. Previously, the Council identified site R12 off Heather Lane in Ravenstone as the preferred location, allocating only 50 of its possible 137 dwellings. Further development should focus on this site to avoid the issues linked with site R9 off Church Lane]	The reasons for identifying another site in Ravenstone were set out in the 11 March 2025 Local Plan Committee. In the same committee it was agreed to increase the capacity of R12 to 85 dwellings.	No change	155	Joanna Lane
Green spaces should be protected to help improve wellbeing of residents.	Comments are noted – the retention of this site as an arable field needs to be weighed against the need for housing. A requirement for the footpath to be retained is included in the draft policy and developers would also be required to provide open space or make an offsite contribution.	No change	373	Andrea Burton

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (A7)

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCHE (PACKINGTON NOOK) (A7)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: A7	SITE NAME: PACKINGTON NOOK (LAND SOUTH OF ASHBY)
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* A standard template response was submitted by the following 77 respondents. This table of respondents is cross referenced in the main table of responses below.

Respondent ID	Respondent Name
18; 26; 90; 114; 116; 124; 127; 131; 149; 171; 175; 181; 186; 205; 207; 208; 215; 220; 232; 237; 238; 250; 251; 252; 254; 256; 258; 260; 263; 267; 268; 270; 271; 273; 274; 279; 280; 281; 286; 287; 292; 293; 297; 298; 299; 302; 303; 304; 308; 316; 317; 320; 324; 326; 327; 330; 331; 337; 340; 343; 350; 351; 355; 357; 358; 359; 360; 368; 369; 377; 472; 473; 474; 475; 476; 483; 486	Joanna Lowery; Yvonne Siwek; Helen Davis; Kathryn Hellier; Stuart Carter; Abbie Wilson; Peter Graves; Patricia Willday; Andrew Wilson; Michèle Garner; Andy Statham; Sarah Jane Statham; Mike Lockett; Suzanne Windridge; Phillip Windridge; Betsy Lynn Mattison Howarth; Scott Willday; Mark Sturman; Sandra Lascelles; Jacob Willday; Ian Willday; Jade Hazelwood; Edith Stevenson; David Davis; Douglas Courtney; Sally Walker; Ian Harding; Phil Bloor; David John McGibbon; Simon Boyd; Tom McGibbon; Keith Kadansky; R Kadansky; David Tweedale; Nigel Carlisle; Jenny Holdam; Helen Thomas; Alex Weston; Jane Johnson; Glenis Haslam; Matthew Robbins; Paul Brook; Richard Neilson-Gatenby; Neil Simkins; Emma Simkins; Sian Wilson; Kay Hodgetts; Joy Lunn; Patricia Tracey Cook; Michael Haywood; Ian Retson; Elizabeth Hinsley; Emma Weston; Rob Walker; Clare Timms; Rob Shaw; Alexander Pratt; Nicola Lappage; John Wilson; Adam Clay; Michael Harry; Roger Barlow; Patrick Maxwell; Rosemary Kershaw; Stewart Kershaw; Paul Russell; Julie Maxwell; Neela Larrier; Alison Whitham; Sue Guilbert; CJ Hart; Mr Twyford; Dr Foutlds; PJ Hatton; J Sheffield; Hannah Davis; Mark Hinsley

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Principle of Development				
- The site has a negative planning history, previous applications for housing were dismissed at appeal in 2010 and 2014. - The council should review the conclusions of those dismissals, which make clear why the site continues to be undeliverable. - The reasons for dismissal are still relevant (landscape/character impact, noise impact, traffic/road safety impact) - Constraints on the site have worsened due to large-scale development in Ashby over the last 15 years and the impacts of climate change on flooding and landscape issues.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation.		*Please refer to table above 16; 19; 61; 68; 97; 104; 118; 119; 122; 230; 233; 242; 262; 269; 311; 313; 328; 329; 334; 354; 356; 391	*Please refer to table above Paula Holbrook; Ed Holbrook; Andy Jones; Carrie Hamilton-Tweedale; Jane Cotton; Willesley Environment Protection Association; Mark Stephens; Thomas Lockwood; Heather Murray; Brian Everitt; Andrew Bailey; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Margaret Hawksworth; Norma Jackson
The site has been subject to a previous refused appeal on grounds including landscape, which are still applicable			289; 290	Fisher German (Mr Botham); Fisher German (Richborough Estates)
The site was discounted in 2024 as unnecessary to meet the district's housing need			61	Andy Jones
[Support the allocation as a reserve housing site. - Site offers a well-integrated extension to Ashby, the most sustainable location outside the Principal Town. - Has the potential to deliver at least 1,100 homes, Employment land, Community hub and primary school extension, Public open space, sports facilities, and a local centre, Traffic and flood alleviation measures			83	Pegasus Group (Hallam Land Management and Jelson Homes)

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

• Site is within walking distance to town centre and services, has the potential for flexible bus services like ArrivaClick, Supports health and well-being through open spaces and active travel routes • Hallam Land and Jelson Limited are working together on a joint masterplan with phased delivery and sustainable transport links. • In terms of deliverability, there are no insurmountable technical constraint, there is strong market demand, the site is under control of two experienced developers, the Council's SHELAA confirms active promotion and no availability issues • There is potential for wider benefits including flood risk reduction in Packington, traffic relief on key local roads, school expansion with improved access and parking, support for Ashby Ivanhoe Football Club through enhanced facilities			
Scale of Development			
[Money Hill should be sufficient to meet long term housing need]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 16; 19; 119; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354; 402	*Please refer to table above Paula Holbrook; Ed Holbrook; Thomas Lockwood; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Gary Bateman

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCHE (PACKINGTON NOOK) (A7)

[Opposition to the scale of development proposed: - There are too many homes in Ashby already. - The scale of this site is too large/ - disproportionate/is more than is required to meet housing needs /would increase Ashby by nearly 50%] - Ashby has been allocated a higher proportion of homes than Coalville - Loss of historic market town character]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	61; 68; 92; 118; 122; 204; 234; 249; 269; 276; 413; 423	Andy Jones; Carrie Hamilton-Tweedale; Paul Hutchinson; Mark Stephens; Heather Murray; Lesley Birtwhistle; JM James; Louise Pritchard; Josie Lockwood; Louise Reading; Peter Marples; Louise Bell
This site of 1100 dwellings has been allocated to fill a potential shortfall of 677 should the HS2 safeguarding remain. This would represent an overallocation of 423 dwellings. Whilst we accept that overallocation is legally permissible, we believe that alternative sites should be found that provide much closer to the identified potential shortfall.		162	Ashby Town Council
[Ashby Town Council has provided a table to show how the distribution strategy would be impacted if this site was allocated, stating that the Key Service Centres would receive 28% of the new development, almost twice the optimum agreed by the Local Plan Committee, with the Principal Town receiving 5% less than its share. If the additional 1,200 homes at Money Hill were added, the Key Services Centres would be allocated 22% more homes than the agreed distribution strategy]		162	Ashby Town Council
Reserve Allocation			
[Allocating as a reserve site will make it harder for the Council to refuse future planning applications or defend refusals on appeal.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	16; 19; 68; 97; 104; 119; 335; 391	Paula Holbrook; Ed Holbrook; Carrie Hamilton-Tweedale; Jane Cotton; Willesley Environment Protection Association; Thomas Lockwood; Ashby Civic Society; Norma Jackson

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

[If the reserve sites are suitable, available, and achievable then why not allocate them? If these sites are more achievable than identified the allocations, it is preferable to propose these as allocations. Having a realistic prospect of sites coming forward in the local plan period, will provide more assurance to the council, partners, and examining Inspectors that that planned supply will be able to meet the identified housing requirement including the unmet need within the HMA]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	48	Leicester City Council
[The site is proposed only to address the potential non-removal of the HS2 safeguarding route, which has already been cancelled-		61	Andy Jones
[There is no need for (HS2 land?) to still be held and the onus should be on the relevant authorities to release it, not local communities to absorb yet more housing. If a reserve allocation is made that absolves the relevant authorities from their duty to act responsibly and in a timely manner and that site could be in limbo indefinitely.]		122	Heather Murray
• [The proposal is a proactive response to the uncertainty surrounding HS2 safeguarding • Until the Safeguarding Directions are lifted any assumption on the delivery of homes on the affected sites is flawed, adding uncertainty to the district's housing strategy]		83	Pegasus Group (Hallam Land Management and Jelson Homes)

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

245	• [The reserve sites policy wording needs flexibility to avoid blocking delivery under unforeseen circumstances. • Collaboration with the Council on refining the policy wording is welcomed. • Tying site release solely to HS2 safeguarding decisions is overly restrictive and complex. • Other valid triggers for release include housing or employment land shortfalls or stalled allocated sites. • Rigid policy triggers could create uncertainty for developers and the community, risking delivery of this key site.]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	83	Pegasus Group (Hallam Land Management and Jelson Homes)
	Any Local Plan policy must clearly and precisely set out the circumstances in which the Site would lose its reserve status, and also the circumstances in which the principle of development would be acceptable.		97; 119	Jane Cotton; Thomas Lockwood
	[It is highly probable that the government will not remove the HS2 safeguarding in time, leading to the site's full allocation in the Local Plan. Consideration of the site's merits should be based on the assumption of its full allocation. The wording of the consultation document implies the site could be included even if safeguarding is withdrawn. That would be wholly unacceptable and is an example of how the Council phrases its documents to provide it with maximum flexibility whilst appearing to be taken account of public opinion]		162	Ashby Town Council
	[Reserving the site will sterilise it because of future uncertainty]		204	Lesley Birtwhistle

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

• [The site has not been sufficiently tested against other options, including smaller sites around Ashby • The Council is pre-determining future strategic growth in Ashby without sufficient evidence, particularly relating to concerns raised by the Inspector in the previous appeal • While the principle of reserve sites is supported, sites of such size and complexity should not be assigned as reserve sites due to their lack of responsiveness. • Sites of this scale should be allocated when required and supported by robust evidence, not included as reserve sites • If reserve sites are needed to safeguard the Plan, they should be smaller, more responsive sites that can deliver quickly as required. • There are concerns about impacts on access and insufficient evidence that a site of this scale can be delivered without undue transport harm 1. • The approach adopted for this allocation is not considered effective or justified and should be removed	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	289; 290	Fisher German (Mr Botham); Fisher German (Richborough Estates)
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APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

Deliverability			
• [The Council has not provided sufficient evidence that the site is developable according to the NPPF definition • No evidence of proposed mitigation, including the masterplan, has been provided for public scrutiny • Without evidence of the site's developability and viability, its inclusion in the Regulation 18 consultation is flawed and premature The site should be removed from the consultation and only reconsidered if satisfactory mitigation evidence is available]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	97	Jane Cotton
[The principle of delivering this reserve allocation is questioned. Sites of this scale may take several years to come forward and are generally more complex and take longer to determine through the planning process. The site was previously dismissed on landscape, noise, road safety and sustainability impacts and the access points have not been agreed with the local highways authority]		111	Define Planning & Design (Bloor Homes)
[There are concerns about impacts on access and insufficient evidence that a site of this scale can be delivered without undue transport harm]		289; 290	Fisher German (Mr Botham); Fisher German (Richborough Estates)
Alternative sites			
[The site's proposed allocation is directly related to the Council's decision to remove Meadow Lane (C76) contrary to officer advice. The decision was politically influenced.] [104 also add that this decision potentially breaches council rules risking reputational and financial damage]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	104; 162; 230; 233	Willesley Environment Protection Association; Ashby Town Council, Brian Everitt; Andrew Bailey

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCHE (PACKINGTON NOOK) (A7)

[It is probable that Meadow Lane will be added at Examination, resulting in a further over-allocation if Packington Nook is retained]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation		Ashby Town Council
[Call upon officers to re-examine their figures for Isley Woodhouse. The developers maintain they can deliver significantly more than the Council's assumption of 1950 houses by the end of the plan period]			Ashby Town Council
Masterplan			
A masterplan should be developed in consultation with residents , including a public exhibition before any decisions are made.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 16; 19; 68; 119; 122; 230; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354; 356	*Please refer to table above Paula Holbrook; Ed Holbrook; Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Brian Everitt; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Margaret Hawksworth
[A Joint Concept Plan is being developed to show how the site can meet future housing and employment needs]		83	Pegasus Group (Hallam Land Management and Jelson Homes)

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

249	• In 2024, site promoters claimed a “working masterplan” would address technical constraints. • When recently requested, only outdated legacy documents were provided. • Unless officers have access to a current masterplan through private discussions, it is not publicly available. • Constraints on the site have worsened and remain unresolved. • These unresolved issues make the site increasingly difficult to deliver and potentially undeliverable.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	235	Packington Nook Residents Association
	• A comprehensive scheme of development for the site is essential, including design layout and infrastructure • This should be secured by a site-wide Supplementary Planning Document (SPD), not a Masterplan • Only a site-specific SPD has the necessary planning and legal weight to ensure delivery in accordance with the Local Plan • An SPD will be subject to public consultation and scrutiny by relevant statutory and non-statutory consultees • The NPPF supports the use of SPDs in such circumstances • A masterplan prepared by site promoters would be inadequate and provide less control and detail • The inadequate developer masterplan for Money Hill is an example of the failure of the master planning process		97	Jane Cotton

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

Highways and Access			
Traffic Impact			
It is likely that National Highways will have significant interest in the site in respect of impact on the SRN. Detailed modelling will be required to inform this. RAG Rating: Amber	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	150	Leicestershire County Council (Local Highways Authority)
Given the scale and proximity of the site to the A42, the site is likely to have a material traffic impact on the SRN. A Transport Assessment submitted in support of any planning application for this site would need to demonstrate the extent of traffic impacts. However, junctions of interest to National Highways in relation to this site will include A42 junctions 12 and 13.		161	National Highways
[The impact of traffic generated by the site is not simply limited to where entrances to the site are located, but on the whole traffic situation in Ashby. Traffic through the town centre is already congested.]		235	Packington Nook Residents Association
[In the 2010 appeal decision the Inspector concluded (In respect of the impact on Junction 13 of the A42) "...clearly the Highways Agency is not in a position to satisfy itself that the proposal would have an acceptable impact on the Strategic Road Network (Document HA4A). It cannot be concluded that the proposal could be satisfactorily mitigated, and so it would not be rational to leave these matters to be resolved by planning conditions." And in conclusion 17.73 there would be "An undue risk of harm to road safety."		235	Packington Nook Residents Association

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

251	Traffic has increased since the last application and any additional housing will effect access in the following areas a. Leicester road b. Tesco's and Nottingham road. c. Through town for Burton road and School Lane (Doctors) d. A42/M42 e. A511 through to Burton f. A511 to Leicester.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	118	Mark Stephens
	[The development would exacerbate existing traffic issues in Ashby/]		16; 19; 372; 413; 414	Paula Holbrook; Ed Holbrook; Lucy Matthews; Peter Marples; Mika Wharton
	Ashby is now a very busy through route especially if A42 is shut		234	JM James
	[Ashby experiences gridlock every morning]		305; 306	Chigusa Shimada; Nick Carpenter
	[Traffic associated with Willesley School creates gridlock / queues of 30 mins. - Onstreet parking in the local area associated with the school has a severe impact on road safety – photographs provided by 356 Margaret Hawksworth]		312; 335; 356; 363; 414	Nina Clewes; Ashby Civic Society; Margaret Hawksworth; Sarah Warner; Mika Wharton
	[There is no confirmation from the Highway Authority or National Highways that increased traffic from the site can be acceptably or cost-effectively mitigated. Ashby Town Centre already faces significant congestion, and the Money Hill Development is expected to worsen this. Without clear evidence that severe traffic impacts can be addressed, Site A7 should not be included in the draft Local Plan]		97	Jane Cotton

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

[With all the ongoing development in Ashby, the town is at risk of losing its rural character and becoming overwhelmed by people and vehicles. The town centre, especially Market Street, cannot handle the additional traffic, and more houses will likely lead to gridlock]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	204	Lesley Birtwhistle
Proposed Access Points			
No evidence presented to suggest that safe and appropriate forms of access could be achieved to the site from any adjoining highway. Measham Road would initially appear be the most appropriate location for two points of access. It is unclear if a safe and suitable access onto Lower Packington Road could be achieved.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	150	Leicestershire County Council (Local Highways Authority)
[As access would not be on to the A42], we have no objections to this allocation in principle, subject to a Transport Assessment setting out the traffic and transport impacts, and an assessment of other potential boundary related impacts. The above submissions should accompany any planning application for this site		161	National Highways
Any access roads will impact other existing housing estates it will be impossible to access and egress Ashby for commuters to Birmingham and to and from the A42		249	Louise Pritchard
The local estate roads would become ‘rat-runs’ for residents of the new development/ additional volume traffic would add to the congestion along Leicester Road and the Wood Street junction		319	David Harrison

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCHE (PACKINGTON NOOK) (A7)

Lower Packington Road			
[Concerns about traffic safety and congestion: • [Occupants of the site would use their cars to access supermarkets, secondary schools, GPs, and employment areas, leading to severe impacts on congestion and road safety on Lower Packington Road and Avenue Road, both of which have dense on-street parking, speed cushions and a 20-mph speed limit which operates along with a crossing patrol at school times. • The “alternative route” north from a Lower Packington Road access would be along Leicester Road into the congested traffic light junction at Wood Street.] • [Photographs of congestion provided by 329:Helmut Rath]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 68; 119; 122; 233; 235; 242; 262; 269; 311; 313; 319; 328; 329; 334; 335; 354; 356; 363	*Please refer to table above Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; David Harrison; Barry Smith; Helmut Rath; Sue Rath; Ashby Civic Society; Wendy Bullen; Margaret Hawksworth; Sarah Warner
[Concerns about traffic safety and congestion on Lower Packington Road and surrounding roads: • The road is narrow and dangerous • Cars often travel in the middle of the carriageway/The roads become single carriageways due to parked cars • The road is already too busy and cannot cope with additional traffic • There are obstructed views along the road • Increased traffic would make the road unsafe particularly for pedestrians, children walking to school; mothers and toddlers, cyclists • The road already experiences significant on-road parking issues associated with Ivanhoe Football Club		16; 19; 61; 122; 170; 235; 249; 276; 277; 300; 312; 354; 363; 399; 423	Paula Holbrook; Ed Holbrook; Andy Jones; Heather Murray; Amy Birch; Packington Nook Residents Association; Louise Pritchard; Louise Reading; Michele Geary; Jane Cureton; Nina Clewes; Wendy Bullen; Sarah Warner; Ann Thompson; Louise Bell

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No part of the development should have a vehicular access onto Lower Packington Road or any other access that would be likely to distribute traffic onto the local road network (Lower Packington Road, Upper Packington Road or Avenue Road).	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	230	Brian Everitt
Measham Road			
[Access from Measham Road would result in congestion on Tamworth Road with occupants potentially using the A42 to get to supermarkets and employment areas, adding to severe congestion at junction 13]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 68; 119; 122; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354; 356	*Please refer to table above Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Margaret Hawksworth
[Concerns about the traffic safety and congestion on Measham Road: - It is already difficult to turn out onto Measham Road; - Measham Road already sees a large volume of traffic - Speeding on this road up to the A42		204; 300; 319; 391	Lesley Birtwhistle; Jane Cureton; David Harrison; Norma Jackson
[Unless a safe access solution is provided, the site should not be allocated. Any masterplan should focus on access from Measham Road, potentially through a roundabout or right-turn junction and a secondary access, which should be feasible given the road's length.]		230	Brian Everitt

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Tamworth Road			
[Concerns about the impact on road safety and congestion on Tamworth Road: - The road is already congested and at times impassable with parents on the school run /large vehicles such as refuse trucks - For residents trying to get onto the main road it is unnervingly dangerous	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	68; 107	Carrie Hamilton-Tweedale; Jameela Mian
Sustainable Transport			
Walking			
The site is not within walking distance of secondary schools, supermarkets and GP.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 68; 119; 122; 230; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354	*Please refer to table above Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Brian Everitt; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen
[The location of the site means that residents would use their car to travel to local amenities/work, having a detrimental impact upon traffic levels, particularly in the town centre/A42/Tesco Island/Nottingham Road/Avenue/Lower Packington Road]		162; 170; 230; 276; 423	Ashby Town Council; Amy Birch; Brian Everitt; Louise Reading; Louise Bell
[Paragraph 22 of the 2010 appeal decision shows the site is not sustainability located in walking and cycling terms]		235	Packington Nook Residents Association

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Cycling			
Ashby is poorly served by cycle paths, there isn't even a cycle path to the cycle centre at Hicks Lodge.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 68; 119; 122; 233; 242; 262; 269; 311; 313; 328; 329; 334; 354	*Please refer to table above Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Andrew Bailey; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen
- There are few safe, dedicated cycle routes in or around the town. - The road network does not support the provision of safe cycling facilities. - Road traffic would put people off cycling - Local authorities show no interest in improving these services, making the site unsustainable.		230; 242	Brian Everitt; Lesley Bailey
Bus Provision			
[Concerns with existing bus provision: - Existing bus provision is poor - Inadequate bus services would not discourage car use - There are no direct bus routes towards Derby, Nottingham or Tamworth - Public transport on Measham Road is non-existent].	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 10; 68; 119; 122; 162; 230; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354; 372	*Please refer to table above Lisa Brown; Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Ashby Town Council; Brian Everitt; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Lucy Matthews

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[Paragraph 23 of the 2010 appeal decision shows the site is not sustainability located in public transport terms]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	235	Packington Nook Residents Association
Rail Provision			
[No rail provision in Ashby/The railway station is highly unlikely to re-open/ Uncertainty around the reopening of the Ivanhoe line means increased car journeys and congestion]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 10; 68; 118; 119; 122; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354; 372	*Please refer to table above Lisa Brown; Carrie Hamilton-Tweedale; Mark Stephens; Thomas Lockwood; Heather Murray; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Lucy Matthews
This site is approximately 400m south of the railway and will require consideration should it come forward in terms of potential impact on operational railway safety. We note also comments in relation to HS2 safeguarding.		87	Network Rail

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Impact on National Forest Way / open space / sports facilities			
[It is entirely correct to say the rights of way should be retained, but if walkers are faced with views of housing and tarmac roads (including many years of construction noise and blight), the landscape amenity which is provided in this area will be completely lost. Those walkers might as well walk around the streets in Ashby if that is their aspiration]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above	*Please refer to table above
[The development of the site would destroy all the benefits mentioned by appeal Inspector (paras 13-15). It would be a considerable walk through built-up streets (including many years of site excavation and building) and the distinction of the National Forest Way will be lost for ever. We see no possible mitigation to this.]		68; 119; 122; 170; 233; 242; 262; 269; 311; 313; 328; 329; 334; 354;	Carrie Hamilton-Tweeddale; Thomas Lockwood; Heather Murray; Amy Birch; Andrew Bailey; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen
[The site is used by many local residents recreationally for rural walks/dog-walking; it provides open countryside views; car-free walking; mental wellbeing, access to wildlife, green space. These benefits will be lost / the landscape and character of the town will be substantially harmed]		235	Packington Nook Residents Association
		68; 118; 119; 230; 249; 276; 300; 305; 306; 356; 363; 423	Carrie Hamilton-Tweeddale; Mark Stephens; Thomas Lockwood; Brian Everitt; Louise Prichard; Louise Reading; Jane Cureton; Chigusa Shimada; Nick Carpenter; Margaret Hawksworth; Sarah Warner; Louise Bell

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Ivanhoe Football Club			
[Concerns about the potential loss of Ivanhoe Football Club: - Ivanhoe FC provides an important recreational amenity in a country setting. - Assume a masterplan will intend to relocate the club elsewhere and undo everything the club has done to make this a good venue for football. - Development would result in the loss of football pitches at Ivanhoe FC making them less accessible and downgrading facilities - Sport England objected to the Money Hill development stating there was insufficient sports facilities in the area to cope with the projected increase in population.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 10; 16; 19; 68; 119; 122; 170; 233; 242; 262; 269; 311; 313; 318; 319; 334; 354	*Please refer to table above Lisa Brown; Paula Holbrook; Ed Holbrook; Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Amy Birch; Andrew Bailey; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen
[Object to the allocation as it has not been demonstrated that: 1) the playing field [at Ashby Ivanhoe FC] would be retained or; 2) that if the land is proposed to be built on, then any of the exception criteria in paragraph 104 of the NPPF would apply]		96	Sport England
The applicant (or “agent of change”) would need to include details of measures to protect both the operation of the playing fields at Ashby Ivanhoe FC and Western Park from any significant adverse effect arising from the siting of this proposed housing development in order to comply with [paragraph 200] of the NPPF.		96	Sport England

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Biodiversity			
Even if the habitats around Packington Nook Lane and the Gilwiskaw Brook are preserved they would lose their value entirely when surrounded by housing development and tarmac road	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above	*Please refer to table above
		68; 119; 122; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354	Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen
[The above is supported by paragraph 7.18/17.24 of the Inspector's appeal decision]		235	Packington Nook Residents Association
[The proposals will have a negative impact on biodiversity]		249; 276; 300; 305; 306; 356; 363; 372; 413; 414	Louise Pritchard; Lousie Reading; Jane Cureton; Chigusa Shimada; Nick Carpenter; Margaret Hawksworth; Sarah Warner; Lucy Matthews; Peter Marples; Mika Wharton
[Development would impact upon Gilwiskaw Brook and the River Mease SAC] - Both should be protected - They are a precious local resource - They will have to cope with increased drainage - The surrounding landscape needs to be maintained if they are to function for the wildlife for which the SSSI was designated		10; 107; 136; 319	Lisa Brown; Jameela Mian; Andrew Large Surveyors; David Harrison

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[Achieving 10% Biodiversity Net Gain could be challenging and would likely require expensive or uncertain off-site compensation, potentially leading to adverse effects on local biodiversity. Potential conflict with the NPPF]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	68	Carrie Hamilton-Tweedale
[The proposals to do provide a sufficient environmental and wildlife separation zone between Ashby and Packington]		92	Paul Hutchinson
[The proposals will impact on the following flora and fauna: • Bull head fish in the Gilwiskaw Brook • Great Crested Newts • Rare and special trees • Established and ancient hedgerow • Barn owls • Red kites • Foxes • Badgers • Hedgehogs		118; 170; 262	Mark Stephens; Amy Birch; Jane Sharp
[Willesley Primary School children deserve a healthy environment with wildlife, mature trees, and open fields.]		262	Jane Sharp

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Heritage			
[The unique nature of Rotherwood and the avenue of trees (survivors of an historic avenue which ran from Willesley Hall to Ashby Castle) – would lose their value entirely when surrounded by housing development and tarmac roads]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above	*Please refer to table above
		10; 68; 92; 119; 122; 233; 242; 262; 269; 311; 313; 318; 319; 334; 354	Lisa Brown; Carrie Hamilton-Tweeddale; Paul Hutchinson; Thomas Lockwood; Heather Murray; Andrew Bailey; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen
The site includes an avenue of ancient lime trees: - this once linked the Castle and Willesley Hall - It has historical and landscape value - Development would compromise or permanently destroy this feature - It needs to be valued and respected - People need some place of reference that there is a history preceding the now. [Photograph provided by 356- Margaret Hawksworth]		10; 61; 107; 356	Lisa Brown; Andy Jones; Jameela Mian; Margaret Hawksworth
I can confirm that Historic England has no concerns to raise in respect of the proposed allocations and harm to designated heritage assets. We note that the Conservation Officer has considered the additional allocations and agree with the provisions set out in paragraph 5.9 in relation to the proposed reserve housing site (land south of Ashby de la Zouch - Packington Nook, A7) which would have the potential to impact GII listed Rotherwood.		197	Historic England
[The plans will be detrimental to the historic features in the town]		249	Louise Pritchard

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[In May 2022 I said that development would affect the setting of Ashby Mill. Ordnance Survey maps indicate a mill pond of unusual design to the NW of the mill complex. LIDAR data indicates the earthwork remains of the mill pond. It indicates other earthworks (probably former quarries) in the field to the north of the mill. If you are minded to allocate housing at Packington Nook, then an area including the mill pond and the quarries should be set aside as public open space.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	400	NWLDC Conservation Officer
Landscape/Visual Impact			
[Will significantly alter Ashby's rural market town character]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	10	Lisa Brown
[A7 is on high sensitivity landscape and its development would erode Ashby's distinct rural-edge character, harming protected heritage settings. The site adjoins Packington Conservation Area and development has potential for significant landscape impacts particularly on views from public rights of way and surrounding open countryside. Potential for conflict with the NPPF]		68	Carrie Hamilton-Tweedale
NWLDC Site Assessment A5 EMP17 states, the site forms an attractive and important rural edge to the settlement		92	Paul Hutchinson
Ashby de la Zouch Neighbourhood Plan Review – Appendix 5 identifies this are of land to be an important view within the context of Ashby de la Zouch and describes it as being: 'View over parkland / open countryside with mature trees and old ridge and furrow pasture. This is a valued gateway view'		92	Paul Hutchinson

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[Would destroy the unique character of Ashby on the approach from J12 of the A42]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	107	Jameela Mian
Major constraint is the adverse impact on landscape character and visual impact		136	Andrew Large Surveyors
[Would greatly diminish the area's natural beauty and harm local residents' quality of life.]		170	Amy Birch
[The Ashby Settlement Fringe Assessments highlight that this site is one of the few remaining intact pasture landscapes around Ashby, reflecting its unique 18th and 19th-century enclosure history. The area's distinctive rural fringe character, as recognised by both the Local Planning Authority and previous Inspectors, remains unchanged and highly sensitive. Allocating this site would risk permanently destroying a valued landscape that is integral to Ashby's identity as a small market town. Other sites should be considered first, given the significant adverse landscape impact identified in the assessments.]		230	Brian Everitt
This route represents such an inspiring gateway to our beautiful town particularly when compared to the gateway from the East which is simply awful. I am sure the journey inspires the same feelings in many residents and visitors to our historic town. I am sure the journey inspires the same feelings in many residents and visitors to our historic town.		402	Gary Bateman

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Flood Risk and Drainage			
Large site with modest allocation. Significant flood risk from the Gilwiskaw Brook and this area should be allocated for public open space and recreational uses. Surface water flood risk outside of the Gilwiskaw Brook corridor is generally low, with the exception of an area in the south-west corner of the site adjacent to the A42. If brought forward, the LLFA would expect the developer to enhance flood storage along with Gilwiskaw Brook corridor and therefore reduce flood risk downstream.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	150	Leicestershire County Council (Lead Local Flood Authority)
The sites includes land within Flood Zones 2 and 3, associated with the Giliwiski Brook, a Main River of the Environment Agency. We are pleased to see that there is a requirement for no development to be located in Flood Zones 2 or 3. An application for a Flood Risk Activity Permit (FRAP) will need to be submitted, unless an exemption applies, for any works within 8 metres of the Main River.		480	Environment Agency
Considerable section of the site is in flood zones 2 and 3, and there are sporadic areas at high risk of surface water flooding throughout the site		136	Andrew Large Surveyors
It should be noted that the discharge of surface water into National Highways drainage systems is not permitted		161	National Highways
- The main sewer system is under strain, with frequent overflows and flooding. - A proposed pump-out scheme to divert treated wastewater away from the Mease is unbuilt and unproven. - Concern about the delay of pumping out (until at least 2027) and potential downstream impacts on the River Tame.		235	Packington Nook Residents Association

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• [Development of the site will create more run-off and cause flooding which could have been avoided. • Flooding is worsening in Ashby and Packington and this will be accelerated by climate change • Sewage infrastructure is inadequate / sewage has mixed with flood water in Ashby and this is highly likely worsened because of development that has already happened]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 68; 107;118; 119; 122; 170; 230; 233; 235; 242; 262; 269; 276; 300; 305; 306; 311; 312; 313; 319 328; 329; 334; 354; 356; 363; 401;	*Please refer to table above Carrie Hamilton-Tweedale; Jameela Mian; Mark Stephens; Thomas Lockwood; Heather Murray; Amy Birch Brian Everitt; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Louise Reading; Jane Cureton; Chigusa Shimada; Nick Carpenter; Phillip Caren; Nina Clews; Marie L Beaumont-Caren; David Harrison; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Margaret Hawksworth; Sarah Warner; Nikki Kearney-Taylor;
[Flooding is already an issue at/would exacerbate flooding at: • Gilwiskaw Brook/River Mease • Station Road/Under the Station Rd railway bridge • Mill Farm • Packington village • Measham Road • Lower Church St Ashby • Bath Grounds • Western Park • Tamworth Road • Ivanhoe Football Club • A7 itself • Packington School • Willesley School		*Please refer to table above 10; 16; 19; 68; 119; 122; 230; 233; 235; 242; 262; 269; 270; 305; 306; 311; 312; 313; 319; 328; 329; 334; 354; 356; 366; 372; 401; 413; 414; 423	*Please refer to table above Lisa Brown; Paula Holbrook; Ed Holbrook; Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Brian Everitt; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Louise Reading; Chigusa Shimada; Nick Carpenter; Phillip Caren; Nina Clewes; Marie L Beaumont-Caren; David Harrison; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Margaret Hawksworth; Packington Parish

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• Coleorton Lane/Spring Lane/Normanton Road/Heather Lane/Century Drive and on to the Gilwiskaw Brook			Council; Lucy Matthews; Nichola Kearney-Taylor; Peter Marples; Mika Wharton; Louise Bell
As a member of FLOAT in Packington, I work with the EA and LCC to advocate for flood protection measures. Building on land like A7 threatens vital soakaway areas needed to protect the village, some of which the EA has identified as important for managing brook flow—especially since the A42 was built without adequate flood provision. Although NWLC (Mike Murphy) holds recent flood statistics, these are missing from the 2024 Atkins Report. Our local MP, Amanda Hack, also raised these flooding concerns in the House of Commons in January, and I plan to follow up with her to help safeguard our village.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	401	Nichola Kearney-Taylor;
there are very serious concerns with the potential for flooding in addition to failing to meet the Environment Agency objectives around the UK Water Framework Directive. The EA have previously rejected proposals for development of this site on the same grounds.		402	Gary Bateman
Use of SUDs have proven to be inefficient in other areas where this mitigation has been used in other developments.		118	Mark Stephens
STW raised an number of concerns in the previous application. STW have made some amendments, but need to be capacity is still at risk with incidents of manholes spilling sewerage along the Packington Nook footpath and down into the Gilwiskar.		118	Mark Stephens

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The proposal is on Calvert’s which will already make existing flooding worse	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	249	Louise Pritchard
[Catastrophic flooding in Ashby (1986), repeated incidents in Packington, and two floods at Willesley Primary School in the past seven years—despite new flood defences in 2023—show ongoing drainage issues, with excess water regularly affecting Weston Close residents and frequent intervention needed from Severn Trent.]		262	Jane Sharp
Noise Impact			
[Noise on the southern and eastern sides of Ashby is constant, even throughout the night. Cannot see how the design of the site could reduce noise pollution encountered by residents]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	*Please refer to table above 68; 119; 122; 233; 235; 242; 262; 269; 311; 313; 328; 329; 334; 354; 356	*Please refer to table above Carrie Hamilton-Tweedale; Thomas Lockwood; Heather Murray; Andrew Bailey; Packington Nook Residents Association; Lesley Bailey; Jane Sharp; Josie Lockwood; Phillip Caren; Marie L Beaumont-Caren; Barry Smith; Helmut Rath; Sue Rath; Wendy Bullen; Margaret Hawksworth
[Noise from the A42 impacts the site: - It was a reason for the 2010 planning appeal dismissal - The noise has worsened since 2010 - The noise is constant and exacerbated by the prevailing wind - It falls within a Noise Exposure Category where planning permission should not normally be granted - Noise is exacerbated during summer and significant traffic issues.		97; 136; 230; 262; 305; 306	Jane Cotton; Andrew Large Surveyors; Brian Everitt; Jane Sharp; Chigusa Shimada; Nick Carpenter

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An independent noise assessment must be carried out although we cannot see how Policy D2 (Amenity) could be satisfied alongside a development of this scale.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	235	Packington Nook Residents Association
Other Environmental			
This land appears to me to be land within the Greenbelt, and is described as a greenfield site in document NWLDC Site Assessment A5 EMP17	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	92	Paul Hutchinson
NWLDC Site Assessment A5 EMP17 describes the land type as being grade 2 and grade 3 agricultural land (grade 1 being the highest quality) – The loss of high-quality agricultural land should be avoided		92	Paul Hutchinson
I cannot envisage how our pleasant market town can possibly survive this relentless drive toward replacing valuable agricultural land with housing		402	Gary Bateman
[This site falls within the Minerals Safeguarding Area (MSA) for coal and sand & gravel. A Minerals Assessment, as per Policy M11 of the Leicestershire Minerals and Waste Local Plan, should be completed to ensure minerals are not unnecessarily sterilised.]		150	Leicestershire County Council (Planning Authority)
[Potential land instability from coal mining should be investigated with the Mining Remediation Authority.]		150	Leicestershire County Council (Planning Authority)

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[The site's large scale may have cumulative effects on local waste management infrastructure, especially given its proximity (600m) to the safeguarded Packington STW site (N16), so compliance with LMWLP Policy W9 is needed. Any new development must also address the 'agent of change' principle from paragraph 200 of the NPPF, requiring mitigation for new sensitive uses introduced near existing facilities.]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	150	Leicestershire County Council (Planning Authority)
95 ha. 2009 Geophysics survey across N half of area (ELE5886) indicated a number of potential features including enclosures, bank, ditch & mill leat. Planning consultation (CLE5052) recommended exploratory investigation & excavation. Scale of the development with known archaeology will necessitate pre-determinative archaeological evaluation, followed by appropriate mitigation secured by condition on any planning approval.		150	Leicestershire County Council (County Archaeologist)
Infrastructure			
[General concern about the impact upon existing infrastructure which is already at capacity/ Existing infrastructure including health and education, sports facilities, library cannot cope]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	16; 19; 68; 204; 234; 249; 269; 276; 300; 305; 306; 312; 363; 391; 402; 413; 423	Paula Holbrook; Ed Holbrook; Carrie Hamilton-Tweedale; Lesley Birtwistle; JM James; Louise Pritchard; Josie Lockwood; Jane Cureton; Lousie Reading; Chigusa Shimada; Nick Carpenter; Nina Clewes; Sarah Warner; Norma Jackson; Gary Bateman; Peter Marples; Louise Bell
[Development would inevitably be split between multiple developers, therein avoiding requirements for local amenities (schools, doctors surgery etc)]		119; 269	Thomas Lockwood; Josie Lockwood

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There are no services in this part of town and we have no knowledge of any proposals for such services with your vague suggestion of this new suburb	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	335	Ashby Civic Society
Primary Education			
Willesley Primary School is already oversubscribed and causes traffic issues.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	10	Lisa Brown
The local school (Willesley) is at full capacity with the infants section containing sports hall, classrooms and library designed for ½ the capacity it currently hold. The junior section is class room only and is also full.		118	Mark Stephens
The new Hastings school at School lane is across town and not suitable walking distance for children.		118	Mark Stephens
All primary schools are at full or near full capacity.			
• [There are enough school places in primary and secondary schools in Ashby, though not always in the preferred schools. • Local parents can be denied places at schools that fill empty spaces with out-of-catchment children, impacting primary schools affected by the falling birth rate. • Proposed area A7 will engulf Willesley Primary school, potentially increasing its admission number (AN) to 75/90, leading to significant building works and noise disturbance. • Uncertainty about the use of Section 106 funding for the school until a large proportion of homes are sold.		262	Jane Sharp

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- Increased AN at Willesley Primary School will exacerbate traffic, noise, congestion, and air pollution, with safety issues due to traffic/pedestrian conflicts. - The development will cause congestion on Avenue Road, Grange Close, Lower Packington Road, Weston Close, and Measham Road, with access issues for emergency services and refuse operatives. - Increased delivery vehicles on the road, vying for stopping places, adding to congestion.]			
Secondary Education			
All secondary schools are near to full with the split between Ivanhoe and Ashby not making as significant impact on space.	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	118	Mark Stephens
Ivanhoe receives pupils from outside Ashby to the west including Moira. These areas are also being developed and numbers for Packington Nook should not be taken in isolation.		118	Mark Stephens
[The Secondary Schools will not be able to cope with the additional number of pupils]		204	Lesley Birtwistle
[Would exacerbate the existing shortage of secondary school places, with no clear indication of how additional demand would be accommodated]		276; 423	Louise Reading; Louise Bell
Healthcare			
Castle medical is stretched/the doctors surgery is struggling	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	118; 414	Mark Stephens; Mika Wharton
There are no NHD dentists		118	Mark Stephens

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Other infrastructure			
The new parking at Money hill will not cater for those on south of the town/There is insufficient parking for workers or shoppers	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	118; 363; 372	Mark Stephens; Sarah Warner; Lucy Matthews
[Ashby does not have a hospital, a local police station, a standalone post office]		204; 363	Lesley Birtwistle; Sarah Warner
Other Comments			
[The site scored badly in the Sustainability Appraisal and the NWLDC site assessment highlights several constraints including biodiversity, landscape, heritage]	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	162	Ashby Town Council
- If the site is added to the Local Plan, a detailed list of required measures must be included; Provisions in the Masterplan and Design Code; Expected level of local services on-site; Section 106 mitigation measures - The Council must avoid repeating past mistakes from Money Hill Phase 1, including: Inadequate funding for safe walking and cycling routes; Failure to secure a free on-site community facility; Insufficient pre-secondary education provision on-site		162	Ashby Town Council
- The consultation but lacks detail on the employment element of site A7. - It vaguely mentions potential employment use in the south-west of A7, only as part of a wider mixed-use development. - No specifics are provided on: The amount of land proposed for employment use; The type of employment allocation; Access arrangements - Objects to this lack of detail and transparency and request full Reg 18 consultation before any employment allocation is made]		162	Ashby Town Council

APPENDIX N – LAND SOUTH OF ASHBY DE LA ZOUCH (PACKINGTON NOOK) (A7)

I understand the government has targets in mind by why not look at all the current empty properties and invest in renovating those for people to live in?	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this site as a reserve allocation	363	Sarah Warner
We bought our house for the views of open countryside across this site]		372	Lucy Matthews
, I cannot envisage how our pleasant market town can possibly survive this relentless drive toward replacing valuable agricultural land with housing. The change of use of land on the Money Hill site has already had devastating consequences on the natural amenity of the local area, preservation of wildlife and sustainable habitat. Noise and dust pollution and much increased traffic are apparent and hectares of productive arable farming land has been permanently lost. Proposed mitigations appear to be minor and inspire no confidence in their effectiveness.		402	Gary Bateman
The significant increase in antisocial behaviour and crime around Ashby has been apparent over recent years and I fear this will only worsen with the increased population		402	Gary Bateman
I strongly believe that the current house building model is outdated and needs to be changed. Continually repeating the proposals for 3, 4 & 5 bedroom new build houses on the countryside is unsustainable and unaffordable to many, central government need to propose a new model		92	Paul Hutchinson
I believe that the wording in the document relating to this site focusses too much on why this site should be developed rather than equally why it should not be developed		92	Paul Hutchinson

**APPENDIX O – LAND AT SPRING LANE AND REAR OF 55 NORMANTON ROAD,
PACKINGTON (P5/P8)**

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

RESPONSES TO ADDITIONAL PROPOSED ALLOCATIONS (MARCH 2025)

HOUSING	SITE NUMBER: P5 & P8	SITE NAME: Land at Spring Lane and Normanton Road, Packington
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Principle of Development				
If the reserve sites are suitable, available, and achievable then why not allocate them? If they are more achievable than the preferred allocations, it is preferable to propose these as allocations. Having a realistic prospect of sites coming forward in the local plan period, will provide more assurance to the council, partners, and examining Inspectors that planned supply will be able to meet the identified housing requirement including the unmet need within the HMA	The preferred housing allocations are considered to be suitable, available and achievable. Any additional housing allocations will also be expected to satisfy the above.	No change at present. Await the outcome of further assessment work.	48	Leicester City Council
Packington has exceeded its housing allocation for the adopted plan period. The allocations should either be deleted or reduced in size. Packington is in danger of losing its village character and appeal.	The new Local Plan must identify locations for additional development needed for the coming years. The scale of development proposed is considered appropriate for Packington.	No change.	366	Packington Parish Council
The size of the allocation/development is inappropriate for Grove Close. No more than 3 houses should be allowed.	Development must make efficient use of land whilst also taking into account other matters such as the area's character, setting, design and	No change at present. Await the outcome of further assessment work.	154, 413	Diane Powney, Peter Marples

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

	constraints, which will inform the quantum and layout of development.			
Site is well related to the existing built form.	The site is located adjacent to the currently defined Limits to Development.		136	Andrew Larger Surveyors Ltd
Highways				
Safe access is achievable	The local highway authority has raised potential access issues, including the ability to achieve visibility to the south. This matter is being looked into further.	No change at present. Await the outcome of further assessment work.	136	Andrew Large Surveyors Ltd
The red line does not support the proposed layout as the access to the adopted highway via Grove Close is not included within the red line. Grove Close would need be included within the red line boundary to achieve suitable access. However, it is unclear if this would require crossing third party land. The site has a RAG Rating: Amber which suggests there are issues with the potential access.	The site promoter has provided information detailing the access drive to be in the same ownership as P8. However, the local highway authority has raised concerns regarding achievable visibility to the south. This matter is being looked into further.	No change at present. Await the outcome of further assessment work.	150	Leicestershire County Council (Highways Authority)
Access could be achieved via Spring Lane however due to its restricted width it would need widening or passing places to be created. Also concerns that there are no current pedestrian/cycle facilities to Spring Lane.	Noted. There are also further concerns in respect of access from Spring Lane – the loss of/impact on the frontage hedgerow which comprises a Candidate Local Wildlife Site as well as the potential for an overly prominent development in this setting.	No change at present. Await the outcome of further assessment work.	150	Leicestershire County Council (Highways Authority)

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

Access is only appropriate for six houses. A development of 23 houses would produce 46 additional vehicles. Is it legal or safe to remove the pathway and widen the road?	The local highway authority has advised that a 4.8m wide access would be an acceptable width for a private drive serving up to 25 dwellings.	No change.	154, 413	Diane Powney, Peter Marples
Grove Close is a singular and narrow road and not suitable to cope with extra traffic. It does not allow for the free flow of vehicles in and out of the site. Parked cars causing problems. The removal of the gates and pillars would not facilitate the two-way flow of vehicles.	An access width of 4.8m should facilitate two cars passing and the local highway authority has raised no objection on these grounds. No issues have also been raised over the presence of the gates, provided that they are set back an appropriate distance from the highway boundary.	No change	154, 413	Diane Powney, Peter Marples
No consultation regarding the removal of the gates/pillars. This is controlled by Grove Close Management Ltd who would oppose its removal. However, their removal would not facilitate two way flow of traffic.	The local highway authority has raised no issues over the presence of the gates. However, the promoter has indicated that the gate could be removed as part of development. Given the conflicting information, this matter is to be looked into further.	No change at present. Await the outcome of further assessment work.	154, 413	Diane Powney, Peter Marples
Refuse vehicles cannot drive up Grove Close, therefore refuse is placed on Normanton Road for collection. Additional houses would exacerbate this situation.	The local highway authority has advised that a refuse vehicle could enter and exit, however this would need to be demonstrated by tracking,	No change	154, 413	Diane Powney, Peter Marples

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

	as part of any planning application.			
Access from Spring Lane is the only suitable solution but should not be permitted due to encroachment onto P5.	Access off Spring Lane raises highway and ecology concerns as well as potential impact on the character on the area.	No change.	154, 413	Dianne Powney, Peter Marples
Highway safety concerns, including a road listed in the Leicestershire Road Safety Partnership as a 'community concern site', with speeding in the village and its use as a cut through to Ashby. Traffic calming measures are being investigated as a means of alleviating these issues.	Should the site be allocated and as plans for the site get more detailed, the developer will be required to carry out a road safety audit as part of a future planning application; this will look at existing road safety in the local area and the implications on road safety of the proposed development. The developers would need to mitigate any road safety impact to a suitable standard and to the satisfaction of the local highway authority.	No change at present. Await the outcome of further assessment work.	366	Packington Parish Council
Flooding				
High surface water flood risk on the eastern boundary and an extensive area in the north-western corner associated with the adjacent ordinary watercourse. A sequential approach to site layout should be taken, avoiding development in these areas.	The site is in Flood Zone 1. However, the Flood Map for Planning shows a propensity for surface water flooding in parts of the site. This could have an impact on site capacity.	No change at present. Await the outcome of further assessment work.	150	Leicestershire County Council (Lead Local Flood Authority)
No concerns raised with regards to safe access/egress.	A flood risk assessment will be required in support of any			

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

Many houses/roads in the village suffer from flooding and damage. Development has increased the frequency of flooding and a reduction in natural drainage. Climate change and new development will exacerbate this, despite land lying in a low flood risk area.	planning application on this site in line with NPPF footnote 63. SUDs will also be required. Mitigation measures will need to be identified to deal with any effected or risk, to the satisfaction of the lead local flood authority (Leicestershire County Council).		366, 401	Packington Parish Council, Nikki Kearney-Taylor
Flood prevention and mitigation measures are not adhered to, regulated, monitored or maintained after properties have been built.	There are mechanisms in place (conditions attached to permissions) that require the maintenance and management of SUDS infrastructure for the lifetime of the development.	No change	401	Nikki Kearney-Taylor
FLOAT in Packington is trying to implement measures to help Packington. The land at Housing Allocation A7 acts as a soak away and protects Packington from flooding. And the Environment Agency has identified some of this land to assist with flow from Gilwiskaw Brook —especially since the A42 was built without adequate flood provision. Although NWLC (Mike Murphy) holds recent flood statistics, these are missing from the 2024 Atkins Report. Our local MP, Amanda Hack, also raised these flooding concerns in the House of Commons in January, and I plan to	In view of the announcement on 17 July 2025 by the Secretary of State for Transport, it is no longer proposed to include this A7 as a reserve allocation	No change	401	Nikki Kearney-Taylor

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

follow up with her to help safeguard our village.				
River Mease				
The site is the River Mease SAC. We reiterate the advice in Policy En2 that all development within the catchment will be required to demonstrate that it will not cause an adverse effect on the SAC i.e. 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 via: • Delivering bespoke phosphorous mitigation • Contributing to a strategic mitigation scheme (i.e. Developer Contribution Scheme). Developments in these locations must meet the requirements of the Habitat Regulations.	Noted. It is not necessary to duplicate policies so reference to the River Mease is not required in this policy.	No change	345	Natural England
Other Environmental Issues				
The supporting text should refer to the site's location in the National Forest.	Noted. Should this site proceed as an allocation, the supporting text would be updated.	No change at present. Await the outcome of further assessment work.	165	The National Forest Company
All allocations should incorporate opportunities for Green Infrastructure. Recommend guidance set out in the Green Infrastructure Framework: Principles & Standards Green Infrastructure Home is considered within each potential allocation. The	It is agreed that the incorporation of Green Infrastructure (GI) within development is an important objective, but it is considered that the issue is adequately addressed in draft Policy En1	No change	345	Natural England

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

emerging Leicestershire & Rutland Local Nature Recovery Strategy should also be a consideration.	and does not need to be repeated in individual site allocation policies.			
All allocations should incorporate opportunities for biodiversity enhancement. Any site allocation should clearly set out the BNG requirements for development, including both on-site and where appropriate off-site provision (acknowledged the policy requirements for BNG are set out in policy En1).	BNG is dealt with in national policy and guidance, in addition to the requirements of draft Policy En1.	No change	345	Natural England
Infrastructure				
There will be a need for contributions to enhancements to local schools and other community facilities. All housing sites will be assessed as to whether there is a requirement for additional school places, this would be in relation to negotiating s106 contributions. This may include extending existing schools, remodelling existing schools, allocating land for new schools and creation of new schools.	Noted. The Infrastructure Delivery Plan is in the process of being updated to include the new housing allocations.	Await the outcome of the update to the Infrastructure Plan.	150	Leicestershire County Council
Insufficient infrastructure to support development	An update to the Infrastructure Delivery Plan will be prepared to assess the cumulative impact of all proposed site allocations on existing infrastructure and to set out how the impact might be mitigated/new infrastructure required. This Plan will be informed by	Await the outcome of the update to the Infrastructure Delivery Plan	154, 413	Diane Powney, Peter Marples
New development will place a further strain on our oversubscribed infrastructure. Residents are having to use infrastructure elsewhere (Ashby and Measham). Do not select all the land offered in and around Packington			366	Packington Parish Council
The primary school will need to be extended. It is already oversubscribed			366	Packington Parish Council

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

with children having to travel outside of the village to school.	engagement with infrastructure providers, including the local education authority and the NHS Integrated Care Boards.			
Lack of new doctor surgeries to cope with additional patients.			366	Packington Parish Council
23 dwellings at P5/P8 would result in an increase of 56 patients, split between the Castle Medical Group and Measham Medical Centre. If all the additional housing sites were allocated this would result in an increase of 1,469 patients (8%) on Castle Medical Group's register and an increase of 2575 patients (16%) on Measham Medical Centre's register. The ICB also recognises that further work will need to take place to consider the cumulative effect of these proposed sites alongside sites that have already been approved.			487	Leicester, Leicestershire and Rutland Integrated Care Board
Minerals				
Located within a Mineral Safeguarding Area for Coal. Therefore, recommend a Minerals Assessment in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLP), ensuring that the mineral is not needlessly sterilised by future development.	Should this site proceed as an allocation, a policy requirement can be added to require the provision of a Mineral Assessment for Coal.	No change at present. Await the outcome of further assessment work.	150	Leicestershire County Council (Planning Authority)
There may be the issue of land instability associated with coal mining works that could be present at the site. Recommend that the District Council consult the Mining Remediation Authority for any known issues.	The Mining Remediation Authority were consulted on the proposed allocation and no representation was made.	No change	150	Leicestershire County Council (Planning Authority)

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

Waste				
There are no site-specific waste safeguarding issues as Packington STW (N16) is over 1km to the south west.	Noted	No change	150	Leicestershire County Council (Planning Authority)
Heritage				
All consulted sites are considered to have a heritage potential at 'medium risk'.	Noted	No change	150	Leicestershire County Council
No prior investigative work has been undertaken. Given the proximity of the historic core and the possibility of an earlier landscape below the ridge and furrow, will require pre-determination evaluation followed by appropriate mitigation secured by condition upon any future planning permission.	Noted. As set out at paragraph 3.23 of the consultation document, a Desk Based Archaeology Assessment (followed up with any necessary archaeological site investigation) will be a requirement for most sites including site P5/P8. The need for a planning condition does not impact the proposed allocation of the site.	No change	150	Leicestershire County Council
Limited harm would arise from the development and development would affect the rural setting of Packington House.	The impact of development on the setting of Packington House (a Grade II Listed Building) would need to be assessed as part of any planning application.	No change	400	NWLDC – Senior Conservation Officer
Other Comments				
Detrimental impact on the value of Grove Close properties	This concern is noted however the impact of development on property values is not a planning consideration.	No change	154, 413	Diane Powney, Peter Marples

APPENDIX O – LAND AT SPRING LANE AND NORMANTON ROAD, PACKINGTON (P5/P8)

The owner of P5 is not aware of the proposal nor do they consider these to be appropriate.	The site promoter has indicated that all site owners of P5 and P8 are aware this site has been submitted to the Council for consideration as an allocation. And all owners have entered into an agreement with Keller Construction to promote the site for development.	No change	154, 413	Diane Powney, Peter Marples
Concerns raised over the speculative nature of the proposal and put forward by a local builder and through a planning agent (former CEO of a neighbouring council). This and their influence is a concern.	The sites have been submitted to the Council through the SHELLA and Local Plan consultation process. As with all potential allocations, the site shall be subject to a comprehensive assessment and public consultation.	No change	413	Peter Marples
Applications are approved and then subsequent applications on adjoining sites are made. Development should consider comprehensively rather than as piecemeal.	This potential allocation supports the comprehensive development of P5 and P8. Any windfall development proposal would need to satisfy the policies of the Local Plan.	No change	413	Peter Marples

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**APPENDIX P – OTHER HOUSING SITES PROMOTED BY LANDOWNERS/
DEVELOPERS/ AGENTS**

RESPONDENT ID	RESPONDENT NAME	SITE ID	SITE ADDRESS
72	Pegasus Group (Davidsons & Westernrange)	Ib18	Land off Leicester Road, Ibstock
78	Oxalis Planning (Harworth Group and Caesarea)	IW1	Land at Isley Woodhouse
79	Cora	Br5	Berry Field, Breedon on the Hill
111	Define Planning & Design (Bloor Homes)	M18	Land off Bosworth Road, Measham
136	Andrew Large Surveyors	C74	Land at Lily Bank, Thringstone
		Oa5	Land at School Lane, Oakthorpe
137	Metacre Limited	Mo8	Sweethill Lodge Farm, Ashby Road, Moira
150	Leicestershire County Council	Ib23	Land at Station Road, Ibstock
		H1	Newton Road, Heather
255	Fisher German (William Davis)	R18	
289	Fisher German (Mr Botham)	A25	North of Moira Road, Shellbrook, Ashby
		A26	South of Moira Road, Ashby
290	Fisher German (Richborough Estates)	Ap13	West of Measham Road, Appleby Magna
387	Stone Planning Services (Peveril Homes)	P4	Land south of Normanton Road, Packington
487	Chave Planning (Nurton Developments)	n/a	Proposed new settlement a Norton Juxta Twycross

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

LOCAL PLAN COMMITTEE – WEDNESDAY, 30 JULY 2025



Title of Report	LOCAL PLAN – ADDITIONAL PROPOSED EMPLOYMENT ALLOCATIONS: CONSIDERATION OF RESPONSES TO CONSULTATION	
Presented by	Sarah Lee Principal Planning Policy Officer	
Background Papers	National Planning Policy Framework (December 2024) Draft Local Plan Site Assessments Need for Employment Land Update Note (July 2024) Local Plan Committee Report 16 December 2024 Additional Proposed Housing and Employment Allocations (March 2025) Heritage Assessment of Land between Ellistown Terrace Road and Wood Road Ellistown (EMP98) [to follow]	Public Report: Yes
Financial Implications	Nothing specific arising from the report recommendations. The cost of the preparation of the Local Plan is met from existing budgets.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires the Council to take into account the representations it receives as it prepares the Local Plan.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	No staffing implications associated with the specific content of this report. Links with the Council's Priorities are set out at the end of the report	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	The report summarises and responds to the issues raised in	

	the consultation responses to the two employment sites in the Additional Proposed Allocations Regulation 18 consultation (March 2025). The report also provides updates on the employment land supply position, the recent Call for Employment Sites and strategic warehousing matters.
Recommendations	THAT LOCAL PLAN COMMITTEE: (1) AGREES NOT TO INCLUDE LAND EAST OF MIDLAND ROAD ELLISTOWN (EMP24 ORIGINAL AREA AND EMP24 REDUCED AREA) AS AN ALLOCATION IN THE REGULATION 19 VERSION OF THE LOCAL PLAN. (2) SUBJECT TO THE OUTCOME OF FURTHER WORK INCLUDING TRANSPORT MODELLING, VIABILITY ASSESSMENT AND INFRASTRUCTURE REQUIREMENTS, AGREES THAT LAND BETWEEN ELLISTOWN TERRACE ROAD AND WOOD ROAD, ELLISTOWN (EMP98) IN APPENDIX D BE PROPOSED TO BE ALLOCATED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN. (3) AGREES THE POLICIES MAP EXTRACT FOR MONEY HILL IN APPENDIX E FOR INCLUSION IN THE REGULATION 19 VERSION OF THE LOCAL PLAN.

1.0 BACKGROUND

1.1 The report's structure and subject matter are outlined below.

- Section 2 updates the general employment land supply position to 1 April 2025.
- Section 3 considers the representations to the two additional/amended employment sites included in the [2025 Additional Sites consultation](#) (Regulation 18). Recommendations (1) and (2) relate to this section.
- Section 4 provides initial information about the potential employment and lorry parking sites submitted during the latest Call for Sites.
- Section 5 deals with the Member request for the new Local Plan Policies Map to show the location of the employment land at Money Hill, Ashby. Recommendation (3) relates to this section.
- Section 6 is a brief update on Strategic B8 matters.

1.2 The content of the appendices is as follows:

- Appendix A – EMP24 Land east of Midland Road, Ellistown (reduced area): representations and responses
- Appendix B – EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown: representations and responses
- Appendix C – Other matters: representations and responses
- Appendix D – EMP98 revised policy wording
- Appendix E – Map of Money Hill employment allocation

1.3 By way of a recap, here is a summary of previous Committee decisions which are relevant to matters in this report.

- Local Plan Committee on [17 January 2024](#) agreed the draft housing and employment allocations for consultation purposes. The Regulation 18 stage consultation ran between 5 February and 17 March 2024.
- A report to the [22 May 2024](#) Local Plan Committee provided an overview of the number and type of responses received to the consultation.
- Local Plan Committee on [13 November 2024](#) resolved to start the plan period at 2024 and extend it by two years to 2042 with a consequent increase in the overall requirement for general needs employment land.
- A report to the [16 December 2024](#) Local Plan Committee considered the representations to the proposed employment site allocations in the 2024 Regulation 18 consultation. The Committee agreed a) general needs employment sites to go forward to the Regulation 19 version of the plan; b) strategic warehousing sites for transport modelling purposes; and c) an approach for dealing with the Freeport site in the Local Plan.

- 1.4 Note: 'General needs' employment land is land for offices, industry and smaller scale warehousing (units up to 9,000sqm). Warehouse units of 9,000+ sqm are categorised as 'strategic warehousing'.

2.0 GENERAL NEEDS EMPLOYMENT LAND SUPPLY UPDATE

- 2.1 Officers monitor the progress of sites with planning permission for employment uses. Table 1 below shows the latest position taking account of the permissions granted, implemented and expired for 'general needs' employment between 1 April 2024 and 31 March 2025.
- 2.2 The [Need for Employment Land Update Note July 2024](#) by Rapleys, which is part of the plan's evidence base, establishes the future requirement for general employment land (Line A). The losses allowance (Line B) is added to compensate for the amount of employment floorspace likely to be put to alternative uses over the lifetime of the new plan (e.g. empty offices being converted to homes) and the flexibility allowance (Line C) is a contingency against planning permissions not coming forward when expected and/or delivering less floorspace than anticipated.
- 2.3 On the supply side are the planning permissions which have been built over the past year (Line E), extant planning permissions including those under construction (Line F) and the allocated employment land at Money Hill, Ashby (Line G).

Table 1 – General needs employment land supply position 1 April 2025

		Offices sqm	Industrial/smaller Warehousing sqm
A	Rapleys requirement (2024-42) ¹	40,000	166,860
B	Losses allowance (2027-42)	8,015	51,010
C	Flexibility margin	0	80,675
D	Total requirement (A+B+C)	48,015	298,545
E	Completions in 2024/25	-3,751	17,658
F	Planning permissions at 1 April 2025	5,157	50,845
G	Allocation (Money Hill)	6,000	37,800
H	Supply (E+F+G)	7,406	106,303
I	Residual requirement (D-H)	40,609	192,242

¹ Extended by two years to match the Local Plan end date of 2042

- 2.4 The total requirement (Line D) minus the supply (Line H) results in the outstanding ('residual') requirement figures for offices and industrial/non-strategic warehousing (Line I). These figures correspond to the amount of additional employment land needed for the 2025-42 period.
- 2.5 There has already been considerable progress identifying land and sites to help address this residual requirement. At its meeting on 16 December 2024, the Committee agreed² the employment site allocations shown in Table 2 below for inclusion in the Regulation 19 version of the Plan.

Table 2 – Sites agreed for inclusion in the Reg. 19 Plan

Site Ref.	Site address	Industry/smaller warehousing (sqm)
EMP98	West of Hilltop, Castle Donington	17,253
EMP73 (part)	North of Derby Road, Kegworth	30,000
EMP60	Burton Road, Oakthorpe	12,100
IW1	Isley Woodhouse new settlement	10,000
Total		69,353

- 2.6 In addition:
- Subject to the forthcoming Development Consent Order process, the Freeport proposal is expected to include an element of general needs employment land.
 - Vacant land within established industrial estates also contributes towards employment land supply. Local Plan Policy Ec3 and draft Policy Ec5 (Existing Employment Areas) give 'in principle' support for new employment development in these locations. Officers estimate that there is some 5.44 ha of vacant land which can contribute to the overall supply position.
- 2.7 The combined capacity from all these sources is shown in Table 3.

Table 3 – Combined capacity of the Reg. 19 sites, Freeport and vacant land in Existing Employment Areas

	Offices (sqm)	Industrial/smaller warehousing (sqm)
Allocations agreed for Reg 19. plan	0	69,350
Freeport (general needs only)	0	up to 55,800
Capacity in Existing Employment Areas	1,290	15,120
Total	1,290	Up to 140,270

- 2.8 Together, these sites and locations are still not sufficient to achieve the requirements in full (Table 1, Line I). Additional land for some 39,300sqm of offices (equivalent to approximately 6.6ha) and 52,000sqm of industrial (approximately 18ha) is needed.

² Subject to the outcome of transport modelling work, the ongoing Infrastructure Delivery Plan and Local Plan Viability Assessment.

3.0 PROPOSED ADDITIONAL HOUSING AND EMPLOYMENT ALLOCATIONS FOR CONSULTATION (MARCH 2025)

- 3.1 The 2025 [Additional Proposed Housing and Employment Allocations](#) consultation, which ran between 21 March to 2 May 2025, included two proposed general needs employment sites. Table 4 shows the level and type of consultation feedback each received.

Table 4 – Consultation responses

Site	No. responses	Types of respondents
EMP24 – Land east of Midland Road, Ellistown (reduced area)	5	Developer/agent/landowner (1) Statutory/non-statutory agencies (3) Local authority (1)
EMP98 - Land between Ellistown Terrace Road and Wood Road, Ellistown	12	Developer/agent/landowner (4) Statutory/non-statutory agencies (4) Local authority (3) Resident (1)

- 3.2 The schedules in Appendices A, B and C summarise the issues raised by respondents to the consultation and provide officer comments in response.
- Appendix A deals with representations to EMP24 (reduced area)
 - Appendix B deals with representations to EMP98
 - Appendix C deals with other matters raised in the representations
- 3.3 The representations (with personal details redacted) will be published on the Council's website in due course.

EMP24 Land east of Midland Road (reduced area)

- 3.4 A 10.8ha site in this location was included in the 2024 [Proposed Housing and Employment Allocations](#) consultation (Regulation 18). Consideration of the representations received and further evaluation of highways and amenity impacts, as well as potential effects on the separation between Hugglescote and Ellistown, led to a decision to limit development to the eastern part of the site only (6ha) with access via Moore Road in the South Leicester Industrial Estate. It is this revised proposal which was included in the 2025 Additional Sites consultation.
- 3.5 There is a current planning application (24/01653/OUTM) on the larger site.
- 3.6 For ease, key information about the two site alternatives is set out below.

Reference	Area	Consultation stage	Access	Application
EMP24 (original area)	10.8ha	2024 Reg. 18	Midland Road	24/01653/OUTM
EMP24 (red. area)	6ha	2025 Reg. 18	Moore Road	n/a

- 3.7 **Representations.** Leicestershire County Council (LCC) Highways' response to EMP24 (reduced area) is broadly positive about access via Moore Road although it identifies that there may need to be improvements to the double mini-roundabout in the centre of Ellistown to accommodate additional non-HGV traffic. Access via Moore Road would require the crossing of third-party land. The site promoters argue that this is unreasonable, unnecessary and a barrier to delivery, although they do not explicitly say it is unachievable.

- 3.8 For EMP24 (original area), the highways objections to an access via Midland Road **may** be resolved as part of the current planning application but, at the time of writing, this has not happened. Overall, officers do not have sufficient surety to recommend the allocation of EMP24 (original area) in the new Local Plan. If highways matters are resolved in the future, officers would additionally recommend significant strengthening of the design and landscaping aspects of any Local Plan allocation policy to require extensive landscaping to the Midland Road frontage and for buildings to be set back to better retain the perceived and actual separation between Hugglescote and Ellistown on the east side of Midland Road and to help address issues of residential amenity.
- 3.9 Access via Moore Road is technically preferable but, at this point, it is uncertain whether it would be achievable in practice.
- 3.10 Based on current information, officers are not in a position to recommend EMP24 (original area) or EMP24 (reduced area) for inclusion in the Regulation 19 Plan. If information that addresses the highways concerns for either or both sites becomes available before the Regulation 19 Plan is finalised, a potential allocation can be reconsidered.

EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

- 3.11 This 16.4Ha site comprising two large agricultural fields is located to the south of Ellistown and to the east of Battram. Ellistown Terrace Road borders it to the east and Wood Road (B585) to the south.
- 3.12 **Representations.** Pickering Farmhouse (Grade II) is located some 350m to the west of this site. Concerns have been raised that the draft policy does not deal adequately with the potential for harm to the setting of this listed farmhouse, including in views from nearby footpaths. In response, officers commissioned a preliminary heritage assessment to appraise the potential heritage impact of development. This finds that Pickering Farmhouse is of considerable heritage significance. Development on EMP98 may be seen in some distant, glimpsed views of the Farmhouse and this would constitute harm to the setting of the listed building. Importantly however, vegetation and topography means that the building is largely screened from EMP98 itself. Its architectural and historical value is generally appreciated from more close-range views and not in views from EMP98. The assessment concludes that it is **unlikely** that development on EMP98 would amount to 'substantial harm' to the heritage significance of the building (NPPF paragraph 214). With this advice, officers consider that heritage impacts are not a barrier to the allocation of this site provided there are appropriate safeguards in the allocation policy.
- 3.13 There is a proposed employment allocation in the draft Hinckley and Bosworth Local Plan (2024) on the opposite side of Wood Road, facing EMP98 [EMP1 - Land at Wiggs Farm, Wood Lane/Station Road, Bagworth]. In its consultation response, Hinckley and Bosworth Borough Council welcomes the intention of part (3) of the draft allocation policy to have a co-ordinated and comprehensive approach to address the highways impacts of the two sites. Officers will collaborate with Borough Council and Local Highways Authority colleagues on this matter. In the meantime, revised wording for part (3) of the policy is recommended although this may need to be further updated to reflect the outcomes of these discussions and/or the outcomes of transport modelling more widely. In addition, there is a current planning application on the Hinckley site (H&BBC reference 25/00523/FUL) and these policy discussions could be superseded if this application is decided in the meantime.

- 3.14 Further amendments to the policy for EMP98 are recommended in response to other points made in the representations.
- Add a criterion to require that any potential pollution and land stability risks from the adjacent open storage site be investigated and addressed as part of a future planning application. [representation from the Environment Agency]
 - Require a mineral assessment for brick and clay. [LCC Planning]
 - Strengthen the amenity considerations in the policy [local resident]
 - Amend the list of potential uses to include Class E(g)(iii) (light industry). [site promoters]
- 3.15 The consultation document identified that this site could provide a mix of general needs units and strategic scale warehousing. Attributing 20,000sqm of general needs space to this site would leave space for an element of strategic-scale warehousing if that is considered appropriate when the strategic warehousing requirements are known. If not, the general needs employment capacity of the site could be increased. This means that the exact capacity and disposition of uses for this site are not finalised.
- 3.16 A revised version of the policy wording for EMP98 is included in Appendix D.

Representations on other matters

- 3.17 Whilst the consultation document was solely concerned with proposed site allocations, some of the feedback related to other matters. These additional matters are summarised and responded to in Appendix C. No changes to the Plan are recommended in response.

4.0 CALL FOR SITES

- 4.1 Table 5 shows how employment land supply changes when the agreed site allocations, capacity at the Freeport and in Existing Employment Areas and EMP98 are factored in.

Table 5 – Revised residual requirement

		Offices (sqm)	Industrial/smaller warehousing (sqm)
A	Residual requirement	40,609	192,242
B	Allocations + Freeport + EEA capacity (Table 3)	1,290	140,270
C	EMP98 Ellistown Terrace Road and Wood Road	0	20,000
D	Additional supply (B+C)	1,290	160,270
E	Revised residual requirement (D-A)³	39,319 (c 13.1ha)	at least 31,972 (c 11ha)

- 4.2 In the knowledge of an employment land shortfall, the 2025 Additional Sites consultation document included a Call for Sites for general needs employment and also for potential lorry parking locations.
- 4.3 The sites that came forward are listed in Table 6 below. The first three are new sites which have not been assessed previously. Site EMP101 (Land north of Wood Road, Ellistown/Battram) is immediately to the west of site EMP98 discussed above. The remaining six are sites or parts of sites which have been submitted previously. In some cases, updated information has been supplied.

³ Compare with figures in paragraph 2.8

- 4.4 In addition to those sites listed below, details of a 27.8ha employment site were submitted which is being promoted as part of a proposed new settlement in the vicinity of Twycross. The majority of the land for this new settlement is in Hinckley and Bosworth Borough but it includes some land in North West Leicestershire. The Additional Housing Allocations item on this agenda provides more information about this proposal.

Table 6 – 2025 Call for Sites submissions (excluding proposed new settlement near Twycross)

Ref	Site	Status	Proposed use	Ha
EMP99	Land north of rail line, Hemington	New site	Employment	6.8
EMP100	Land at Fields Farm, Measham	New site	Employment	5.7
EMP101	Land north of Wood Road, Ellistown/Batram	New site	Employment	11
EMP97 (part)	Molehill Farm, Kegworth	Part of a previously submitted site	Employment	32.65
EMP63 (part)	Carnival Way (Option 1), Castle Donington	Part of a previously submitted site	Employment	1.8
EMP63	Carnival Way (Option 2), Castle Donington	Previously submitted site	Employment	8.7
EMP90 (part)	MAG site, south of East Midlands Airport	Part of a previously submitted site	Employment	41.28
EMP66	Ex-Measham Mine site, Measham	Previously submitted site	Employment	3.6
EMP38	Ashby Aquatics, Nottingham Road, Ashby	Previously submitted site	Lorry parking	2.8

- 4.5 Officers will assess the new sites and commission a Sustainability Appraisal. They will also decide whether further assessment is required for any of the resubmissions. Officers will report to a future meeting of this Committee if any are considered suitable for allocation to help address the shortfall in employment land.
- 4.6 As explained in the Additional Housing Allocations item on this agenda, the government's recent announcement to lift the safeguarding of the HS2 route means it is no longer necessary for Packington Nook, Ashby (site A7) to be a reserve site in the Local Plan. This means that the 9ha (approximately 26,000sqm) of general needs employment, which would have helped support the overall sustainability of that housing-led proposal, will not come forward.

5.0 MONEY HILL

- 5.1 At the 11 June 2025 meeting of the Committee, officers were asked to confirm how the employment land allocation at Money Hill, Ashby will be shown on the Policies Map. A map has been prepared (Appendix E) and it is recommended that this be agreed for inclusion in the Regulation 19 version of the Plan.

6.0 STRATEGIC WAREHOUSING

- 6.1 The 2024 Proposed Sites consultation included two Potential Locations for Strategic Distribution; a) part of the Freeport site (EMP90) and b) Land north of J11 A/M24 (EMP82). The Development Consent Order application for the Freeport site is expected to be submitted to the Planning Inspectorate in August 2025. There are also

current planning applications on the part of the Freeport site controlled by Manchester Airports Group (24/00727/OUTM) and the Junction 11 site (25/00274/FULM).

- 6.2 Joint work with the Leicester and Leicestershire authorities to produce up to date evidence on strategic warehousing need and an indicative apportionment to the individual districts and boroughs is still in preparation. To reduce delay, the Committee agreed a working figure of 200-250Ha of land for strategic warehousing and sites/locations to match this figure **for transport modelling purposes only**. The Committee also agreed an outline Local Plan approach for the Freeport site.
- 6.3 As soon as possible after the joint work is complete, there will be a report to this Committee covering the following matters:
- The findings and implications of the joint study.
 - Review of the representations to the 2024 consultation which relate to the strategic warehousing evidence. These have not been reported previously, pending the completion of the joint work.
 - Identification of strategic warehousing sites for inclusion in the Regulation 19 version of the Plan.

Policies and other considerations, as appropriate	
Council Priorities:	- Planning and regeneration - Communities and housing - Clean, green and Zero Carbon
Policy Considerations:	The Local Plan is required to be consistent with the National Planning Policy Framework and other Government guidance and requirements
Safeguarding:	None discernible
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal
Customer Impact:	No issues identified.
Economic and Social Impact:	The decision itself will have no specific impact. The new Local Plan as a whole will aim to deliver positive economic and social impacts and these will be recorded through the Sustainability Appraisal.
Environment, Climate Change and zero carbon:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive environmental and climate change impacts and these will be recorded through the Sustainability Appraisal
Consultation/Community/Tenant Engagement:	There have been three rounds of 'Regulation 18' stage consultation on the new Local Plan so far. Further consultation will be undertaken at Regulation 19 stage
Risks:	A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to minimise risks, including regular Project Board meetings where risk is reviewed.
Officer Contact	Ian Nelson

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RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: EMP24	SITE NAME: Land to the east of Midland Road, Ellistown (reduced area)		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
General				
EMP24 is within the Ellistown and Battleflat Neighbourhood Plan area. Due regard should be taken to the respective policies within these plans when considering allocations.	Noted. The Neighbourhood Plan has an end date of 2031 whereas the new Local Plan will cover the period to 2042. Additional sites are needed to accommodate future growth for this longer period. This means identifying land where currently development is restricted in the Neighbourhood Plan (and the adopted Local Plan), as in this case. The detailed policies of the Neighbourhood Plan will have appropriate weight at planning application stage.	No change	150	LCC
An allocation policy requiring access via third party land is unreasonable and entirely unnecessary in this case. It adds unnecessary barriers to the delivery of an economically sustainable and achievable site which is currently subject to an outline planning application. Furthermore, this requirement does not enable flexibility	Access via Moore Road is technically preferable but, at this point, it is agreed that it is not demonstrably deliverable.	Unless or until one of the following are demonstrated, it is proposed not to allocate land in this location for employment. a) the highways matters for EMP24 (original	290	Richborough Estates

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
as required by paragraph 86(e) of the NPPF (2024).		area) can be addressed b) access over 3rd party land is achievable for EMP24 (reduced area)		
The 2025 consultation document identifies a shortfall of 12 ha of employment land. This is significant and at odds with the reduced capacity at EMP24. The reinstatement of the original allocation boundary (of 10.8 ha) would clearly assist in meeting a substantial portion of this unmet need in a location previously recognised and identified as suitable for such a use.	A purpose of the Local Plan is to identify sufficient suitable and deliverable sites to meet future needs. In the case of EMP24 (original area), it has not been demonstrated that highways concerns can be overcome which means that the site is not demonstrably suitable. The shortfall in employment land supply does not, of itself, override this issue.	No change.	290	Richborough Estates
Highways				
The site is not in an appropriate location for HGVs to access through the village centre. Access would only be considered from Moore Road, if achievable in terms of land ownership and the red line boundary. If access is via Moore Lane all HGVs would then route from the east via A511/Beveridge Lane rather than through the village centre. It may still be necessary to mitigate any non-HGV	The Local Highways Authority favour access via Moore Road as outlined in the draft policy, subject to achievability. The response identifies that even with this access there may still need to be some improvement to the double mini-roundabout junction although it is acknowledged that the additional traffic movements through this junction will be	Unless or until one of the following are demonstrated, it is proposed not to allocate land in this location for employment. a) the highways matters for EMP24 (original area) can be addressed	150	LCC (Local Highways Authority)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
impacts at the double mini roundabout junction, although the impact would be reduced if all access was taken from Moore Road with routeing to/from the A511/Beveridge Lane. [RAG Rating: Red]	fewer than if the site access was onto Midland Road. A scheme for this junction has not yet been produced. Whist access via Moore Road is technically preferable, at this point, it is uncertain whether it would be achievable in practice. Access via Midland Road, as proposed originally, would put additional HGV traffic through Ellistown and this has not be demonstrated to be acceptable in highways terms. Overall, there is a degree of uncertainty about the highways aspects of an employment allocation in this location.	b) access over 3rd party land is achievable for EMP24 (reduced area)		
Additional HGV movements on Midland Road and across the local road network have been addressed within the Transport Assessment (TA), supporting planning application 24/01653/OUTM. Measures proposed in the TA include a lorry control plan. Also the future uses are proposed to be small scale so the development will generate a relatively low number of HGVs and is likely to use smaller goods vehicles.	LCC Highways concerns relating to EMP24 (original area) may be addressed through the information submitted with the current application but, at the time of writing, these matters are not resolved.	Unless or until one of the following are demonstrated, it is proposed not to allocate land in this location for employment. a) the highways matters for EMP24 (original area) can be addressed	290	Richborough Estates

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
LCC Highways response to the current planning application does not object in respect of the double mini roundabout. The Active Travel Plan submitted with the application demonstrates that walking, cycling, and bus travel are realistic options for employees commuting to and from site. The technical evidence submitted with the current application, together with the proposed developer contributions, should be sufficient to alleviate LCC Highway's concerns. Access via Midland Road has not been ruled out by Leicestershire County Council Highways through its response to the 2024 consultation document or indeed the outline planning application. There is no technical evidence to support the amended conclusions, reduced site capacity and area, and therefore the amended allocation drafting.		b) access over 3 rd party land is achievable for EMP24 (reduced area)		
Local services and infrastructure				
Site is approximately 1400m west of the railway and given the size of allocation will require careful consideration in relation to traffic generation, routing and impact on	As no specific evidence has been provided regarding this matter it is not considered appropriate to add a specific requirement to the allocation	No change	87	Network Rail

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
nearby level crossings (for instance in the Bardon Hill area). It is likely that Network Rail would have concerns in respect of this allocation should it come forward and mitigation measures may be required to address any safety impact which would be at the developer's expense.	policy (if one were being made). However, the potential impact of development on the safety and operation of level crossings and any appropriate mitigation measures would be addressed through Transport Assessments at planning application stage.			
Environmental Issues				
Separation. Removal of the portion of the allocation between the allotments to the south and the existing Roberts Travel Group depot to the north is entirely arbitrary, follows no existing or clear boundary within the landform, subdivides a single agricultural field and is entirely unevidenced. It has been clearly evidenced through landscaping technical work submitted with the outline planning application that the site (as a 10.8 ha whole) is well screened by existing vegetation, which adequately restricts any views when looking southwards from Hugglescote and that perceived and visual separation can be maintained. In addition, further mitigation measures in the form of planting and landscaping have been proposed by our client to further strengthen the clear natural demarcation between the settlements.	If highways concerns are resolved and EMP24 (original area) is reconsidered for allocation, there would need to be significant strengthening of the design and landscaping aspects of an allocation policy to require extensive landscaping to the Midland Road frontage and for buildings to be set back to better retain the perceived and actual separation between Hugglescote and Ellistown in the east side of Midland Road.	No change	290	Richborough Estates

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Heritage. Re archaeology: 2024 geophysical survey identified archaeological features of industrial origin. Site will require pre-determination evaluation, followed by appropriate mitigation secured by condition upon any future planning permission.	The archaeological features of the site are noted. As identified this representation, archaeological evaluation and mitigation is a matter which will be addressed at planning application stage.	No change.	150	LCC (Heritage)
Flooding. There is a significant surface water flood path which appears to run down the western boundary of the site and then across the middle broadly where 'track' is marked. This flood risk will need to be appropriately managed without simply culverting. No industrial units should be placed on the area of high surface water risk.	The Flood Map for Planning shows a propensity for surface water flooding at some locations within the site. In March 2025, The Environment Agency updated the Flood Map for Planning datasets to include both a climate change scenario and three present-day surface water flood risk scenarios. In addition, the 2024 National Planning Policy Framework has been strengthened and plans need to take into account all sources of flood risk in a sequential approach to the location of development (paragraph 172). In light of these updates, officers are currently liaising with the consultants who prepared the Strategic Flood Risk Assessment on the possible need to update the evidence base. At this time there is no	No change.	150	LCC (Lead Local Flood Authority)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	reason to think that this would result in any of the proposed allocations as not being considered suitable, but specific policy requirements may need to be included in the next version of the Plan.			
Waste. The site is adjacent to South Leicestershire Ind Est, Ellistown (N21) which is a safeguarded waste site (Russell's Auto Salvage). It is also within 200m of safeguarded waste site (N22), Direct Car Spares. Any allocation should be in line with LMWLP Policy W9 and not prejudice the operation of the site. Any future planning permission would need to be in line with the 'agent of change' principle (NPPF paragraph 200).	In summary Policy W9 of the Leicestershire Minerals & Waste Local Plan requires a) there to be no adverse effect on the amenity of the new development; and b) that the new development would not prejudice the operation of the safeguarded waste sites. South Leicestershire Industrial Estate currently includes a range of employment uses which appear to operate without detriment to the waste sites and vice versa. The proximity of development to the N21 site may need to be considered as part of the site's layout but this is matter for the planning application stage.	No change.	150	LCC (Minerals and Waste)
National Forest. The supporting text should refer to the site's location in the National Forest.	Agreed.	Reference the site's location in the National Forest in the supporting text.	165	National Forest
Biodiversity. All the allocations should incorporate opportunities for Green	It is agreed that the incorporation of Green Infrastructure (GI)	No change.	345	Natural England

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Infrastructure and biodiversity enhancement. The emerging Leicestershire & Rutland Local Nature Recovery Strategy should also be a consideration. Any site for allocation in the local plan should clearly set out the Biodiversity Net Gain (BNG) requirements for the development including both on-site and where appropriate off-site provision (we acknowledge that the policy requirements for BNG are set out in Policy En1).	within development is an important objective but it is considered that the issue is adequately addressed in draft Policy ENV1 and does not need to be repeated in individual site allocation policies. Similarly, BNG is dealt with in national policy and guidance, in addition to the requirements in Policy ENV1.			
Biodiversity. This site falls within the SSSI catchment risk zones of Newton Burgoland and Ashby Canal SSSIs. We advise that any proposal in these locations must provide sufficient evidence that any water discharges arising from the development will not cause significant impact to the relevant designated site.	At this point there is no evidence from Natural England or others that employment development in this location will have any adverse effects on designated sites such that the allocation of the site should not proceed. Water discharge arrangements are a detailed matter which will be assessed for their efficacy at planning application stage.	No change	345	Natural England
Amenity Issues				
There is no up to date evidence or justification for reducing the allocation based on the 'potential' effects on residential amenity.	If highways concerns are resolved and EMP24 (original area) is reconsidered for allocation, policy additions would be merited to require buildings to be set back from the Midland Road frontage with additional boundary landscaping to avoid	No change	290	Richborough Estates

APPENDIX A: EMP24 Land to the east of Midland Road, Ellistown (reduced area)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	amenity impacts on the property fronting the site on the west side of Midland Road.			

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RESPONSES TO PROPOSED ALLOCATIONS

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

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

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

APPENDIX B: EMP98 Land between Ellistown Terrace Road and Wood Road, Ellistown

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

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RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	OTHER MATTERS
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
The consultation and Call for Sites focus solely upon 'general' employment needs. It defers consideration of 'strategic' employment needs until the evidence has been produced. This limited scope could be prejudicial to some landowners / developers (e.g. Prologis/MAG) because: 1) It does not address the full objectively assessed employment need as it relegates the scale and subsequent identification of 'strategic' employment sites to the later Regulation 19 consultation. 2) It focusses solely upon 'general' employment needs and sites and excludes the possibility of identifying new mixed 'strategic' and 'general' employment needs sites as part of this consultation (e.g. the Prologis site) and though the Call for Sites. 3) Draft allocation EMP98 (Wood Road, Ellistown) is identified as potentially accommodating both 'general' employment needs and future	The preparation of a Local Plan is an iterative process. A draft Plan's content gets refined as information comes forward at different times and from varied sources, including consultations and evidential studies. The Regulation 18 stage of consultation is an informal stage; a Local Planning Authority can utilise this stage as much or little as it wishes. A Regulation 18 consultation can relate to a complete draft plan (like the 2024 Reg 18 consultation on this Plan) or be limited to certain aspects (like this most recent Regulation 18 consultation). Strategic B8 evidence has been considerably delayed. In the Council's view this should not mean that progress with other aspects of the plan, most particularly other employment	No change.	60	Prologis & MAG

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
'strategic' employment needs. The proposed draft allocation is contrary to the limited nature of this consultation and prejudicial to the subsequent Regulation 19 consultation which is the only opportunity for other developers to promote such mixed 'general' and 'strategic' employment sites. With respect to the Tests of Soundness: 1) Restricting the consultation to 'general' employment needs whilst identifying a draft allocation (EMP98) that has the potential to meet 'strategic' employment needs confirms the consultation is not "positively prepared". The NPPF requirement to meet all objectively assessed employment needs should be met. 2) An appropriate strategy for 'general' employment needs employment taking account of reasonable alternatives (i.e that mixed use sites may be able to contribute to general and strategic needs) is not being progressed. The Plan does not meet the 'justified' test. 3) At this time, as strategic-scale sites have not been assessed, and as such, a clear economic vision and strategy has not been put forward, the Plan and consequent draft allocations have not	aspects, should also be delayed, including through consultation. Further, reports to the Council's Local Plan Committee have clearly stated the intention that strategic B8 requirements will be addressed in the Local Plan. In respect of the Prologis/MAG site and the risk of prejudice: 1) Land south of the airport (EMP90), of which MAG/Prologis land forms part, was included in Reg 18 consultation in 2024. 2) There is a current application on the site. It is clearly a site which is known to the Council. 3) In the employment land supply assessments for its Local Plan, some general needs employment is ascribed to EMP90 of which the MAG/Prologis land forms part.			

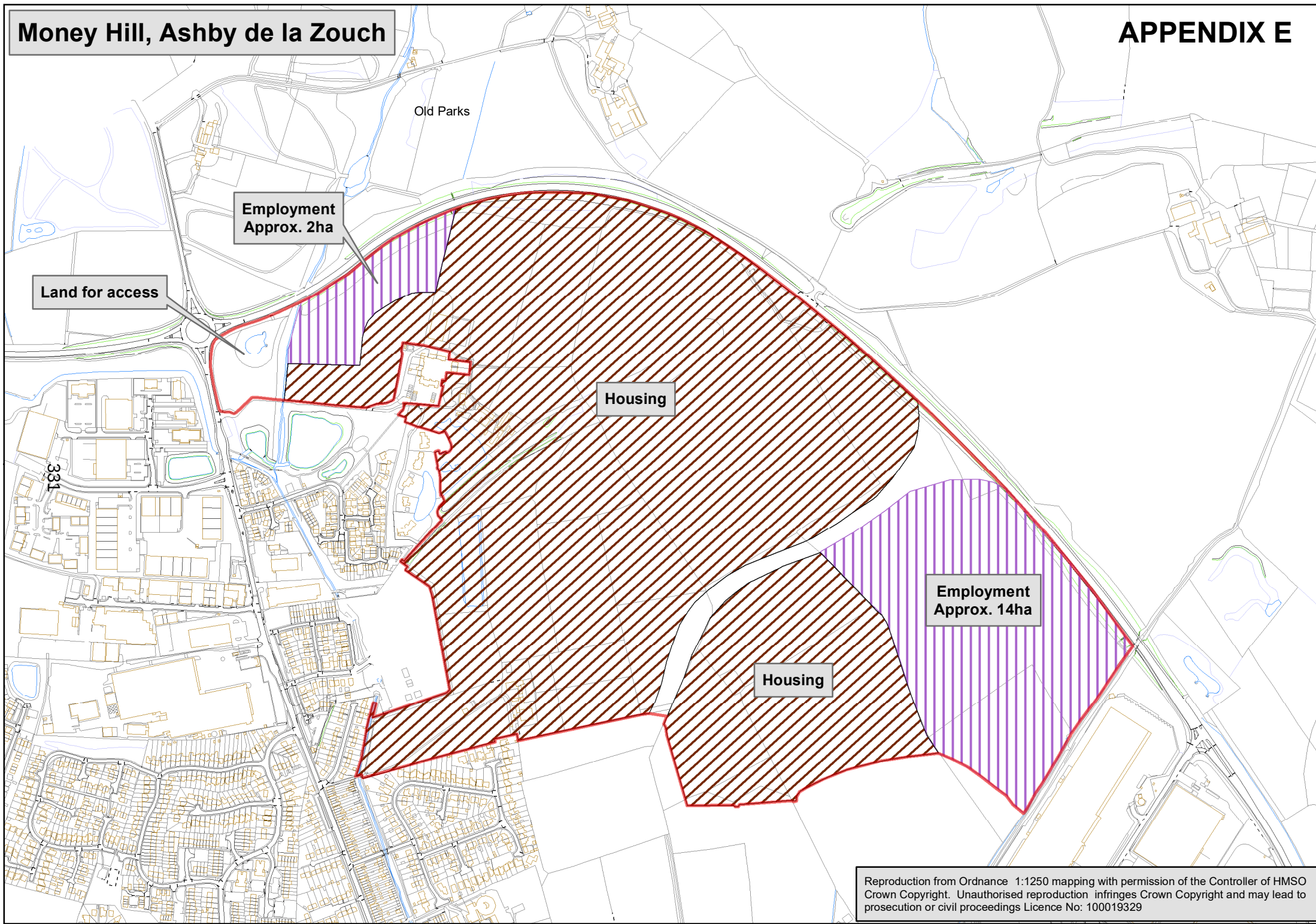
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
been made to meet this vision, and hence the Plan is not 'consistent with national policy'. The current consultation should have either included the Prologis site as a draft allocation to in part meet the 'general' employment needs or should be withdrawn until the full objectively assessed needs are identified and consequential draft allocations are made to meet the whole of these needs.				
Supports the principle of extending the Plan period. However, given the current consultation's limited scope it is likely that further consultation will be required. This could have implications for the overall plan-making timetable and the ability to meet the revised end date.	Noted	No change	60	Prologis & MAG
Strongly support the inclusion of the East Midlands Freeport as a key element of the future employment supply for North West Leicestershire but consider that at present the strategy and sources of supply in the consultation lack transparency and consistency.	Noted. See response above.	No change	60	Prologis & MAG

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Land between Ellistown Terrace Road and Wood Road, Ellistown (EMP98) – additional site

- (1) Land between Ellistown Terrace Road and Wood Road, Ellistown (EMP98), as shown on the map above, is allocated for:
 - (a) Around 20,000sqm of industry/smaller scale warehousing (Use Classes [E\(g\)\(iii\)](#), B2, ~~B8~~) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of (i) a safe and suitable access via Wood Road; (ii) delivery of off-site improvements needed to mitigate the highway impacts of development; and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities.
 - (b) [Potential impact of the proposals on the setting of heritage assets should be assessed in line with national guidance, considering in particular the setting of Pickering Grange Farmhouse \(Grade II\). Potential harm to the setting of heritage assets should be mitigated through appropriate design and landscaping.](#) ~~The potential for harm to the significance of Pickering Farmhouse (Grade II Listed) is fully assessed and satisfactorily addressed through the scheme design.~~
 - (c) [A design and layout which respects the amenity of adjoining residential properties fronting Ellistown Terrace Road with measures to address, in particular, noise and light disturbance.](#) ~~The potential for adverse impacts on residential amenity is addressed through the scheme's design.~~
 - (d) Measures to avoid adverse impacts on the candidate Local Wildlife Site (Batram Turn) to the east of the site.
 - (e) Retention of the existing public right of way (Q87) which crosses the site.
 - (f) Ensure that the site layout incorporates an appropriate buffer to the pylons and overhead power lines that cross the site.
 - (g) Retention and enhancement of the site's natural landscape features including the freestanding trees within the site.
 - [\(h\) A comprehensive landscaping scheme to help mitigate the visual impacts of development.](#)
 - [\(i\) The submission of evidence which demonstrates that land stability and contamination from the historic landfill site on adjacent land will not be prohibitive of future development.](#)
 - ~~(h)~~ [\(j\) Provision of a Mineral Assessment for brick clay](#)
- (3) ~~Land on the south of Wood Road has been put forward as a potential employment site in the [Hinckley and Bosworth Borough Council's Consultation Draft Plan \(Regulation 18\) July 2024](#) [EMP1 – Land at Wiggs Farm, Wood Lane/Station Road, Bagworth]. If the site in Hinckley and~~

~~Bosworth borough goes forward, a~~ co-ordinated and comprehensive approach to address the combined highways impacts of this site and Land at Wiggs Farm in Hinckley & Bosworth Borough [if this site is included as an allocation in H&BBC's Local Plan] ~~the two sites~~ will be required.



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