

# NORTH WEST LEICESTERSHIRE LOCAL PLAN: CORE STRATEGY

## SCHEDULE OF MINOR PROPOSED CHANGES– MARCH 2013

Proposed minor changes to the Pre-Submission version (April 2012)

Insertion

Deletion

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
M1	1.6	This document is still not the final plan. It is being published to allow representations to be made within a six week period. The representations received, along with the Core Strategy, will be submitted to the Government. An independent Planning Inspector will conduct an examination to find out whether the document is 'sound' (i.e. fit for purpose), and decide the form of the Core Strategy that will be finally be adopted by the District Council.	<del>This document is still not the final plan. It is being published to allow representations to be made within a six week period. The representations received, along with the Core Strategy, will be submitted to the Government. An independent Planning Inspector will conduct an examination to find out whether the document is 'sound' (i.e. fit for purpose), and decide the form of the Core Strategy that will be finally be adopted by the District Council.</del>	To bring plan up-to-date
M2	1.22	<ul style="list-style-type: none"> <li>▪ November 2005 - Issues and Options Consultation document published as a first step towards preparing the Core Strategy. There were 67 responses covering a range of issues.</li> <li>▪ Autumn 2006 - a number of meetings/workshops took place with a range of key stakeholders during the autumn of 2006.</li> <li>▪ December 2006 - those respondents to the Issues and Options consultation were invited to attend a workshop held in Ashby de la Zouch to discuss a range of issues.</li> </ul>	<ul style="list-style-type: none"> <li>▪ November 2005 - Issues and Options Consultation document published as a first step towards preparing the Core Strategy. There were 67 responses covering a range of issues.</li> <li>▪ Autumn 2006 - a number of meetings/workshops took place with a range of key stakeholders during the autumn of 2006.</li> <li>▪ December 2006 - those respondents to the Issues and Options consultation were invited to attend a workshop held in Ashby de la Zouch to discuss a range of issues.</li> </ul>	To bring plan up-to-date

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<ul style="list-style-type: none"> <li>▪ June 2007 - additional consultation which identified a number of key issues and draft vision and objectives.</li> <li>▪ November 2008 - 'A Strategy for Growth and Change' – further consultation on the preferred development strategy.</li> <li>▪ June 2011 - 'Our District - Our Future' – focussed consultation on the scale and distribution of development.</li> </ul>	<ul style="list-style-type: none"> <li>▪ June 2007 - additional consultation which identified a number of key issues and draft vision and objectives.</li> <li>▪ November 2008 - 'A Strategy for Growth and Change' – further consultation on the preferred development strategy.</li> <li>▪ June 2011 - 'Our District - Our Future' – focussed consultation on the scale and distribution of development.</li> <li>▪ <u>April 2012 – North West Leicestershire Local Plan: Core Strategy (Pre-Submission)</u></li> </ul>	
M3	2.12	At the end of Key Stage 4, in 2009/10, 72.5% of the district's pupils achieved five or more GCSEs at Grade A* to C. This was lower than the East Midlands' 75.3% and England's 76.1%.	At the end of Key Stage 4, in 2009/10, 72.5% of the district's pupils achieved five or more GCSEs at Grade A* to C. This was lower than the East Midlands' 75.3% and England's 76.1%. <u>However there are huge differences between areas as education attainment varies considerably within the district.</u>	Accuracy
M4	2.17	Tourism is as an increasingly important contributor to North West Leicestershire's local economy. There were 3,400 tourism-related jobs in 2008. The district is home to a number of major attractions including Donington Park Race Track, Snibston Discovery Park, Conkers and Ashby Castle.	Tourism is as an increasingly important contributor to North West Leicestershire's local economy. There were 3,400 tourism-related jobs in 2008. The district is home to a number of major attractions including Donington Park Race Track, <u>Donington le Heath Manor House</u> , Snibston Discovery Park, Conkers and Ashby Castle.	Clarification
M5	2.44	There are five Air Quality Management Areas (AQMAs) where levels of nitrogen dioxide are particularly high:	There are five Air Quality Management Areas (AQMAs) where levels of nitrogen dioxide are particularly high:	Accuracy

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<ul style="list-style-type: none"> <li>▪ M1 Mole Hill Farm, Kegworth</li> <li>▪ High Street, Kegworth</li> <li>▪ Broom Leys Road, Stephenson Way, Coalville</li> <li>▪ High Street/Bondgate, Castle Donington</li> <li>▪ Copt Oak Road, Copt Oak</li> </ul>	<ul style="list-style-type: none"> <li>▪ M1 Mole Hill Farm, Kegworth</li> <li>▪ <u>Derby Road/London Road High Street</u>, Kegworth</li> <li>▪ Broom Leys Road, Stephenson Way, Coalville</li> <li>▪ High Street/Bondgate, Castle Donington</li> <li>▪ Copt Oak Road, Copt Oak</li> </ul>	
M6	2.59	The National Forest area covers half of the district and in 1991 existing woodland cover within the National Forest area was around 6% and by 2011 this had increased to 18.8%. So far, 7 million trees have been planted, covering 5,900 hectares.	The National Forest area covers half of the district and in 1991 existing woodland cover within the National Forest area was around 6% and by 2014 <del>2</del> this had increased to <u>19</u> <del>18.8</del> %. So far, <del>7</del> <u>nearly 8</u> million trees have been planted, covering <del>5,900</del> <u>6,580</u> hectares.	To bring plan up-to-date
M7	2.69	<p><b>Places</b>  Protecting the countryside  Supporting the National Forest  Charnwood Forest  Nature conservation especially the protection of the River Mease SAC  Historic environment and industrial heritage  Improving design of new housing developments  Air quality  High levels of CO<sub>2</sub> emissions  Flooding</p> <p><b>Transport and Infrastructure</b>  High levels of car dependence  Expansion of East Midlands Airport  Lack of public transport access to East Midlands Airport  High level of road injuries and deaths</p>	<p><b>Places</b>  Protecting the countryside  Supporting the National Forest  Charnwood Forest  Nature conservation especially the protection of the River Mease SAC  Historic environment and industrial heritage  Improving design of new housing developments  Air quality <u>and noise</u>  High levels of CO<sub>2</sub> emissions  Flooding</p> <p><b>Transport and Infrastructure</b>  High levels of car dependence  Expansion of East Midlands Airport  Lack of public transport access to East Midlands Airport  <del>High level of road injuries and deaths</del> <u>Road safety</u></p>	Clarification

APPENDIX 4

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>Traffic congestion Need to improve public transport Reduced infrastructure funding</p>	<p>Traffic congestion Need to improve public transport Reduced infrastructure funding</p>	
M8	3.6	<p>SO2 Provide for the growth of passenger and freight operations at <u>East Midlands Airport</u> having regard to improving access by sustainable transport modes and impact on the environment. Expansion of East Midlands Airport Lack of public transport access to East Midlands Airport Net inflow of workers High levels of car dependence High level of road injuries and deaths Traffic congestion Need to improve public transport</p>	<p>SO2 Provide for the growth of passenger and freight operations at East Midlands Airport having regard to improving access by sustainable transport modes and impact on the environment. Expansion of East Midlands Airport Lack of public transport access to East Midlands Airport Net inflow of workers High levels of car dependence <del>High level of road injuries and deaths</del><u>Road safety</u> Traffic congestion Need to improve public transport <u>Air quality and noise</u></p>	Consistency
M9	3.6	<p>SO6 Reduce congestion, reduce the need to travel by private car whilst increasing the use of sustainable transport modes. Residents commute outside the district for better paid, professional and managerial jobs Net inflow of workers The need to revitalise town centres, especially Coalville Ageing population Limited services and facilities in rural settlements Obesity Air quality High levels of CO2 emissions</p>	<p>SO6 <del>Reduce</del><u>Minimise</u> congestion, reduce the need to travel by private car whilst increasing the use of sustainable transport modes. Residents commute outside the district for better paid, professional and managerial jobs Net inflow of workers The need to revitalise town centres, especially Coalville Ageing population Limited services and facilities in rural settlements Obesity Air quality <u>and noise</u> High levels of CO2 emissions</p>	Accuracy and consistency

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Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		High levels of car dependence Lack of public transport access to East Midlands Airport High level of road injuries and deaths Traffic congestion Need to improve public transport Reduced infrastructure funding	High levels of car dependence Lack of public transport access to East Midlands Airport <del>High level of road injuries and deaths</del> <u>Road safety</u> Traffic congestion Need to improve public transport Reduced infrastructure funding	
M10	3.6	SO9 Promote healthier communities. Neighbourhood Priority Areas Ageing population Activities for teenagers Air quality Obesity	SO9 Promote healthier communities. Neighbourhood Priority Areas Ageing population Activities for teenagers Air quality <u>and noise</u> Obesity	Consistency
M11	3.6	SO10 Improve community safety and reduce crime, the fear of crime and anti-social behaviour. Concerns about crime Ageing population Activities for teenagers Neighbourhood Priority Areas High level of road injuries and deaths	SO10 Improve community safety and reduce crime, the fear of crime and anti-social behaviour. Concerns about crime Ageing population Activities for teenagers Neighbourhood Priority Areas <del>High level of road injuries and deaths</del> <u>Road safety</u>	Consistency
M12	3.6	SO11 Prepare for, limit and adapt to climate change. High levels of CO <sub>2</sub> emissions Air quality Flooding High levels of car dependence	SO11 Prepare for, limit and adapt to climate change. High levels of CO <sub>2</sub> emissions Air quality <u>and noise</u> Flooding High levels of car dependence	Consistency
M13	3.6	SO15 Protect and enhance landscape character and the quality of the natural environment.	SO15 Protect and enhance <u>geodiversity, biodiversity and landscape</u> , <del>landscape character and</del>	Clarification

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				<del>the quality of the natural environment.</del>			
M14	4.9		Forecast employment floorspace demand 2006-31		Forecast employment floorspace demand 2006-31		Clarification
		Industrial (B2)	-52,366 sq m	Industrial (B2)	-52,366 sq m	<u>-11 hectares</u>	
		Warehousing (B8)	456,963 sq m	Warehousing (B8)	456,963 sq m	<u>125 hectares</u>	
		Industrial and warehousing (B2 & B8)	404,597 sq m	Industrial and warehousing (B2 & B8)	404,597 sq m	<u>113 hectares</u>	
		Offices (B1)	76,974 sq m	Offices (B1)	76,974 sq m	<u>21 hectares</u>	
M15	4.10	This translates into a requirement for 134 hectares of employment land for B1, B2 and B8 use for the period 2006-2031.		This translates into a requirement for 134 hectares of employment land for B1, B2 and B8 use for the period 2006-2031. <u>(The hectare figures in the table above do not sum due to rounding.)</u>			Clarification
M16	4.10			<i>New paragraph after 4.10</i> <u>However, we also need to make an allowance for the possible loss of employment land to other uses. Past trends suggest that we need a “buffer” of 30ha to account for future losses of employment land and make sure that the net supply of employment land does not fall below our target. Therefore, we will need to make provision for 164ha of employment land during the Plan period.</u>			Clarification
M17	4.16	The development of the remainder of the Pegasus Business Park, and any new sites, for activities which do not need to be located at the airport will be restricted. This will help limit the impact of the airport’s growth on nearby communities, avoid the		The development of the remainder of the Pegasus Business Park, and any new sites, for activities which do not need to be located at the airport will be restricted. This will help limit the impact of the			Clarification

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		urbanisation of the area and protect the long-term operational viability of the airport. Commercial development associated with the airport (apart from airport related activities), including warehousing, hotels, shops and offices, are directed to more sustainable locations, especially Coalville, Leicester, Loughborough, Nottingham and Derby.	airport's growth on nearby communities, avoid the urbanisation of the area and protect the long-term operational viability of the airport. <del>Commercial development associated with the airport (apart from airport related activities), including warehousing, hotels, shops and offices, are directed to more sustainable locations, especially Coalville, Leicester, Loughborough, Nottingham and Derby.</del> <u>For this reason new development will be limited to airport operational uses which are necessary for the efficient operation of the airport.</u>	
M18	4.23	The M1 junctions 23a-24a scheme would reduce the weaving of traffic between the M1, A42 and J24 (A453/A50), relieve congestion and provide a bypass for Kegworth taking traffic from the A6 to the M1/A50 without going through J24. However, these improvements are currently un-funded.	The M1 junctions 23a-24a scheme would reduce the weaving of traffic between the M1, A42 and J24 (A453/A50), relieve congestion and provide a bypass for Kegworth taking traffic from the A6 to the M1/A50 without going through J24. <del>However, these improvements are currently un-funded.</del> <u>Although, these improvements are currently un-funded, a £5.7m scheme to reduce congestion by constructing a new carriageway to take traffic travelling south from the A50 to the M1 is planned to start in 2014.</u>	To bring plan up-to-date
M19	CS4	<p><b>Policy CS4: Strategic Highway Network Improvements</b></p> <p>The Council supports improvements to the following parts of the Strategic Highway Network:</p> <p>A M1 junctions 23a-24a;  B The A453 east of Junction 24 of the M1 to Nottingham, the M1 and East Midlands Airport, and  C Intersections of the M1, A42 and A50.</p>	<p><b>Policy CS4: Strategic Highway Network Improvements</b></p> <p>The Council supports improvements to the following parts of the Strategic Highway Network:</p> <p>A M1 junctions 23a, <u>24 and</u> -24a;  B The A453 east of Junction 24 of the M1 to Nottingham, the M1 and East Midlands Airport, and  C Intersections of the M1, A42 and A50.</p>	Clarification
M20	4.30	However, in 2009 Leicestershire County Council	However, in 2009 Leicestershire County Council	Clarification

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		concluded that the running costs associated with re-opening the line effectively ruled out the possibility of reopening a passenger service. This is because the service would require an annual subsidy of £4m in addition to the initial capital cost. It is unlikely that given the current financial climate the reopening of the rail line to passengers will be a viable or feasible option in the near future but the introduction of new rail passenger services remains a long-term ambition.	concluded that the running costs associated with re-opening the line effectively ruled out the possibility of reopening a passenger service. This is because the service would require an annual subsidy of £4m in addition to the initial capital cost. It is unlikely that given the current financial climate the reopening of the rail line to passengers will be a viable or feasible option in the near future but the introduction of new rail passenger services remains a long-term ambition. <u>As the rail line goes through several District Boundaries any future work on re-instating a passenger service would require cross-boundary co-operation and joint-working.</u>	
M21	CS5	<p><b>Policy CS5: Rail Infrastructure</b></p> <p>North West Leicestershire District Council supports the reinstatement of passenger services on the National Forest Line. New development should not prejudice the route of the National Forest Line or stations at Coalville, Ashby de la Zouch and Moira, in case, in the longer-term passenger services line are reinstated.</p>	<p><b>Policy CS5: Rail Infrastructure</b></p> <p>North West Leicestershire District Council supports the reinstatement of passenger services on the National Forest Line <u>including the provision of stations at Coalville, Ashby de la Zouch and Moira.</u> New development should not prejudice the route of the National Forest Line <del>or stations at Coalville, Ashby de la Zouch and Moira, in case, in the longer-term passenger services line are reinstated.</del></p>	Clarification
M22	CS6	<p><b>Policy CS6: Strategic Rail Freight Interchange</b></p> <p>Proposals for a new Strategic Rail Freight Interchange (SRFI) in North West Leicestershire will be determined at a national level. North West Leicestershire District Council will only support a</p>	<p><b>Policy CS6: Strategic Rail Freight Interchange</b></p> <p>Proposals for a new Strategic Rail Freight Interchange (SRFI) in North West Leicestershire will be determined at a national level. North West Leicestershire District Council will <del>only</del> support a</p>	Clarification



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		<p>SRFI in the District where:</p> <p>A Development is restricted to B8 Storage or distribution uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)), excluding open storage. No other uses will be allowed unless it can be demonstrated that they are ancillary to the use as a SRFI;</p> <p>B Provision is made for direct rail access from the site to the national rail network which satisfies the requirements of the Strategic Rail Authority;</p> <p>C Provision is made for an inter-modal terminal for use by companies other than those located on the site;</p> <p>D The occupancy of any unit on the site is restricted to companies which can demonstrate that they require access to the rail network and where most goods entering or leaving the unit do so by rail;</p> <p>E There is satisfactory access to the Strategic Road Network together with:</p> <p>i The provision of public transport to serve the site 24 hours a day, seven days a week that links the proposed development with local centres and Priority Neighbourhoods;</p> <p>ii New walking and cycling links to local centres; and</p> <p>iii Improvements to the strategic and local road network. HGV access to local roads will be minimised;</p>	<p>SRFI in the District where:</p> <p>A Development is restricted to B8 Storage or distribution uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)), <del>excluding open storage</del>. No <u>open storage</u> or other uses will be allowed unless it can be demonstrated that they are ancillary to the use as a SRFI;</p> <p>B Provision is made for direct rail access from the site to the national rail network which satisfies the requirements of <del>the Strategic Rail Authority</del> <u>Network Rail</u>;</p> <p>C Provision is made for an inter-modal terminal for use by companies other than those located on the site;</p> <p>D The occupancy of any unit on the site is restricted to companies which can demonstrate that they require access to the rail network and where most goods entering or leaving the unit do so by rail;</p> <p>E There is satisfactory access to the Strategic Road Network together with:</p> <p>i The provision of public transport to serve the site 24 hours a day, seven days a week that links the proposed development with local centres and Priority Neighbourhoods;</p> <p>ii New walking and cycling links to local centres; and</p> <p>iii Improvements to the strategic and local road network. HGV access to local roads will be minimised;</p> <p>F The development is designed so as to minimise</p>	

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		F The development is designed so as to minimise visual and noise impact upon nearby settlements and the surrounding countryside.	visual and noise impact upon nearby settlements and the surrounding countryside.	
M23	5.10	At January 2012, these settlements included:  <i>Battram, Coleorton (the part not considered to be a Sustainable Village), Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Osgathorpe, Peggs Green, Sinope, Snarestone, Spring Cottage, Tonge, Wilson.</i>	At January 2012, these settlements included:  <i>Battram, Coleorton (the part not considered to be a Sustainable Village), Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Osgathorpe, Peggs Green, Sinope, Snarestone, Sweptstone, Spring Cottage, Tonge, Wilson.</i>	Clarification
M24	5.11		<u>New paragraph after 5.11</u> <u>Limits to Development</u>  <u>The North West Leicestershire Local Plan (2002) identifies Limits to Development to help guide the location of development within settlements and prevent development sprawling into the countryside. The existing Limits to Development will need to be reviewed to ensure that they continue to allow for the development needs of communities in accordance with the Core Strategy while protecting the character of the countryside. This will be done as part of the Allocations and Development Management Policies Development Plan Document.</u>	Clarification
M25	CS7	<b>Policy CS7: Location of Development</b>  New development, including new facilities and services will be directed to the most sustainable locations in accordance with the following settlement hierarchy:	<b>Policy CS7: Location of Development</b>  New development, including new facilities and services will be directed to the most sustainable locations in accordance with the following settlement hierarchy:	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>A Coalville Urban Area: where most new housing, employment and retail development will be located;</p> <p>B Rural Centres: Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham where most of the remaining housing and employment development will be located;</p> <p>C Sustainable Villages: Small-scale housing and employment development will be permitted within the existing built-up area as defined by Limits to Development. Rural affordable housing exceptions sites will also be permitted in accordance with Policy CS19.</p> <p>Sustainable Villages contain at least five of the following eight community services and facilities:</p> <ul style="list-style-type: none"> <li>i A General Store;</li> <li>ii A Primary School;</li> <li>iii A GP surgery;</li> <li>iv A Village hall or similar venue;</li> <li>v A recreation or sports ground;</li> <li>vi A public house;</li> <li>vii A daytime (i.e. 7am to 6pm) bus service, Monday-Saturday with a frequency of at least once an hour, to one or more higher order centres;</li> <li>viii Local employment opportunities other than employment associated with the above services.</li> </ul>	<p>A Coalville Urban Area: where most new housing, employment and retail development will be located;</p> <p>B Rural Centres: Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham where most of the remaining housing and employment development will be located;</p> <p>C Sustainable Villages: Small-scale housing and employment development will be permitted within the existing built-up area as defined by Limits to Development. Rural affordable housing exceptions sites will also be permitted in accordance with Policy CS19.</p> <p>Sustainable Villages contain at least five of the following eight community services and facilities:</p> <ul style="list-style-type: none"> <li>i A General Store;</li> <li>ii A Primary School;</li> <li>iii A GP surgery;</li> <li>iv A Village hall or similar venue;</li> <li>v A recreation or sports ground;</li> <li>vi A public house;</li> <li>vii A daytime (i.e. 7am to 6pm) bus service, Monday-Saturday with a frequency of at least once an hour, to one or more higher order centres;</li> <li>viii Local employment opportunities other than employment associated with the above services.</li> </ul>	

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		<p>D Rural Villages: within the existing built-up area, small-scale employment development will be permitted together with new housing where it is for:</p> <p>i Local Needs Housing where there is a demonstrable local housing need that cannot be met from the existing housing stock, and where there is an established local connection for either:</p> <p>a a person or persons and their dependants residing permanently in the parish or adjoining parish, for at least 5 years or more in the previous 20 years; or</p> <p>b a person or persons required to live close to another person who satisfies Criterion a (above) and is in essential need of frequent attention and/or care due to age, ill health, disability and/or infirmity.</p> <p>In all cases, where a local need has been identified in line with the above, arrangements must be made to ensure that all dwellings provided will be, and will remain, occupied by eligible local people in perpetuity.</p> <p>ii Live/work units.</p> <p>Rural affordable housing exceptions sites will also be</p>	<p>D Rural Villages: within the existing built-up area, small-scale employment development will be permitted together with new housing where it is for:</p> <p>i Local Needs Housing where there is a demonstrable local housing need that cannot be met from the existing housing stock, and where there is an established local connection for either:</p> <p>a a person or persons and their dependants residing permanently in the parish or adjoining parish, for at least 5 years or more in the previous 20 years; or</p> <p>b a person or persons required to live close to another person who satisfies Criterion a (above) and is in essential need of frequent attention and/or care due to age, ill health, disability and/or infirmity.</p> <p>In all cases, where a local need has been identified in line with the above, arrangements must be made to ensure that all dwellings provided will be, and will remain, occupied by eligible local people in perpetuity.</p> <p>iii Live/work units.</p> <p>Rural affordable housing exceptions sites will also be</p>	

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		<p>permitted in accordance with Policy CS19.</p> <p>Rural Villages contain at least one of the eight community services and facilities listed in C (i-viii) above.</p> <p>E Countryside: in the remaining settlements development will be restricted in accordance with Policy CS8.</p>	<p>permitted in accordance with Policy CS19.</p> <p>Rural Villages contain at least one of the eight community services and facilities listed in C (i-viii) above.</p> <p>E Countryside: in the remaining settlements development will be restricted in accordance with Policy CS8.</p> <p><u>Limits to Development for Coalville Urban Area (A), Rural Centres (B) and Sustainable Villages (C), as set out in the North West Leicestershire Local Plan (2002), will be reviewed as part of the Allocations and Development Management Policies Development Plan Document.</u></p>	
M26	P32		<i>Amend diagram to show Swepstone as a Rural Village and to show location of Donington Park Race Circuit.</i>	Clarification
M27	CS8	<p><b>Policy CS8: Countryside</b></p> <p>The countryside will be protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all.</p> <p>In areas designated as Countryside, development will be limited to that which requires a rural location and is for one or more of the following:</p>	<p><b>Policy CS8: Countryside</b></p> <p>The <u>Countryside (land outside Limits to Development)</u> will be protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all.</p> <p>In areas designated as Countryside, development will be limited to that which requires a rural location and is for one or more of the following:</p>	Clarification

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		<p>A Agriculture;            B Forestry;            C The preservation of Listed Buildings;            D The re-use and adaptation of buildings for appropriate purposes;            E Flood protection;            F Affordable housing in accordance with Policy CS19;            G The extension and replacement of dwellings;            H Extensions to existing businesses;            I Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy CS20;            J Small-scale employment generating development or farm diversification;            K Community services and facilities meeting a proven local need;            L Development by statutory undertakers or public utility providers;            M Recreation and tourism;            N Renewable energy;            O Transport infrastructure;            P Mineral extraction; and            Q Waste management facilities.</p> <p>Development in the Countryside should be of a scale and environmental impact that is compatible with the character of its rural location.</p>	<p>A Agriculture <u>(including agricultural workers' dwellings)</u>;            B Forestry, <u>including woodland economy related development within the National Forest</u>;            C The preservation of Listed Buildings;            D The re-use and adaptation of buildings for appropriate purposes;            E Flood protection;            F Affordable housing in accordance with Policy CS19;            G The extension and replacement of dwellings;            H Extensions to existing businesses;            I Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy CS20;            J Small-scale employment-generating development or farm diversification;            K Community services and facilities meeting a proven local need;            L Development by statutory undertakers or public utility providers;            M Recreation and tourism;            N Renewable energy;            O Transport infrastructure;            P Mineral extraction; and            Q Waste management facilities.</p> <p>Development in the Countryside should be of a scale and environmental impact that is compatible with the character of its rural location.</p>	
M28	6.10, 6.11	We will provide for at least 134ha of employment land in North West Leicestershire over the period	We will provide for at least <del>134</del> 136ha of employment land in North West Leicestershire over the period	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>2006 to 2031 in accordance with Policy CS2.</p> <p>However, we need to make an allowance for the possible loss of employment land to other uses. Past trends suggest that we need a further 30ha to make sure that the net supply of employment land doesn't fall below our target. Therefore, we will need to make provision for 164ha of employment land during the Plan period. We also want to allow for choice, competition and flexibility by making sure that there is a rolling five-year employment land reserve.</p>	<p>2006 to 2031 in accordance with Policy CS2.</p> <p><del>However, we need to make an allowance for the possible loss of employment land to other uses. Past trends suggest that we need a further 30ha to make sure that the net supply of employment land doesn't fall below our target. Therefore, we will need to make provision for 164ha of employment land during the Plan period. We also want to allow for choice, competition and flexibility by making sure that there is a rolling five-year employment land reserve.</del></p>	
M29	6.14	<p>We therefore need to find at least 60ha of additional employment land. Most of this new employment development will be provided in the Coalville Urban Area. This will strengthen its role as the main social and economic focus for the district and is consistent with the Regional Plan. The remainder will also be distributed in accordance with our development strategy (Policy CS7).</p>	<p><u>Of the 164ha of employment land that we must make provision for in accordance with Policy CS2, 43ha have already been started and a further 61ha are committed.</u> We therefore need to find at least 60ha of additional employment land. Most of this new employment development will be provided in the Coalville Urban Area. This will strengthen its role as the main social and economic focus for the district and is consistent with the Regional Plan. The remainder will also be distributed in accordance with our development strategy (Policy CS7).</p>	Clarification
M30	CS10	<p><b>Policy CS10: Meeting the Development Needs of Business</b></p> <p>To help secure sustainable economic growth we will meet the development needs of business by:</p>	<p><b>Policy CS10: Meeting the Development Needs of Business</b></p> <p>To help secure sustainable economic growth we will meet the development needs of business by:</p>	Clarification, consistency

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>A Ensuring that a five-year supply of specific, deliverable employment sites is maintained throughout the plan period.</p> <p>B Carrying forward existing allocations and renewing planning permissions for employment development where there is evidence of their need and reasonable prospect of their take up during the plan period. If a site is unlikely to be developed for the proposed use, alternative uses for the site will be considered and replacement sites for employment development will be allocated through a subsequent Development Plan Document.</p> <p>C Allocating at least 60 hectares of employment land, mainly within the Coalville Urban Area, for B1 Business, B2 General Industrial and B8 Storage or Distribution uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)). The remaining employment provision to be distributed in accordance with Policy CS7.</p> <p>D Supporting proposals for new, large-scale employment development to meet the needs of a specific, identified end-user where it can be demonstrated that existing employment sites or allocations are not suitable and</p>	<p>A Ensuring that a five-year supply of specific, deliverable employment sites is maintained throughout the plan period.</p> <p>B <del>Carrying forward</del> <u>Reviewing existing employment allocations as part of an Allocations and Development Management Policies DPD. Where a site is no longer considered to be suitable by virtue of its location, environment or viability, alternative uses for the site will be considered whilst also replacing the site with a new allocation.</u></p> <p><u>C</u> <del>Renewing</del> planning permissions for employment development where there is evidence of their need and reasonable prospect of their take up during the plan period. If a site is unlikely to be developed for the proposed use, alternative uses for the site will be considered <del>and replacement sites for employment development will be allocated through a subsequent Development Plan Document.</del></p> <p><u>GD</u> <u>Allocating as part of the Allocations and Development Management Policies DPD at least 60 hectares of new employment land, mainly within the Coalville Urban Area,</u> for B1 Business, B2 General Industrial and B8 Storage or Distribution uses (as defined by the Town and Country Planning (Use Classes) Order</p>	



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		<p>available, and subject to the other policies of the Core Strategy.</p> <p>E Identifying Key Employment Areas and protecting them from development which might limit future employment development. Key Employment Areas will be identified having regard to:</p> <ul style="list-style-type: none"> <li>i Market conditions;</li> <li>ii Accessibility;</li> <li>iii Internal and surrounding environment.</li> </ul> <p>F Supporting new enterprise by:</p> <ul style="list-style-type: none"> <li>i Requiring the provision of starter and ‘grow-on’ units (including managed workspace) as part of larger employment developments;</li> <li>ii Encouraging the re-use of vacant or under-used business premises to provide starter units, and</li> <li>iii Supporting the development of home-based employment and live/work units in accordance with Policy CS7.</li> </ul>	<p>1987 (as amended)). <del>The remaining employment provision to be distributed in accordance with</del> <u>distribution of any allocations will have regard to the settlement hierarchy in Policy CS7 with development mainly at Coalville;</u></p> <p><del>E</del> Supporting proposals for new, large-scale employment development to meet the needs of a specific, identified end-user where it can be demonstrated that existing employment sites or allocations are not suitable and available, <u>that the impact upon the locality will be satisfactory</u> and subject to the other policies of the Core Strategy.</p> <p><del>E</del> Identifying <u>as part of an Allocations and Development Management Policies DPD</u> Key Employment Areas and protecting them from development which might limit future employment development. Key Employment Areas will be identified having regard to:</p> <ul style="list-style-type: none"> <li>i Market conditions;</li> <li>ii Accessibility;</li> <li>iii Internal and surrounding environment.</li> </ul> <p><del>E</del> Supporting new enterprise by:</p> <ul style="list-style-type: none"> <li>i Requiring the provision of starter and ‘grow-</li> </ul>	

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p><b>We will know Policy CS10 is working if-</b> The local economy performs well against a range of key indicators including: job density, number of jobs, unemployment rates.</p> <p>A supply of deliverable land for employment development is maintained</p> <p><b>We will implement Policy CS10 by-</b> Identifying a supply of deliverable land for employment that meets the needs of business.</p>	<p>on' units (including managed workspace) as part of larger employment developments;</p> <ul style="list-style-type: none"> <li>ii Encouraging the re-use of vacant or under-used business premises to provide starter units, and</li> <li>iii Supporting the development of home-based employment and live/work units in accordance with <u>Policy CS7</u>.</li> </ul> <p><b>We will know Policy CS10 is working if-</b> <del>The local economy performs well against a range of key indicators including: job density, number of jobs, unemployment rates.</del> <u>The ratio of total jobs to population aged 16-64 in North West Leicestershire remains above the East Midlands average.</u></p> <p><u>At least 60 hectares of employment land to be provided between 2012 and 2031.</u></p> <p><u>The number of persons claiming JSA as a proportion of resident population for ages 16-64 in North West Leicestershire remains below the East Midlands average.</u></p> <p>A five year supply of deliverable land for employment development is maintained.</p> <p><b>We will implement Policy CS10 by-</b> Identifying a supply of deliverable land for employment that meets the needs of business.</p>	

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>Monitoring employment land commitments</p> <p>Identifying Key Employment Areas</p> <p>Allocating at least 60ha of new employment land</p> <p>Determining planning applications</p>	<p>Monitoring employment land commitments</p> <p>Identifying Key Employment Areas</p> <p>Allocating at least 60ha of new employment land <u>in an Allocations and Development Management Policies DPD</u></p> <p>Determining planning applications</p>	
M31	6.19-6.26	<p><b>Town and Local Centres</b></p> <p>We want to improve the vitality and viability of the district's six main retail centres. Our Retail Capacity Study 2005 assessed the health and role of Coalville, Ashby de la Zouch, Castle Donington, Ibstock and Measham centres, and looked at the contribution they can make towards meeting future retail needs.</p> <p>Coalville is the district's principal centre providing a range of shopping and other services to a wider rural area and there are opportunities for town centre renewal. However, Coalville town centre does not meet the needs and expectations of users – many residents and businesses feel it needs to change and offer more shops and greater choice, leisure opportunities, town centre living and an improved environment.</p> <p>Ashby de la Zouch is an historic Market Town offering a good variety of retailers, restaurants and service providers to its relatively prosperous</p>	<p><b>Town and Local Centres</b></p> <p>We want to improve the vitality and viability of the district's six main retail centres. <del>Our Retail Capacity Study 2005 assessed the health and role of Coalville, Ashby de la Zouch, Castle Donington, Ibstock and Measham centres, and looked at the contribution they can make towards meeting future retail needs.</del></p> <p><u>Our Retail Capacity Study Update 2012 assessed the health and role of Coalville, Ashby de la Zouch, Castle Donington, Ibstock and Measham centres, and the contribution they make towards meeting future retail needs. Kegworth was not included within the assessment due to the size of its centre and the smaller range of shops.</u></p> <p><u>Coalville is the district's principal shopping centre and should support the convenience, comparison and shopping needs of a wider area. The Study Update 2012 recognises that the town centre meets the day-to-day shopping needs as well as the service needs of local residents but is struggling for vitality and</u></p>	Bring up-to-date, NPPF compliance, new evidence

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		<p>population and surrounding villages.</p> <p>The Retail Capacity Study identifies Castle Donington as a healthy district centre that meets local residents' day-to-day needs well. It has a low vacancy rate and a range of local retail and service uses, including a Co-op supermarket, Post Office, bakery, financial services and restaurants.</p> <p>The Retail Capacity Study identifies Ibstock, Kegworth and Measham as local centres serving day-to-day needs.</p> <p>We want to plan positively to ensure that our centres are competitive and meet consumer needs. In 2007 we updated our Retail Capacity Study with a new analysis of food and non-food retail requirements through to 2026. This concluded that there was a need for more comparison (e.g. clothing, footwear, household and recreational goods) and convenience (e.g. supermarkets) shopping floor space in the district.</p> <p>Since then new shops have been developed and plans for a new Tesco store on the site of the existing Ford garage on Whitwick Road, Coalville have been approved. We need to look again at our forecasts of consumer spending, particularly given new projections of population growth, the longer plan period (to 2031) and the economic downturn. This</p>	<p><u>viability. There is a clear need for improvement particularly if Coalville is to effectively meet the needs of an increased population in future years.</u></p> <p><u>Improvements suggested in the 2012 Study include measures to reduce the number of vacant units, improve the comparison retail on offer and the provision of a food store within the town centre. These findings reflect the views of many residents and businesses who also feel it needs to change and offer more shops and greater choice, leisure opportunities, town centre living and an improved environment</u></p> <p><del>Coalville is the district's principal centre providing a range of shopping and other services to a wider rural area and there are opportunities for town centre renewal. However, Coalville town centre does not meet the needs and expectations of users — many residents and businesses feel it needs to change and offer more shops and greater choice, leisure opportunities, town centre living and an improved environment.</del></p> <p>Ashby de la Zouch is an historic Market Town <u>Although it is smaller in scale than Coalville and does not function as a district centre it offers</u> a good variety of retailers, restaurants and service providers to its relatively prosperous population and surrounding villages. <u>Ashby de la Zouch offers a greater range of services than the other rural centres</u></p>	

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		<p>means that our analysis of the need for more food and non-food shopping needs to be updated again.</p> <p>If there is a need, new shops should be located in Coalville Town Centre where practical. We will apply a 'centre first' approach to identifying sites when deciding planning applications for retail, leisure and office uses. Only if suitable sites are not available will out-of-centre sites be considered.</p>	<p><u>within the district. The Study Update identifies Ashby de la Zouch as having a good level of diversity of uses and provides for day to day shopping needs.</u></p> <p>The <del>2012 Study Retail Capacity Study</del> identifies Castle Donington as a healthy district centre that meets local residents' day-to-day needs well. It has a low vacancy rate and a range of local retail and service uses, including a Co-op supermarket, Post Office, <del>bakery</del> financial services and restaurants.</p> <p><del>The Retail Capacity Study identifies Ibstock, Kegworth and Measham as local centres serving day-to-day needs.</del></p> <p><u>Ibstock and Measham are identified in the 2012 update study as local centres serving day-to-day needs. However Ibstock appears to be struggling in terms of its vitality and viability with a limited retail offer and a high proportion of units being occupied by take away premises and Measham centre is poorly served by foodstore provision.</u></p> <p><u>Coalville and Ashby de la Zouch both have a traditional market located within their centres, offering a variety of stalls and contributing to the character of these towns and the ranges of services and goods they provide. We want to protect and retain these markets and provide support in retaining their</u></p>	

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			<p><u>competitiveness and attractiveness as a place to shop. This will be addressed by, Policy CS35 and Policy CS37.</u></p> <p>We want to plan positively to ensure that our centres are competitive and meet consumer needs. In 2007 we updated our Retail Capacity Study with a new analysis of food and non-food retail requirements through to 2026. This concluded that there was a need for more comparison (e.g. clothing, footwear, household and recreational goods) and convenience (e.g. supermarkets) shopping floor space in the district.</p> <p>Since then new shops have been developed and plans for a new Tesco store on the site of the existing Ford garage on Whitwick Road, Coalville have been approved. <u>These permissions have been taken into account by the 2012 Update Study which concludes that if both these developments come forward there is no requirement for additional retail floorspace (either convenience or comparison) across the district for the period up to 2031.</u><del>We need to look again at our forecasts of consumer spending, particularly given new projections of population growth, the longer plan period (to 2031) and the economic downturn. This means that our analysis of the need for more food and non-food shopping needs to be updated again.</del></p>	

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			<p><u>However there is uncertainty whether these two developments will be undertaken and the 2012 Update Study provides alternative forecasts based on the scenario that these developments do not come forward. In these circumstances, and for the period 2013-2031, between 10,600 and 18,600 sq m net comparison goods floorspace ,and between 7,400 and 9,500 sq m net convenience goods floorspace would be required, depending on the expenditure retention rate. The higher figures are in association with an improvement in the retention rate for which there would need to be significant investment in the district's town centres, and in particular Coalville.</u></p> <p><u>If there is a need, new shops should be located in Coalville Town Centre where practical in view of Coalville's role as the main shopping centre in the district. This is also recommended in the 2012 update study. We will apply the sequential approach to identifying sites and deciding planning applications for retail, leisure, office and other main town centre uses. This requires main town centre uses to be located in town centre and then in edge of centre locations. Only if suitable sites are not actually available in these locations will out of centre sites be considered.</u></p> <p><u>If there is a need, new shops should be located in Coalville Town Centre where practical. We will apply</u></p>	

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			<p><del>a 'centre first' approach to identifying sites when deciding planning applications for retail, leisure and office uses. Only if suitable sites are not available will out-of-centre sites be considered.</del></p>	
M32	CS13	<p><b>Policy CS13: Rural Economy</b></p> <p>North West Leicestershire District Council will provide for the needs of the rural economy (Rural Villages and Countryside as defined in Policies CS7 and CS8) by supporting:</p> <ul style="list-style-type: none"> <li>A The conversion and re-use of appropriately located and suitably constructed existing buildings for an economic end-use;</li> <li>B Farm diversification for business purposes;</li> <li>C Equine enterprises, including horse training and breeding businesses;</li> <li>D Sustainable tourism and leisure developments that utilise their rural location; and</li> <li>E The delivery of superfast broadband services to businesses and homes.</li> </ul>	<p><b>Policy CS13: Rural Economy</b></p> <p><del>North West Leicestershire</del>The District Council will provide for the needs of the rural economy (Rural Villages and Countryside as defined in Policies CS7 and CS8) by supporting <u>the sustainable growth and expansion of business and enterprise in rural areas through:</u></p> <ul style="list-style-type: none"> <li>A The conversion and re-use of appropriately located <del>and suitably constructed</del> existing buildings <u>(particularly those adjacent or closely related to towns and villages) and well-designed new buildings</u> for an economic end-use;</li> <li>B Farm diversification for business purposes;</li> <li>C Equine enterprises, including horse training and breeding businesses;</li> <li>D Sustainable tourism and leisure developments that utilise their rural location; <del>and</del></li> <li><del>E The delivery of superfast broadband services</del></li> </ul>	Clarification, NPPF compliance



Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p><b>We will know Policy CS13 is working if-</b> Rural business floorspace grows.</p> <p>Superfast broadband services are made available to the whole district.</p> <p><b>We will implement Policy CS13 by-</b> Collaboration with LLEP</p> <p>Determining planning applications</p> <p>Requiring new buildings to be superfast broadband ready.</p>	<p><del>to businesses and homes.</del></p> <p><b>We will know Policy CS13 is working if-</b> Rural business floorspace <del>grow</del><u>increases</u>.</p> <p><del>Superfast broadband services are made available to the whole district.</del></p> <p><b>We will implement Policy CS13 by-</b> Collaboration with LLEP</p> <p>Determining planning applications</p> <p><u>Requiring new buildings to be superfast broadband ready.</u></p>	
M33	6.32	<p>We will support the preparation of a Masterplan for the site to ensure that the economic benefits of the racetrack are carefully balanced with its location in an area of countryside where development would not normally be allowed. We also want to protect nearby residential properties and settlements, including those located in South Derbyshire from the impact of the activities taking place at the racetrack. Therefore, future development needs to be appropriate to its setting and should complement the motor racing function of the circuit. Parts of the circuit are in the East Midlands Airport Public Safety Zone, which restricts the uses and development within that area.</p>	<p><del>We will support the preparation of</del><u>The District Council will work with the owners of Donington Park and other stakeholders to produce</u> a Masterplan for the site to ensure that the economic benefits of the racetrack are carefully balanced with its location in an area of countryside where development would not normally be allowed. We also want to protect nearby residential properties and settlements, including those located in South Derbyshire from the impact of the activities taking place at the racetrack. Therefore, future development needs to be appropriate to its setting and should complement the motor racing function of the circuit. <u>However, in order to secure the long term future of the circuit there may be a need to consider uses which would not normally be</u></p>	Clarification

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			<p><u>acceptable in this location. Any such uses will similarly need to be appropriate to the setting. This is an issue which the Council would expect to be considered as part of any Masterplan for the circuit. The current policy boundary of the circuit as identified in the 2002 Local Plan will be reviewed as part an Allocations and Development Management Policies DPD.</u> Parts of the circuit are in the East Midlands Airport Public Safety Zone, which restricts the uses and development within that area.</p>	
M34	CS14	<p><b>Policy CS14: Donington Park</b></p> <p>The continued use of Donington Park as a racing circuit will be supported.</p> <p>Within Donington Park, as defined on the Proposals Map, new development which is essential to the operational needs of the racetrack, and has a clear functional relationship with the use of the racetrack for motorsports, including proposals for the creation of new employment opportunities associated with the design, testing and maintenance of motorsport vehicles, will be supported where the proposed development:</p> <p>A Is satisfactory in terms of impact upon nearby residential amenity and the surrounding countryside; and</p>	<p><b>Policy CS14: Donington Park</b></p> <p>The continued use of Donington Park as a racing circuit will be supported.</p> <p>Within Donington Park, as defined on the Proposals Map, new development which is essential to the operational needs of the racetrack, and has a clear functional relationship with the use of the racetrack for motorsports, including proposals for the creation of new employment opportunities associated with the design, testing and maintenance of motorsport vehicles, will be supported where the proposed development:</p> <p>A Is satisfactory in terms of impact upon nearby residential amenity and the surrounding countryside; and</p>	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>B Demonstrates satisfactory arrangements for vehicular access and would not adversely affect traffic conditions on the local or wider road network, or environmental conditions in nearby settlements.</p> <p>Uses other than those that are essential for the operational needs of the racetrack will only be supported where a Masterplan designed to secure the long-term future of the of the racetrack has been prepared and agreed with the Council, following appropriate consultation</p> <p><b>We will implement Policy CS14 by-</b></p> <p>Collaboration with LLEP</p> <p>The preparation of a Masterplan for the racetrack.</p> <p>Determining planning applications.</p>	<p>B Demonstrates satisfactory arrangements for vehicular access and would not adversely affect traffic conditions on the local or wider road network, or environmental conditions in nearby settlements.</p> <p>Uses other than those that are essential for the operational needs of the racetrack will only be supported <u>(whether within or outside of the boundary as defined in the North West Leicestershire Local Plan (2002)) where the proposal satisfies both A and B above and where it can be demonstrated that the proposed development is required</u> <del>a Masterplan to help secure the long-term future of the of the racetrack has been prepared and agreed with the Council, following appropriate consultation.</del></p> <p><b>We will implement Policy CS14 by-</b></p> <p><u>Reviewing the boundary of Donington Park as part of the Allocations and Development Management Policies DPD</u></p> <p>Collaboration with LLEP</p> <p>The preparation of a Masterplan for the racetrack.</p> <p>Determining planning applications.</p>	
M35	7.3	This Core Strategy does not allocate sites for development; however, we want to make it clear	This Core Strategy does not allocate sites for development; however, we want to make it clear	Bring up-to-date

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>where most of these new homes will be developed in broad terms. Providing a strong direction in the Core Strategy will mean that the work involved in the preparation of any subsequent plans is reduced. It also means that decisions on planning applications can be given an early steer by providing local people, stakeholders and developers with some certainty as to where new development is likely to take place. This is particularly important in North West Leicestershire as there is, and has been, a shortage of land that is immediately available for housing development.</p>	<p>where most of these new homes will be developed in broad terms. Providing a strong direction in the Core Strategy will mean that the work involved in the preparation of any subsequent plans is reduced. It also means that decisions on planning applications can be given an early steer by providing local people, stakeholders and developers with some certainty as to where new development is likely to take place. <del>This is particularly important in North West Leicestershire as there is, and has been, a shortage of land that is immediately available for housing development.</del></p>	
M36	7.18	<p>We want to encourage the use of higher densities to make more efficient use of land. Housing density measures the number of dwellings which can be accommodated on a site. Housing densities should reflect the characteristics of the locality and the scale of housing growth required. Locating high density developments in places, like town centres, with good access to employment, shops and education, and public transport helps to ensure good general access to those services. High housing densities also reduce the need to provide as much greenfield land for development.</p>	<p><del>We want to encourage the use of higher densities to make more efficient use of land.</del> Housing density measures the number of dwellings which can be accommodated on a site. Housing densities should reflect the characteristics of the locality and the scale of housing growth required. Locating <u>higher</u> density developments in places, like town centres, with good access to employment, shops and education, and public transport helps to ensure good general access to those services. <u>Higher</u> housing densities also <u>reduces</u> the need to provide as much greenfield land for development.</p>	Clarification, NPPF compliance
M37	CS16	<p><b>Policy CS16: Housing Density</b></p> <p>All housing developments should be of a good standard of design (in accordance with Policy CS21)</p>	<p><b>Policy CS16: Housing Density</b></p> <p>All housing developments should be of a good standard of design (in accordance with Policy CS21)</p>	Clarification, NPPF compliance

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>and have a layout and built form that makes efficient use of land and complements the built form and character of the area in which it is situated.</p> <p>Proposals for sites of 0.3ha or above should have a minimum net density of 30 dwellings per hectare.</p> <p>Higher densities will be encouraged in locations that offer, or have the potential to offer, a choice of transport options and are accessible to other services and facilities. Higher density developments should not compromise the need for good design (in accordance with Policy CS21), and particularly the need for sufficient and suitable car parking provision, public and private amenity space and storage provision for waste and recycling.</p> <p>Lower housing densities will be accepted where justified by the characteristics of an individual site. Additional design and density guidance for large site allocations and the strategic development area will be provided in other Local Development Documents.</p>	<p>and have a layout and built form that makes efficient use of land and complements the built form and character of the area in which it is situated.</p> <p><del>Proposals for sites of 0.3ha or above should have a minimum net density of 30 dwellings per hectare.</del></p> <p>Higher densities will be encouraged in locations that offer, or have the potential to offer, a choice of transport options and are accessible to other services and facilities. <del>Higher density developments</del> <u>Density</u> should not compromise the need for good design (in accordance with Policy CS21), and particularly the need for sufficient and suitable car parking provision, public and private amenity space and storage provision for waste and recycling.</p> <p>Lower housing densities will be accepted where justified by the characteristics of an individual site. Additional design and density guidance for large site allocations and the strategic development area will be provided in other Local Development Documents.</p>	
M38	CS17	<p><b>Policy CS17: Housing Mix</b></p> <p>We will seek a mix of housing types, sizes and tenures in all new housing development, having regard to evidence of housing needs including the Strategic Housing Market Assessment, Older People’s Housing Needs Study, local housing needs</p>	<p><b>Policy CS17: Housing Mix</b></p> <p>We will seek a mix of housing types, sizes and tenures in all new housing developments, having regard to evidence of housing needs including the <u>most up to date</u> Strategic Housing Market Assessment, Older People’s Housing Needs Study,</p>	Clarification

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		<p>surveys and parish plans.</p> <p><b>We will implement Policy CS17 by-</b> Maintaining up-to-date evidence of housing needs</p> <p>Allocating land for housing development</p> <p>Determining planning applications</p>	<p>local housing needs surveys and parish plans.</p> <p><b>We will implement Policy CS17 by-</b> Maintaining up-to-date evidence of housing needs</p> <p><u>Identifying the types, sizes and tenures of housing required in a Development Management Policies and Allocations DPD. Allocating land for housing development</u></p> <p>Determining planning applications</p>	
M39	CS18	<p><b>Policy CS18: Affordable Housing</b> To support the provision of mixed, sustainable communities, at least 2,360 affordable homes will be provided between 2006 and 2031. At least 270 of these will be in rural areas, which will include rural affordable housing exception sites in accordance with Policy CS19.</p> <p>To achieve this target, a proportion of affordable housing will be provided on eligible sites. The minimum thresholds for affordable housing requirement and site size are as follows:</p>	<p><b>Policy CS18: Affordable Housing</b> To support the provision of mixed, sustainable communities, at least 2,360 affordable homes will be provided between 2006 and 2031. <del>At least 270 of these will be in rural areas, which will include rural affordable housing exception sites in accordance with Policy CS19.</del></p> <p>To achieve this target, a proportion of affordable housing will be provided on eligible sites. The <del>minimum</del> thresholds for affordable housing requirement and site size are as follows:</p>	Clarification, NPPF compliance

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		<table border="1" data-bbox="544 347 1113 619"> <thead> <tr> <th>Settlement</th> <th>Minimum Affordable Housing Requirement</th> <th>Threshold</th> </tr> </thead> <tbody> <tr> <td>Ashby de la Zouch</td> <td>30%</td> <td>15 or more dwellings</td> </tr> <tr> <td>Castle Donington</td> <td>30%</td> <td>15 or more dwellings</td> </tr> <tr> <td>Coalville Urban Area</td> <td>20%</td> <td>15 or more dwellings</td> </tr> <tr> <td>Ibstock</td> <td>20%</td> <td>5 or more dwellings</td> </tr> <tr> <td>Kegworth</td> <td>30%</td> <td>5 or more dwellings</td> </tr> <tr> <td>Measham</td> <td>30%</td> <td>5 or more dwellings</td> </tr> <tr> <td>All other settlements</td> <td>30%</td> <td>5 or more dwellings</td> </tr> </tbody> </table> <p data-bbox="544 687 1167 786">The type, size and tenure mix of affordable housing provided should reflect housing need at the time of a planning application being received.</p> <p data-bbox="544 820 1173 1126">On those sites where affordable housing is required, preferred provision will be on-site. However, in exceptional circumstances the provision of affordable housing on an alternative site or by way of a commuted sum will be considered where it contributes to the creation of mixed and balanced communities. Commuted sums will be based on the equivalent cost of on-site provision which will be used to contribute to other local affordable housing provision elsewhere in North West Leicestershire.</p> <p data-bbox="544 1251 1173 1342"><b>We will know Policy CS18 is working if-</b> Over the plan period at least 2,360 affordable houses are built.</p>	Settlement	Minimum Affordable Housing Requirement	Threshold	Ashby de la Zouch	30%	15 or more dwellings	Castle Donington	30%	15 or more dwellings	Coalville Urban Area	20%	15 or more dwellings	Ibstock	20%	5 or more dwellings	Kegworth	30%	5 or more dwellings	Measham	30%	5 or more dwellings	All other settlements	30%	5 or more dwellings	<table border="1" data-bbox="1205 347 1774 619"> <thead> <tr> <th>Settlement</th> <th><del>Minimum Affordable</del> Affordable Housing Requirement</th> <th>Threshold</th> </tr> </thead> <tbody> <tr> <td>Ashby de la Zouch</td> <td>30%</td> <td>15 or more dwellings</td> </tr> <tr> <td>Castle Donington</td> <td>30%</td> <td>15 or more dwellings</td> </tr> <tr> <td>Coalville Urban Area</td> <td>20%</td> <td>15 or more dwellings</td> </tr> <tr> <td>Ibstock</td> <td>20%</td> <td>5 or more dwellings</td> </tr> <tr> <td>Kegworth</td> <td>30%</td> <td>5 or more dwellings</td> </tr> <tr> <td>Measham</td> <td>30%</td> <td>5 or more dwellings</td> </tr> <tr> <td>All other settlements</td> <td>30%</td> <td>5 or more dwellings</td> </tr> </tbody> </table> <p data-bbox="1205 719 1825 892">The type, size and tenure mix of affordable housing provided should reflect housing need at the time of a planning application being received. <u>The amount of Affordable Housing required on each site will have regard to viability.</u></p> <p data-bbox="1205 924 1834 1230">On those sites where affordable housing is required, preferred provision will be on-site. However, in exceptional circumstances the provision of affordable housing on an alternative site or by way of a commuted sum will be considered where it contributes to the creation of mixed and balanced communities. Commuted sums will be based on the equivalent cost of on-site provision which will be used to contribute to other local affordable housing provision elsewhere in North West Leicestershire.</p> <p data-bbox="1205 1294 1834 1385"><b>We will know Policy CS18 is working if-</b> Over the plan period at least 2,360 affordable houses are built <u>(which equates to an annual requirement of</u></p>	Settlement	<del>Minimum Affordable</del> Affordable Housing Requirement	Threshold	Ashby de la Zouch	30%	15 or more dwellings	Castle Donington	30%	15 or more dwellings	Coalville Urban Area	20%	15 or more dwellings	Ibstock	20%	5 or more dwellings	Kegworth	30%	5 or more dwellings	Measham	30%	5 or more dwellings	All other settlements	30%	5 or more dwellings	
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M40	CS19	<p><b>Policy CS19: Rural ‘Exception’ Sites for Affordable Housing</b></p> <p>As an exception to normal policies for the provision of housing, affordable housing may be permitted within or adjoining the existing built up area of a Sustainable or Rural Village, as defined by Limits to Development, where development would not otherwise be permitted and where:</p> <p>A the housing is demonstrated to meet an identified local need for affordable housing, and</p> <p>B the development respects the character of the village and its landscape setting.</p> <p>Planning permission for a rural exception site will be subject to conditions, or a planning obligation will be sought, to ensure that all initial and subsequent occupiers of the affordable dwellings will:</p> <p>A be local people in housing need, and</p> <p>B benefit from the status of the dwellings as affordable housing.</p> <p>The inclusion of market housing in such schemes will not normally be supported unless:</p> <p>A it is clear that there is insufficient public subsidy</p>	<p><u>94 affordable dwellings)</u></p> <p><b>Policy CS19: Rural ‘Exception’ Sites for Affordable Housing</b></p> <p><u>(1)</u> As an exception to normal policies for the provision of housing, affordable housing may be permitted within or adjoining the existing built up area of a Sustainable or Rural Village, as defined by Limits to Development <u>(see Paragraph 5.12)</u>, where development would not otherwise be permitted and where:</p> <p>A the housing is demonstrated to meet an identified local need for affordable housing, and</p> <p>B the development respects the character of the village and its landscape setting.</p> <p><u>(2)</u> Planning permission for <del>a rural exception site</del> <u>‘Exception’ Sites</u> will be subject to conditions, or a planning obligation will be sought, to ensure that all initial and subsequent occupiers of the affordable dwellings will:</p> <p>A be local people in housing need, and</p> <p>B benefit from the status of the dwellings as affordable housing.</p> <p><u>(3)</u> The inclusion of market housing <u>oin such</u></p>	Clarification



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		<p>for the scheme;</p> <p>B it can be demonstrates through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development;</p> <p>C the majority of the homes provided are affordable; and</p> <p>D the development is within or adjoining a Sustainable Village.</p>	<p><del>schemes</del> <u>'Exception' Sites will not normally only be supported unless in Sustainable Villages, and if:</u></p> <p>A it is clear that there is insufficient public subsidy for the scheme;</p> <p>B it can be demonstrateds through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development;</p> <p>C the majority of the homes provided are affordable; and</p> <p>D the development is within or adjoining <u>the Limits to Development of a Sustainable Village.</u></p>	
M41	7.32-7.34	<p><b>Gypsies and Travellers and Travelling Showpeople</b>            In helping to provide decent housing for all, we must also meet the accommodation needs of gypsies and travellers and travelling showpeople. The Leicestershire, Leicester and Rutland Gypsy and Traveller's Accommodation Needs Assessment (GTAA) (April 2007) identifies the existing level of provision and provides a reliable estimate of future needs.</p>	<p><b>Gypsies and Travellers and Travelling Showpeople</b>            In helping to provide decent housing for all, we must also meet the accommodation needs of gypsies and travellers and travelling showpeople. The Leicestershire, Leicester and Rutland Gypsy and Traveller's Accommodation Needs Assessment (GTAA) (April 2007) <del>identifieds the existing level of provision and provides</del> a reliable estimate of future needs<u>for the period 2006-2016. However the Communities and Local Government publication</u></p>	

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		<p>Existing site provision for Gypsy and Travellers within the district consists of one socially rented site, six private sites, four unauthorised sites and five Showpeople sites. Encampments, of all land ownership types for the period 2001-2006, averaged 21 annually.</p> <p>The GTAA pitch requirements for the period 2006-2016 are set out in Policy CS20. The GTAA recommends that new sites should cater for a variety of needs and preferences (tenure, site size, location and design) which result from the diversity of the local Gypsy and Traveller population. The GTAA also concludes that a series of small sites seems more likely to meet needs and preferences than a single large site.</p>	<p><u>'Planning policy for Traveller Sites' (2012) requires the use of a robust evidence base to establish accommodation needs. Local authorities should also provide a five year supply of deliverable sites against these locally set targets, as well as a supply of developable sites or broad locations for years 6 to 10 and where possible years 11 to 15.</u></p> <p><u>In light of this, and to ensure that the evidence remains up to date, a 2012 refresh of the original 2007 GTAA Study is being undertaken. This will assess the need for pitches and plots for Gypsies and Travellers and Travelling Showpeople respectively up to 2031. At this time a final report has not yet been agreed and therefore it would not be appropriate to include any revised figures from those identified in the Regional Plan.</u></p> <p><u>The GTAA refresh will be used to inform the future pitch requirements for Gypsies and Travellers and the plot requirements for Travelling Showpeople for the period 2012-2031 when it has been finalised and agreed.</u></p> <p><del>Existing site provision for Gypsy and Travellers within the district consists of one socially rented site, six private sites, four unauthorised sites and five Showpeople sites. Encampments, of all land ownership types for the period 2001-2006, averaged</del></p>	

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			<p><del>21 annually.</del></p> <p><del>The GTAA pitch requirements for the period 2006-2016 are set out in Policy CS20. The GTAA recommends that new sites should cater for a variety of needs and preferences (tenure, site size, location and design) which result from the diversity of the local Gypsy and Traveller population. The GTAA also concludes that a series of small sites seems more likely to meet needs and preferences than a single large site.</del></p>	
M42	CS20	<p><b>Policy CS20: Gypsies, Travellers and Travelling Showpeople</b></p> <p>Provision will be made to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople from 2006 to 2031.</p> <p>Up to 2016, the following minimum provision will be made:</p> <ul style="list-style-type: none"> <li>▪ 43 Gypsy and Traveller permanent residential pitches;</li> <li>▪ Capacity for up to 20 transit Gypsy and Traveller caravans, and</li> <li>▪ 10 Plots for Travelling Showpeople families.</li> </ul> <p>North West Leicestershire District Council will cooperate with others to review and update the Gypsy and Traveller's Accommodation Needs</p>	<p><b>Policy CS20: Gypsies, Travellers and Travelling Showpeople</b></p> <p>Provision will be made to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople from 2006 to 2031.</p> <p>Up to 2016, the following minimum provision will be made:</p> <ul style="list-style-type: none"> <li>▪ 43 Gypsy and Traveller permanent residential pitches;</li> <li>▪ Capacity for up to 20 transit Gypsy and Traveller caravans, and</li> <li>▪ 10 Plots for Travelling Showpeople families.</li> </ul> <p><u>For the period after 2016 provision will have regard to the findings of an updated Gypsy and Travellers</u></p>	To bring plan up-to-date, NPPF compliance, clarification, Duty to Cooperate

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		<p>Assessment.</p> <p>Proposals for new, or an extension to an existing site, will be granted planning permission providing the development site:</p> <p>A is located in or near an existing settlement which has access to a range of services;</p> <p>B is proportionate to the scale of the nearest settlement, its local services and infrastructure;</p> <p>C has suitable highway access, and is not detrimental to public highway safety;</p> <p>D provides for adequate on-site parking and turning of vehicles as well as appropriate facilities for servicing and storage;</p> <p>E does not result in an over-concentration of sites in any locality; and</p> <p>F does not have an adverse impact on landscape, environment and biodiversity as well as the physical and visual character of the area or the amenities of neighbouring properties and land uses.</p> <p>Authorised sites will be safeguarded for Gypsy and Traveller and Travelling Showpeople groups unless</p>	<p><u>Accommodation Needs Assessment</u></p> <p><del>North West Leicestershire District Council will cooperate with others to review and update the Gypsy and Traveller's Accommodation Needs Assessment.</del></p> <p><u>Broad Locations and/or Sites for gypsies and travellers and travelling Showpeople will be identified through the production of a Gypsy and Traveller Site Allocations Development Plan Document, taking into account the most up-to-date Gypsy and Traveller Accommodation Needs Assessment.</u></p> <p><u>A five year supply of deliverable sites, and developable sites or broad locations for the following years will also be identified</u></p> <p><del>Proposals for new, or an extension to an existing sites, should meet the following requirements will be granted planning permission providing the development site:</del></p> <p>A <del>is</del><u>Be</u> located in or near an existing settlement which has access to a range of services;</p> <p>B <del>is</del><u>Be</u> proportionate to the scale of the nearest settlement, its local services and infrastructure;</p> <p>C <del>has</del><u>es</u> suitable highway access, and is not</p>	

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		<p>they are no longer required to meet an identified need.</p> <p><b>We will implement Policy CS20 by-</b></p> <p>Allocating land for Gypsy, Traveller and Travelling Showpeople.</p> <p>Determining planning applications</p> <p>Renewing the Gypsy and Traveller’s Accommodation Needs Assessment</p>	<p>detrimental to public highway safety;</p> <p>D provides for adequate on-site parking and turning of vehicles as well as appropriate facilities for servicing and storage;</p> <p><del>E does not result in an over-concentration of sites in any locality; and</del></p> <p><del>F E does not have an adverse unacceptable</del> impact on landscape, environment and biodiversity as well as the physical and visual character of the area or the amenities of neighbouring properties and land uses.</p> <p>Authorised sites will be safeguarded for Gypsy and Traveller and Travelling Showpeople groups unless they are no longer required to meet an identified need.</p> <p><b>We will implement Policy CS20 by-</b></p> <p>Allocating land for Gypsy, Traveller and Travelling Showpeople <u>through the production of a Gypsy and Traveller Site Allocations Development Plan Document.</u></p> <p>Determining planning applications</p> <p>Renewing the Gypsy and Traveller’s Accommodation</p>	

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			Needs Assessment	
M43	7.45	The specific infrastructure requirements of any strategic sites are set out in Section 8. The infrastructure required to support water quality improvements in the River Mease SAC Catchment Area and the associated Developer Contributions Strategy are addressed by Policy CS33.	The specific infrastructure requirements of any strategic sites are set out in Section 8. <del>The infrastructure</del> <u>Phosphate reduction measures</u> required to support water quality improvements in the River Mease SAC Catchment Area and the associated Developer Contributions Strategy are addressed by Policy CS33.	Clarification
M44	7.47		<i>New paragraph after 7.47</i> <u>The Government has issued statutory guidance, that we must have regard to, setting out the evidence required and outlining the linkages between the local plan, CIL , s106 obligations and spending of the CIL on infrastructure.</u>	Clarification, to bring plan up-to-date
M45	CS22	<b>Policy CS22: Infrastructure and Developer Contributions</b>  New development will be supported by the provision of new or improved physical, social and green infrastructure needed to enable the amount of development proposed for the area. The Council will work in partnership with infrastructure providers, grant funders and other delivery agencies to ensure that contributions are made to the infrastructure required to meet the needs of the community and mitigates any adverse impacts of development.	<b>Policy CS22: Infrastructure and Developer Contributions</b>  New development will be supported by the provision of new or improved physical, social and green infrastructure needed to enable the amount of development proposed for the area. The Council will work in partnership with infrastructure providers, grant funders and other delivery agencies to ensure that contributions are made to the infrastructure required to meet the needs of the community and mitigates any adverse impacts of development.	NPPF compliance

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		<p>The necessary infrastructure (on- or off-site) will be provided as part of a development, or by making financial contributions towards its provision and/or maintenance.</p> <p>Contributions will be phased or pooled to ensure the timely delivery of strategic infrastructure, services and facilities where necessary.</p> <p>Where appropriate, new development will be required to contribute to funding elements of the Infrastructure Plan, either by means of planning obligations and/or a Community Infrastructure Levy charge once a charging schedule comes into effect.</p>	<p>The necessary infrastructure (on- or off-site) will be provided as part of a development, or by making financial contributions towards its provision and/or maintenance.</p> <p>Contributions will be phased or pooled to ensure the timely delivery of strategic infrastructure, services and facilities where necessary.</p> <p>Where appropriate, new development will be required to contribute to funding elements of the Infrastructure Plan, either by means of planning obligations and/or a Community Infrastructure Levy charge once a charging schedule comes into effect. <u>The costs of any obligations will be applied flexibly where there is evidence that those requirements will make development undeliverable.</u></p>	
M46	7.55	<p>With our support, in February 2012 Leicestershire County Council applied for funding from the Government's Local Sustainable Transport Fund. The bid focuses on Loughborough and Coalville Urban Area and, if successful, funding will be used to support a range of measures including improvements to the walking and cycleway network as set out in the North West Leicestershire Cycling Strategy. Further details are set out in Section 8.</p>	<p>With our support, <del>in February 2012</del> Leicestershire County Council applied <del>for</del> and was subsequently <u>awarded</u> <del>for</del> funding from the Government's Local Sustainable Transport Fund. <del>The bid funding is to be focused</del> <u>is to be</u> <del>in</del> Loughborough and Coalville Urban Area and, <del>if successful, funding</del> will be used to support a range of measures including improvements to the walking and cycleway network as set out in the North West Leicestershire Cycling Strategy. Further details are set out in Section 8.</p>	To bring plan up-to-date
M47	CS23	<b>Policy CS23: Transport</b>	<b>Policy CS23: Transport</b>	Clarification

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		<p>New development will be expected to maximise the efficient use of existing transport facilities in the district as it looks to a lower carbon future by:</p> <ul style="list-style-type: none"> <li>A being located in areas well served by local services to reduce the need to travel by car, where people can gain convenient access to public transport services for longer journeys and where local journeys may be undertaken on foot or by bicycle;</li> <li>B providing for the coordinated delivery of transport improvements as outlined in the Policies CS32 to CS42;</li> <li>C ensuring that any transport enabling and mitigation works should also benefit the wider area and complement transport works associated with other developments and transport projects, including the North West Leicestershire Cycling Strategy; and</li> <li>D contributing to the safe and free movement of all road users, including cars, lorries, pedestrians, cyclists and public transport, in accordance with Highway Design Guidance, by: <ul style="list-style-type: none"> <li>i. Providing road layouts which meet the needs of all users and restrain vehicle dominance;</li> <li>ii. creating an environment that is safe for all</li> </ul> </li> </ul>	<p>New development will be expected to maximise the efficient use of existing transport facilities in the district as it looks to a lower carbon future by:</p> <ul style="list-style-type: none"> <li>A being located in areas well served by local services to reduce the need to travel by <u>private</u> car, where people can gain convenient access to public transport services for longer journeys and where local journeys may be undertaken on foot or by bicycle;</li> <li>B providing for the coordinated delivery of transport improvements as outlined in the Policies <del>CS32</del><u>CS35</u> to CS42;</li> <li>C ensuring that any transport enabling and mitigation works should also benefit the wider area and complement transport works associated with other developments and transport projects, including the North West Leicestershire Cycling Strategy; and</li> <li>D contributing to the safe and free movement of all road users, including cars, lorries, pedestrians, cyclists and public transport, in accordance with Highway Design Guidance, by: <ul style="list-style-type: none"> <li>i Providing road layouts which meet the needs of all users and restrain vehicle dominance;</li> <li>ii creating an environment that is safe for all</li> </ul> </li> </ul>	



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		<p>road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so;</p> <p>iii. Helping create quality developments in which to live, work and play, as set out in Policy CS21</p>	<p>road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so;</p> <p>iii Helping create quality developments in which to live, work and play, as set out in Policy CS21</p>	
M48	CS24	<p><b>Policy CS24: Climate Change and New Development</b></p> <p>In order to reduce the impact of climate change in the district, we will require that all new development will minimise CO<sub>2</sub> and other greenhouse gas emissions by:</p> <ul style="list-style-type: none"> <li>▪ being located where local amenities are accessible by means other than the private car, and</li> <li>▪ ensuring new buildings are low or zero carbon.</li> </ul> <p>Developers of large residential or non-residential schemes will be required to prepare an Energy Strategy in support of their planning applications. This should not be an extensive document, but must reflect on how and why their scheme responds to the legal requirements on CO<sub>2</sub> reduction and this policy, and also how and why their scheme does, or does not, meet these. Mitigation must be proposed in cases where those legal and policy requirements</p>	<p><b>Policy CS24: Climate Change and New Development</b></p> <p>In order to reduce, <u>mitigate against and adapt to</u> the impact of climate change in the district, we will require that all new development will minimise CO<sub>2</sub> and other greenhouse gas emissions by:</p> <ul style="list-style-type: none"> <li>▪ being located where local amenities are accessible by means other than the private car, <del>and</del></li> <li>▪ ensuring new buildings are low or zero carbon <u>in line with Part L of Building Regulations, and taking account of landform, layout, building orientation, massing and landscaping to minimise energy consumption</u></li> </ul> <p><del>Developers of large residential or non-residential schemes will be required to prepare an Energy Strategy in support of their planning applications. This should not be an extensive document, but must reflect on how and why their scheme responds to the legal requirements on CO<sub>2</sub> reduction and this policy,</del></p>	NPPF compliance, accuracy

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		<p>cannot be met.</p> <p>To achieve low or zero carbon new developments, renewable energy technology should be utilised only as a last resort. Renewable energy on new development sites will be considered favourably but, before considering renewable energy installations, developers will be expected to pursue low and zero carbon development through the following hierarchy:</p> <ul style="list-style-type: none"> <li>A building design and layout;</li> <li>B building fabric;</li> <li>C air tightness, and</li> <li>D energy-efficient services (heating, lighting, ventilating).</li> </ul> <p>Allowable Solutions will be necessary where new development cannot be self-sufficiently low or zero carbon. At such time as government identifies a list of Allowable Solutions, we will encourage the implementation of those Allowable Solutions that are most appropriate to the district or specific locations within it.</p> <p>New development will be expected to maximise on-site recycling, minimise on-site waste production and ensure the prudent use of construction materials.</p>	<p><del>and also how and why their scheme does, or does not, meet these. Mitigation must be proposed in cases where these legal and policy requirements cannot be met.</del></p> <p><del>To achieve low or zero carbon new developments, renewable energy technology should be utilised only as a last resort.</del> Renewable energy on new development sites will be considered favourably <del>but,</del> before considering renewable energy installations, developers will be expected to pursue low and zero carbon development through the following hierarchy:</p> <p><del>building design and layout;</del></p> <p><del>building fabric;</del></p> <p><del>air tightness, and</del></p> <p><del>energy-efficient services (heating, lighting, ventilating).</del></p> <p>Allowable Solutions will be necessary where new development cannot be self-sufficiently low or zero carbon. At such time as government identifies a list of Allowable Solutions, we will encourage the implementation of those Allowable Solutions that are most appropriate to the district or specific locations within it.</p>	

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			New development will be expected to maximise on-site recycling, minimise on-site waste production and ensure the prudent use of construction materials.	
M49	8.10		<i>New paragraph after 8.10</i> <u>The Core Strategy is not intended to replicate the requirements of Building Regulations, and instead its policies cover those areas that Building Regulations do not.</u>	Clarification
M50	CS25	<p><b>Policy CS25: Sustainability and New Development</b></p> <p>In order to ensure that new dwellings address wider sustainability issues, new residential developments will be expected to achieve the highest level technically and financially viable under the Code for Sustainable Homes. Developers of sites of ten dwellings or more will be expected to:</p> <p>A provide a Design Stage certificate and a Post-Construction Stage certificate to demonstrate which rating under the Code for Sustainable Homes can be, and has been, achieved; and</p> <p>B Achieve at least 3 credits in Indoor Water Use (Wat 1) of the Code for Sustainable Homes, unless such measures will have a negative impact upon the River Mease SAC;</p> <p>In order to ensure that non-residential developments address wider sustainability issues, developers of large sites will be expected to:</p>	<p><b>Policy CS25: Sustainability and New Development</b></p> <p>In order to ensure that new dwellings address wider sustainability issues, new residential developments will be expected to achieve the highest level technically and financially viable under the Code for Sustainable Homes. Developers of sites of ten dwellings or more will be expected to:</p> <p>A provide <del>a Design Stage certificate</del> and a Post-Construction Stage <del>certificates</del> to demonstrate which rating under the Code for Sustainable Homes can be, and has been, achieved; and</p> <p>B <del>Achieve</del> <u>achieve</u> <del>at least 3 credits in Indoor Water Use (Wat 1) of the</del> <u>Level 3 in Category 2: Water of the</u> Code for Sustainable Homes, unless such measures will have a negative impact upon the River Mease SAC;</p> <p>In order to ensure that non-residential developments address wider sustainability issues, developers of</p>	Clarification, accuracy

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		<p>A ensure their scheme achieves the highest rating technically and financially viable under the Building Research Establishment’s Environmental Assessment Method, and to demonstrate why a higher rating cannot be achieved; and</p> <p>B provide a Design Stage certificate and a Post-Construction Stage certificate to demonstrate which rating under the Building Research Establishment’s Environmental Assessment Method can be, and has been, achieved.</p>	<p>large sites will be expected to:</p> <p>A ensure their scheme achieves the highest rating technically and financially viable under the Building Research Establishment’s Environmental Assessment Method, and to demonstrate why a higher rating cannot be achieved; and</p> <p>B provide a Design Stage certificate and a Post-Construction Stage certificates to demonstrate which rating under the Building Research Establishment’s Environmental Assessment Method can be, and has been, achieved.</p>	
M51	8.22	<p>Sustainable Drainage Systems (SuDS) are systems that are designed to mimic natural processes of water runoff and infiltration. They can include attenuation ponds, swales, filter drains, permeable paving (with lining), wetlands, green roofs, and Rainwater harvesting. In traditional systems, pipes are designed to convey surface water quickly away from urban areas, which can potentially increase the rate and volume at which runoff enters the river systems, and can increase flooding incidents downstream. SuDS can be integrated into the layout of new developments as amenity features and contribute to biodiversity and water quality.</p>	<p>Sustainable Drainage Systems (SuDS) are systems that are designed to mimic natural processes of water runoff and infiltration. They can include attenuation ponds, swales, filter drains, permeable paving (with lining), wetlands, green roofs, and Rainwater harvesting. In traditional systems, pipes are designed to convey surface water quickly away from urban areas, which can potentially increase the rate and volume at which runoff enters the river systems, and can increase flooding incidents downstream. SuDS can be integrated into the layout of new developments as amenity features and contribute to biodiversity, <u>and water quality and the provision of green infrastructure.</u></p>	

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
M52	CS26	<p><b>Policy CS26: Flood Risk</b></p> <p>A site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, and also where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding.</p> <p>New development will be directed towards areas at the lowest risk of flooding within the District; with priority given to land within Flood Zone 1.</p> <p>The use of Flood Zones 2 and 3a for recreation, amenity and environmental purposes will be acceptable where an effective means of flood risk management is evident, and considerable green space provided.</p> <p>Land within Flood Zone 3b will be safeguarded, to ensure that the functional floodplain is protected from development. The Council will also support proposals which reinstate the functional floodplain, where possible.</p> <p>All new development will be expected to ensure that it does not increase the level of flooding experienced in other areas of the District.</p> <p>Surface water run-off in all developments should be</p>	<p><b>Policy CS26: Flood Risk</b></p> <p>A site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, and also where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding. <u>Site-specific Flood Risk Assessments should consider the issues of flooding from sewers, canal infrastructure failure and groundwater rising from former coal mining areas.</u></p> <p>New development will be directed towards <del>areas</del> <u>land</u> at the lowest risk of flooding within the District; with priority given to land within Flood Zone 1.</p> <p>The use of Flood Zones 2 and 3a for recreation, amenity and environmental purposes will be acceptable where an effective means of flood risk management <del>is evident</del> <u>has been provided</u>, and <del>considerable green space provided.</del></p> <p>Land within Flood Zone 3b will be safeguarded, to ensure that the functional floodplain is protected from development. The Council will also support proposals which reinstate the functional floodplain, where possible.</p>	Accuracy, clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>managed, to minimise the net increase in the amount of surface water discharged into the local public sewer system. On previously developed sites, surface water runoff should be attenuated by 20% on the site. The use of Sustainable Drainage Systems (SuDS) will be expected; and design and layout schemes which enhance natural forms of on-site drainage will be encouraged.</p>	<p>All new development will be expected to ensure that it does not increase the level of flooding experienced <u>elsewhere in other areas of the District and should be managed to ensure no net increase of water is discharged into the local sewer and watercourse systems.</u></p> <p>Surface water run-off in all developments should <del>be managed, to minimise the net</del> <u>not</u> increase in the amount of surface water discharged into the local public sewer system. On previously developed sites, surface water runoff should be attenuated by 20% on the site. The use of Sustainable Drainage Systems (SuDS) will be <u>given priority where its application is appropriate; expected; and</u> design and layout <del>schemes</del> <u>which enhances</u> natural forms of on-site drainage will be encouraged.</p>	
M53	CS27	<p><b>Policy CS27: Groundwater Protection and Land Instability</b>  Developers should provide adequate information when submitting their proposals so that the potential impact on groundwater can be adequately assessed. Permission will not be granted where there is an unacceptable risk to groundwater resources and quality.</p> <p>Within the Coal Mining Development Referral Area developers should provide a Coal Mining Risk Assessment. Development proposals should take</p>	<p><b>Policy CS27: Groundwater Protection and Land Instability</b>  Developers should provide adequate information when submitting their proposals so that the potential impact on groundwater can be adequately assessed. <u>The aims should be to minimise pollution and other adverse effects on the local and natural environment.</u> Permission <u>for development</u> will not be granted where there is an unacceptable risk to groundwater resources and quality <u>that cannot be mitigated.</u></p> <p>Within the Coal Mining Development Referral Area</p>	Clarification, NPPF compliance

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		account of any coal mining-related, or other land stability concerns and/or other public safety risks. Where necessary, developments should incorporate suitable mitigation measures to address these risks.	developers should provide a Coal Mining Risk Assessment. Development proposals should take account of any coal mining-related, or other land stability concerns and/or other public safety risks. Where necessary, developments should incorporate suitable mitigation measures to address these risks.	
M54	8.28	Green Infrastructure is a term which is given to a network of high quality green spaces and other environmental features. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments, rivers, canals and private gardens. Just as growing communities need to improve and develop their grey infrastructure (e.g. roads and sewers), their green infrastructure needs to be upgraded and expanded in line with growth.	Green Infrastructure is a term which is given to a network of high quality green spaces and other environmental features. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments, rivers, canals, <u>footpaths, cycle paths</u> and private gardens. Just as growing communities need to improve and develop their grey infrastructure (e.g. roads and sewers), their green infrastructure needs to be upgraded and expanded in line with growth.	Clarification
M55	CS28	<p><b>Policy CS28: Strategic Green Infrastructure</b></p> <p>The following Strategic Green Infrastructure Network will be protected and enhanced:</p> <ul style="list-style-type: none"> <li>▪ Trent Strategic River Corridor</li> <li>▪ National Forest</li> <li>▪ Charnwood Forest</li> <li>▪ Coalville Urban Fringe</li> <li>▪ Swadlincote Urban Fringe</li> <li>▪ Loughborough Urban Fringe</li> <li>▪ Nottingham urban Fringe</li> </ul> <p>New developments proposed in Policies CS32 to</p>	<p><b>Policy CS28: <del>Strategic Green Infrastructure</del></b></p> <p><u>The design and layout of new development should take account of and provide opportunities to create and enhance green infrastructure provision, strategic and local, and improve accessibility to these assets from new and existing development.</u> The following <del>Strategic Green Infrastructure within the district is of strategic significance</del> <u>Network will be protected and enhanced:</u></p> <ul style="list-style-type: none"> <li>▪ Trent Strategic River Corridor</li> <li>▪ National Forest</li> </ul>	Clarification, NPPF compliance

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>CS42 should contribute to the enhancement of the Strategic Green Infrastructure network.</p> <p>The Strategic Green Infrastructure network will be supplemented by more local corridors and assets that will include Areas of Separation and Local Green Spaces.</p>	<ul style="list-style-type: none"> <li>▪ Charnwood Forest</li> <li>▪ Coalville Urban Fringe</li> <li>▪ Swadlincote Urban Fringe</li> <li>▪ Loughborough Urban Fringe</li> <li>▪ Nottingham Urban Fringe</li> </ul> <p><del>New developments proposed in Policies CS32 to CS42 should contribute to the enhancement of the Strategic Green Infrastructure network.</del></p> <p><del>The Strategic Green Infrastructure network will be supplemented by more local corridors and assets that will include Areas of Separation and Local Green Spaces.</del></p> <p><u>Local Green Infrastructure, which includes Areas of Separation, Local Green Spaces, parks, open spaces and playing fields as well as Sustainable Urban Drainage Systems, supplements the strategic network.</u></p>	
M56	8.36	<p>Our Open Space, Sport and Recreation (2008) study looked at the needs for open space, sports and recreation facilities. It concluded that provision across the district was varied and recommended that the provision of children’s play areas, recreation grounds and open space should be based on the average provision across the district which at that time was:</p> <ul style="list-style-type: none"> <li>▪ Children’s play provision – 15 sq metres per child;</li> </ul>	<p>Our Open Space, Sport and Recreation (2008) study looked at the needs for open space, sports and recreation facilities. <del>It</del><u>The Study</u> concluded that provision across the district was varied and recommended <u>a Local Quality Standard for play area and recreation facilities. The Local Quality Standard</u> <del>that the provision of children’s play areas, recreation grounds and open space</del> <u>suggested that provision</u> should be based on the average <del>provision</del> across the</p>	Accuracy



Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<ul style="list-style-type: none"> <li>▪ Recreation grounds – 15 sq metres per person and</li> <li>▪ Other open space – 4 sq metres per person</li> </ul>	<p><del>district which at that time was:</del> and should be linked, in appropriate circumstances, to the number of people in the area of relevant age for the type of facility proposed, and not necessarily for the population as a whole. For example, for recreation grounds or open spaces the requirement is established using the total population figures as all people are likely to use them, whereas only children will use play areas. The Study (2008) recommended the following Quality Standards:</p> <ul style="list-style-type: none"> <li>▪ Children’s play provision – 15 sq metres per child;</li> <li>▪ Recreation grounds – 15 sq metres per person and</li> <li>▪ Other open space – 4 sq metres per person</li> </ul>	
M57	CS29	<p><b>Policy CS29: Open Space, Sport and Recreation</b></p> <p>Existing Open Space, sport and recreation facilities will be safeguarded. However, in built up areas, exceptionally, development may be allowed on part of such a site where:</p> <p>A The remainder of the site is enhanced so its public value in visual and functional terms is equivalent to the original site or better, or</p> <p>B Essential ancillary facilities are proposed to support outdoor recreational use of the site, or</p> <p>C The sport or recreational use is relocated to an alternative site of equivalent or greater value in</p>	<p><b>Policy CS29: Open Space, Sport and Recreation</b></p> <p>1 Existing Open Space, sport and recreation facilities will be safeguarded. <u>Applications for essential ancillary facilities that are proposed to support outdoor recreational use will be supported</u></p> <p>2 <del>However, in built up areas,</del> <u>Within Limits to Development</u> exceptionally, development may be allowed on part of such a site where:</p> <p>A The remainder of the site is enhanced so its public value in visual and functional</p>	Clarification, NPPF compliance

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>terms of quantity, quality and accessibility to users of the original site, and other factors do not justify retention.</p> <p>New housing development will make provision for appropriate sport, open space and recreation facilities having regard to both quantitative and qualitative factors identified by an up-to-date assessment of needs and any deficits or surpluses of open space, sports and recreational facilities.</p> <p>In respect of qualitative factors regard will be had to:</p> <p>A The quality of existing provision within the locality of the proposed development and the quality of existing or proposed physical links to such provision; and</p> <p>B The ability of the existing provision to be expanded or enhanced to meet the needs generated from the proposed development</p>	<p>terms is equivalent to the original site or better, or</p> <p><del>B Essential ancillary facilities are proposed to support outdoor recreational use of the site, or</del></p> <p><u>B The open space, sports and recreation facilities have been considered, through an assessment, to be surplus to requirements.</u></p> <p><u>3 Within Limits to Development, redevelopment may be allowed on an entire site where:</u></p> <p><u>A An Assessment has been undertaken and the entirety of the open space, sport and/or recreation facilities have been identified as surplus to requirements</u></p> <p><u>B The sport or recreational use is relocated to an alternative site of equivalent or greater value in terms of quantity, quality and accessibility to users of the original site, and other factors do not justify its retention.</u></p> <p><u>4 New housing development will make provision for appropriate sport, open space, sport and recreation facilities having regard to both quantitative and qualitative factors identified by an up-to-date assessment of needs and any</u></p>	

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
			<p>deficits or surpluses of open space, sports and recreational facilities.</p> <p>In respect of qualitative factors regard will be had to:</p> <p>A The quality of existing provision within the locality of the proposed development and the quality of existing or proposed physical links to such provision; and</p> <p>B The ability of the existing provision to be expanded or enhanced to meet the needs generated from the proposed development</p>	
M58	CS30	<p><b>Policy CS30: The National Forest</b></p> <p>Within the area of the National Forest, as defined on the Proposals Map, North West Leicestershire District Council will work with The National Forest Company, other local authorities and partners to:</p> <ul style="list-style-type: none"> <li>▪ Provide opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including overnight accommodation;</li> <li>▪ Create an attractive, sustainable environment;</li> <li>▪ Enhance its role as a natural carbon sink.</li> <li>▪ Provide a range of leisure opportunities for local communities and visitors, and</li> <li>▪ Achieve 33% woodland cover in the National Forest.</li> </ul>	<p><b>Policy CS30: The National Forest</b></p> <p>Within the area of the National Forest, as defined on the Proposals Map, North West Leicestershire District Council will work with The National Forest Company, other local authorities and partners to:</p> <ul style="list-style-type: none"> <li>▪ Provide opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including overnight accommodation;</li> <li>▪ Create an attractive, sustainable environment;</li> <li>▪ Enhance its role as a natural carbon sink;</li> <li>▪ <u>Enhance biodiversity to meet local and national Biodiversity Action Plan targets;</u></li> <li>▪ Provide a range of leisure opportunities for local communities and visitors, and</li> <li>▪ Achieve 33% woodland cover in the National</li> </ul>	Accuracy, clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>New developments within the National Forest will contribute towards the creation of the forest by including provision of tree planting and other landscape areas within them and/or elsewhere within the National Forest in accordance with National Forest Planting Guidelines. Landscaping will generally involve woodland planting, but can also include the creation and management of other appropriate habitats, open space provision and the provision of new recreational facilities. The appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents.</p> <p>In exceptional circumstances, a commuted sum may be agreed where planting and landscaping cannot be accommodated within or close to the development site. This will be used to purchase land for planting, create new woodland, provide public access to it and maintain the site for at least 5 years.</p> <p>Within the National Forest new development should ensure that:</p> <p>A the siting and scale of the proposed development is appropriately related to its setting within the Forest, and</p> <p>B the proposed development respects and does not adversely affect the character and appearance of the wider countryside.</p>	<p>Forest.</p> <p>New developments within the National Forest will contribute towards the creation of the forest by including provision of tree planting and other landscape areas within them and/or elsewhere within the National Forest in accordance with National Forest Planting Guidelines. Landscaping will generally involve woodland planting, but can also include the creation and management of other appropriate habitats, open space provision <u>associated with woodland</u> and the provision of new recreational facilities <u>with a woodland character</u>. The appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents.</p> <p><del>In exceptional circumstances, a</del> <u>A</u> commuted sum may be agreed where planting and landscaping cannot be accommodated within or close to the development site. This will be used to <u>either</u> purchase land for <u>tree planting</u>, <u>or</u> create new woodland <u>and/or other habitats</u>, and to provide public access <u>to it</u> and maintain <del>the site</del> <u>those works</u> for at least 5 years.</p> <p>Within the National Forest new development should ensure that:</p> <p>A the siting and scale of the proposed</p>	

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>The area between Ashby de la Zouch, Measham and Swadlincote will be recognised as ‘The Heart of the National Forest’ where there will be a concentration of tourism and leisure activities associated with the National Forest, and economic opportunities based on the woodland and environmental economy. Linkages to nearby urban areas will be strengthened and new development will be exemplars of sustainable design and construction, with an emphasis upon the use of Forest-themed construction materials where appropriate.</p>	<p>development is appropriately related to its setting within the Forest, and</p> <p>B the proposed development respects and does not adversely affect the character and appearance of the wider countryside.</p> <p>The area between Ashby de la Zouch, Measham and Swadlincote will be recognised as ‘The Heart of the National Forest’ where there will be a concentration of tourism and leisure activities associated with the National Forest, and economic opportunities based on the woodland and environmental economy. Linkages to nearby urban areas will be strengthened and new development will be exemplars of sustainable design and construction, with an emphasis upon the use of Forest-themed construction materials where appropriate.</p>	
M59	CS31	<p><b>Policy CS31: Charnwood Forest Regional Park</b></p> <p>Within the Charnwood Forest, the Council will work in partnership with Leicestershire County Council, Charnwood Borough Council, Hinckley and Bosworth Borough Council and other partners to define, protect and enhance the Charnwood Forest Regional Park (CFRP).</p> <p>Proposals will be supported that:</p> <p>A Maintain the traditional working landscape of the forest, particularly those which involve rural</p>	<p><b>Policy CS31: Charnwood Forest Regional Park</b></p> <p>Within the Charnwood Forest, the Council will work in partnership with Leicestershire County Council, Charnwood Borough Council, Hinckley and Bosworth Borough Council and other partners to define, protect and enhance the <u>landscape, natural history and cultural heritage of the</u> Charnwood Forest Regional Park (CFRP).</p> <p>Proposals will be supported that:</p> <p>A Maintain the traditional working landscape of the</p>	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>diversification and sustainable tourism, including green tourism initiatives;</p> <p>B Provide new recreation facilities around the fringes of the area; and</p> <p>C Provide access to and from the rural areas into and within the Regional Park by non-vehicular means.</p> <p><b>We will know Policy CS31 is working if- Charnwood Forest is broadly recognised as a Regional Park</b></p>	<p>forest, particularly those which involve <u>farming or rural diversification</u> <del>and</del> <u>or sustainable</u> tourism, including green tourism initiatives;</p> <p>B Provide new recreation facilities around the fringes of the area; and</p> <p>C Provide access to and from the rural areas into and within the Regional Park by non-vehicular means.</p> <p><b>We will know Policy CS31 is working if- Charnwood Forest is broadly recognised as a Regional Park</b></p> <p><u>Charnwood Forest Regional Park Steering Group established;</u></p> <p><u>No net loss of sites of ecological importance or heritage assets within the Charnwood Forest Area.</u></p>	
M60	8.53-8.55	<p><b>Natural Environment</b></p> <p>There are 17 Sites of Special Scientific Interest (SSSI) within the district, of which 2 have further designations; Charnwood Lodge which is also a National Nature Reserve and the River Mease which is a Special Area of Conservation.</p> <p>A large amount of biodiversity information has been gathered over the years by a variety of organisations and individuals. The NBN Gateway is a ‘data warehouse’ for biodiversity information, which can be accessed to understand the distribution of particular species. Records, covering plants, mammals, birds and invertebrates, are stored on the NBN Gateway.</p>	<p><b><u>Natural Environment Biodiversity and Geodiversity</u></b></p> <p>There are 17 Sites of Special Scientific Interest (SSSI) within the district, of which 2 have further designations; Charnwood Lodge which is also a National Nature Reserve and the River Mease which is <u>also</u> a Special Area of Conservation.</p> <p><u>Biodiversity information about the District is available from the Leicestershire and Rutland Environmental Records Centre (LRERC). This information includes data on species which has been collated from a variety of sources, including in-house surveys, amateur naturalists and local experts, County</u></p>	New evidence, accuracy, clarification, NPPF compliance

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>Local Wildlife Sites in North West Leicestershire are also identified on the NBN Gateway. We have also undertaken a detailed study of the district which identified a number of areas of more local significance.</p> <p>The Sub-Regional Green Infrastructure network will help protect and enhance these biodiversity assets, extend and create new habitats and reverse habitat fragmentation by restoring connectivity between them. However, development has the potential to have a major impact on biodiversity and although development is needed to meet the need for homes and jobs, we want to make sure new development helps to ensure we there is no net loss of biodiversity (i.e. that the extent of the bio diversity interest in the district remains at least equivalent to current levels).</p>	<p><u>Recorder's Network, Natural England and the Environment Agency, and ecological consultancies working within Leicestershire. LRERC can also provide information about the status of protected species in the District.</u></p> <p>A large amount of biodiversity information has been gathered over the years by a variety of organisations and individuals. The NBN Gateway is a 'data warehouse' for biodiversity information, <del>which can be accessed to understand the distribution of particular species. Records, covering plants, mammals, birds and invertebrates, are stored on the NBN Gateway.</del> <u>and provides a useful source of information about the national context of species distribution. Local Wildlife Sites (LWSs) in North West Leicestershire are also identified on the NBN Gateway and there are candidate LWSs that meet the criteria of a full LWS and could be designated as full LWSs in the fullness of time. There are also four Local Nature Reserves in the District.</u></p> <p>We have also undertaken a detailed study of the district – a <u>Phase 1 Habitat and Species Survey (2009)</u> which identified a number of areas <del>of more local significance</del> <u>of land that have the same status and value as LWSs.</u></p> <p>The Sub-Regional Green Infrastructure network will help protect and enhance these biodiversity assets,</p>	

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
			<p>extend and create new habitats and reverse habitat fragmentation by restoring connectivity between them. However, development has the potential to have a major impact on biodiversity and although development is needed to meet the need for homes and jobs, we want to make sure new development <del>helps to ensure we there is no</del> <u>does not result in a</u> net loss of biodiversity (i.e. that the extent of the bio diversity interest in the district remains at least equivalent to current levels).</p> <p><u>The priority species and habitats are set out in two Biodiversity Action Plans (BAPs): the Leicester, Leicestershire and Rutland Local Biodiversity Action Plan (revised 2005) and the National Forest Biodiversity Action Plan (2004). In addition, there are habitats and species listed as being associated with the national Biodiversity Action Plan (the “S41 List”) (revised 2010). The LRERC maintains a sites and habitats database of locally- and nationally-designated sites and BAP habitats within the District, which is updated twice per year.</u></p> <p><u>The geological interest in the District ranges includes unique pre-Cambrian volcanic rocks, Carboniferous limestones, coal-bearing rocks, fossils and rare minerals. The Charnwood Lodge is designated as a National Nature Reserve due to its geodiversity. In addition, the District has eleven Regionally Important Geodiversity Sites (RIGS) and candidate RIGS</u></p>	



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			<u>(cRIGS). RIGS and cRIGS do not have statutory protection but are encouraged to be protected in the planning process.</u>	
M61	8.59	New development contributes to the problems at sewage treatment works as a result of additional flows from toilets, baths and other water facilities. Under the Habitats Directive we are responsible for ensuring that proposals for new development will have no significant adverse impact upon the SAC. This is done through a Habitats Regulations Assessment (referred to as an Appropriate Assessment). To help with this process, people applying for permission for new development need to include detailed information about drainage. Unless an applicant can demonstrate no adverse impact on the River Mease SAC, a planning application must be refused.	New development contributes to the problems at sewage treatment works as a result of additional flows from toilets, baths and other water facilities. Under the Habitats Directive we are responsible for ensuring that proposals for new development will have no significant adverse impact upon the SAC. This is done through a Habitats Regulations Assessment (referred to as an Appropriate Assessment). To help with this process, people applying for permission for new development need to include detailed information about drainage <u>(both surface and foul water)</u> . Unless an applicant can demonstrate no adverse impact on the River Mease SAC, a planning application must be refused.	Clarification
M62	8.61	In June 2011 a Water Quality Management Plan (WQMP) was agreed by the Environment Agency and Natural England. This identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the Conservation Objectives for the SAC and is brought back into favourable condition. The primary objective of the plan is that the combined actions will result in a reduction in phosphate in the River Mease to no more than 0.06mg/l, and this will be achieved by	In June 2011 a Water Quality Management Plan (WQMP) was agreed by the Environment Agency and Natural England. This identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the Conservation Objectives for the SAC and is brought back into favourable condition. The primary objective of the plan is that the combined actions will result in a reduction in phosphate in the River Mease to no more than 0.06mg/l, and this will be achieved by <u>2027 (due to the level of commitment and work</u>	Clarification, accuracy

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		2027 (expected to be derogated from 2015).	<u>required by all those various organisations involved to test and implement new technology and innovative treatment methods, this is</u> expected to be derogated from 2015).	
M63	8.63	There are a number of sewage treatment works in the River Mease catchment which discharge in to the river. The two principal works are at Pakingon (which serves Ashby de la Zouch) and Measham. As at March 2012 it was estimated by Severn Trent Water that these works both had headroom (i.e. available capacity within the terms of the permit agreed by the Environment Agency) to accommodate 1,218 dwellings and 1,163 dwellings respectively. Non-residential development is subject to the same controls as residential development, and headroom capacity limits apply to all development types that would result in additional waste water flows. This headroom will be regularly reviewed.	There are a number of sewage treatment works in the River Mease catchment which discharge in to the river. The two principal works are at Pakingon (which serves Ashby de la Zouch) and Measham. As at March 2012 it was estimated by Severn Trent Water that these works both had headroom (i.e. available capacity within the terms of the permit agreed by the Environment Agency) to accommodate 1,218 dwellings and 1,163 dwellings respectively. <u>It should be noted that whilst capacity is expressed in terms of numbers of dwellings n</u> Non-residential development is subject to the same controls as residential development, and headroom capacity limits apply to all development types that would result in additional waste water flows. This headroom will be regularly reviewed.	
M64	8.66	The WCS suggests that it may be necessary to consider tightening the existing permit when the headroom is taken up. In the longer-term, to greatest contribution to meeting the Water Framework Directive target and Habitats Directive SAC Conservation Objective is likely to come from improvements at the sewage treatment works. This could, for example, include the provision of reed beds	The WCS suggests that it may be necessary to consider tightening the existing permit when the headroom <u>capacity at the various sewage treatment works</u> is taken up. In the longer-term, <del>to the</del> greatest contribution to meeting the Water Framework Directive target and Habitats Directive SAC Conservation Objective is likely to come from improvements at the sewage treatment works. This	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		at the works as a way of extracting more phosphates before water enters the river. However, such methods have still to be proven to work to reduce sufficiently the phosphate levels to the desired amount. The WCS recommends that Severn Trent Water investigates improved treatment methods to be employed at the treatment works in order to tighten the quality consent in the future.	could, for example, include the provision of reed beds at the works as a way of extracting more phosphates before water enters the river. However, such methods have still to be proven to work to reduce sufficiently the phosphate levels to the desired amount. The WCS recommends that Severn Trent Water investigates improved treatment methods to be employed at the treatment works in order to tighten the quality consent in the future.	
M65	8.69		<p><i>New paragraph after 8.69</i></p> <p><u>Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Conservation Area status does not prevent change but ensures change is managed in a way that works with the areas' special character, rather than against it. The Council has prepared appraisals for each of the 22 Conservation Areas which set out what is special about each one. The appraisals were prepared some years ago but their content remains largely valid. The Council has a duty to periodically review existing Conservation Area Appraisals and identify new areas that could be designated.</u></p>	Clarification
M66	CS34	<p><b>Policy CS34: Conserving and Enhancing the Historic Environment</b></p> <p>Heritage assets, and their setting, will be protected and conserved. The conservation of assets which</p>	<p><b>Policy CS34: Conserving and Enhancing the Historic Environment</b></p> <p>Heritage assets, and their setting, will be protected and conserved. The conservation of assets which</p>	Clarification, NPPF compliance

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>reflect the District's industrial and coalmining heritage will be a particular priority.</p> <p>Where opportunities arise, particularly through new development, North West Leicestershire District Council will consider favourably those schemes that make a positive contribution and enhance existing heritage assets.</p> <p>The District Council will also seek to secure the viable and sustainable future of heritage assets at risk of neglect or loss, especially where this supports tourism or business development, providing such development is consistent with the significance of the heritage asset.</p> <p><b>We will know Policy CS34 is working if-</b> There is no reduction in the number of designated heritage sites.</p> <p><b>We will implement Policy CS34 by-</b> Identification of heritage assets which are most at risk through neglect, decay or other threats.</p> <p>Determining planning applications</p>	<p>reflect the District's industrial and coalmining heritage will be a particular priority.</p> <p>Where opportunities arise, particularly through new development, North West Leicestershire District Council will consider favourably those schemes that make a positive contribution and enhance existing heritage assets.</p> <p>The District Council will also seek to secure the viable and sustainable future of heritage assets at risk of neglect <del>or loss</del>, <u>decay or other threats</u>, especially where this supports tourism or business development, providing such development is consistent with the significance of the heritage asset.</p> <p><b>We will know Policy CS34 is working if-</b> There is no <del>reduction</del> <u>increase in the number of heritage assets on the 'At Risk' register</u> <del>in the number of designated heritage sites.</del></p> <p><b>We will implement Policy CS34 by-</b> Identification of heritage assets which are most at risk through neglect, decay or other threats.</p> <p>Determining planning applications</p> <p><u>Periodic reviews of Conservation Area Appraisals</u></p>	
M67	8.72	<p><b>Coalville Urban Area</b> Coalville Urban Area is the district's main centre, with</p>	<p><b>Coalville Urban Area</b> Coalville Urban Area is the district's main centre,</p>	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>a population of about 33,000 in 2010, and has the widest range of services and facilities.</p>	<p>with a population of about 33,000 in 2010, and has the widest range of services and facilities. <u>The first appearance of Coalville as a settlement name is in the 1838 County Rate Return; prior to the early 19<sup>th</sup> century settlement here consisted of little more than a hamlet. In 1822 a coal shaft was sunk at Long Lane in Whitwick which, along with subsequent shafts, was to stimulate rapid settlement expansion in the area. Between 1831 and 1921 the population of Coalville grew from 2,887 to 20,467. The settlement lacks any single, easily definable, Historic Settlement Core other than parts of the villages of Hugglescote, Thringstone and Whitwick. Coalville went into a period of economic decline, with the closure of pits during the mid 1980s, which was halted in the late 1990s with local authority and National Forest regeneration initiatives; these coupled with the town's proximity to the M1 has made the area attractive to warehousing and light industry.</u></p> <p><u>The settlement pattern for Coalville developed rapidly though the course of the 19<sup>th</sup> and 20<sup>th</sup> centuries. The combination of the road and rail network together with the location of the coal mines has had a clear influence upon the growth and form that the settlement has taken. 19<sup>th</sup> and early 20<sup>th</sup> century terraced housing typically follows the line of the main roads and evidence of the town's</u></p>	

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
			<u>coalmining past is still much in evidence through the presence of abandoned colliery sites, spoil heaps and former railway lines, several of which have developed into sites of ecological significance.</u>	
M68	8.74	Coalville is a relatively modern town with its origins dating back to the nineteenth century and the development of coal mining. The centre is focussed upon the High Street/Ashby Road/Belvoir Road/Thornborough Road crossroads. In comparison, Donington-le-Heath, Hugglescote, Thringstone and Whitwick are all much older, in the case of the latter dating back to the Domesday Book. Greenhill is a neighbourhood formed by post-war residential expansion. To the east, the Bardon employment area was developed in the 1980s to help offset the impact of the decline in the mining industry.	<del>Coalville is a relatively modern town with its origins dating back to the nineteenth century and the development of coal mining. The centre is focussed upon the High Street/Ashby Road/Belvoir Road/Thornborough Road crossroads. In comparison, Donington-le-Heath, Hugglescote, Thringstone and Whitwick are all much older, in the case of the latter dating back to the Domesday Book. Greenhill is a neighbourhood formed by post-war residential expansion. To the east, the Bardon employment area was developed in the 1980s to help offset the impact of the decline in the mining industry.</del>	Consistency
M69	8.78	With our support, in February 2012 Leicestershire County Council applied for funding from the Government's Local Sustainable Transport Fund. The bid focuses on Loughborough and Coalville and, if successful, funding will be used to support a range of measures including improvements to the walking and cycleway network as set out in the North West Leicestershire Cycling Strategy: (Part 1: Coalville). The Cycling Strategy identifies a potential network of cycle links to overcome current barriers to cycling, and enable more people to cycle as a regular mode of transport. Other measures such as cycle training,	With our support, in February 2012 Leicestershire County Council <u>successfully</u> applied for funding from the Government's Local Sustainable Transport Fund. <del>The bid focuses on Loughborough and Coalville and, if successful, F</del> unding will be used to support a range of measures including improvements to the walking and cycleway network as set out in the North West Leicestershire Cycling Strategy: (Part 1: Coalville). The Cycling Strategy identifies a potential network of cycle links to overcome current barriers to cycling, and enable more people to cycle as a regular mode of transport. Other measures such as cycle	Bring the plan up-to-date

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		publicity and cycle storage are also identified, which should further encourage use of any infrastructure that is provided.	training, publicity and cycle storage are also identified, which should further encourage use of any infrastructure that is provided.	
M70	8.83	The town centre is “moderately healthy” but with room for improvement. This reflects the limited investment in new retailing within Coalville Town Centre which has faced competition from out-of-centre supermarkets in Coalville and large-scale out-of-town shopping elsewhere. We want to revitalise Coalville’s Town Centre and have worked with the Prince’s Foundation to prepare a Regeneration Strategy for the town. We have granted planning permission for an expansion of the Belvoir Shopping Centre and, as part of a separate development, the provision of a mixed-use retail and residential scheme, including a supermarket on a 1.24 hectare site at the junction of Whitwick Road and Hotel Street.	<u>Coalville town centre is under-performing against a number of ‘health check’ indicators at present. Whilst the town centre continues to meet day-to-day convenience and comparison goods shopping functions, plus the service needs of local residents, adequately, the overall picture is one of a centre ‘getting by’, and struggling for vitality and viability in a number of areas.</u> <del>The town centre is “moderately healthy” but with room for improvement.</del> This reflects the limited investment in new retailing within Coalville Town Centre which has faced competition from out-of-centre supermarkets in Coalville and large-scale out-of-town shopping elsewhere. We want to revitalise Coalville’s Town Centre and have worked with the Prince’s Foundation to prepare a Regeneration Strategy for the town. We have granted planning permission for an expansion of the Belvoir Shopping Centre and, as part of a separate development, the provision of a mixed-use retail and residential scheme, including a supermarket on a 1.24 hectare site at the junction of Whitwick Road and Hotel Street.	Bring the plan up-to-date, new evidence
M71	P80	<i>Coalville Urban Area Broad Growth Locations diagram</i>	<i>Amend diagram to show 20-25ha of employment land.</i>	Consistency
M72	8.96	This strategic development area would incorporate	This strategic development area would incorporate	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>the existing 89 hectare residential development allocation contained in the North West Leicestershire Local Plan (Policy H4g) which was capable of providing for around 1,500 homes. The allocation included the proposed Bardon Relief Road between Birch Tree Roundabout and the Bardon Road/Stephenson Way, Coalville Roundabout. More recent traffic modelling work has shown that there is no strategic highway case for the provision of the Relief Road.</p>	<p>the existing 89 hectare residential development allocation contained in the North West Leicestershire Local Plan (Policy H4g) which was capable of providing for around 1,500 homes. The allocation included the proposed Bardon Relief Road between Birch Tree Roundabout and the Bardon Road/Stephenson Way, Coalville Roundabout. More recent traffic modelling work has shown that <u>currently</u> there is no strategic highway case for the provision of the Relief Road. <u>However, the reservation of an appropriate area of land as part of the initial phase of development will enable retention of this option if evidence in the future identifies that such a link is required.</u></p>	
M73	8.98	<p>Ashby has developed around Ashby-de-la-Zouch castle which originated as a Norman fortified manor house in the 12th century - its ruins are now a Scheduled Ancient Monument. In the 19th century Ashby became a spa town and before the growth of Coalville it was the main town in North West Leicestershire. In the 19th century its main industries were ribbon manufacture, coal mining and brick-making. The town was served by Ashby Canal from 1804 and the Leicester to Burton upon Trent Line of the Midland Railway from 1845. Ashby's centre has retained much of its historical character in terms of buildings and street pattern and is designated as a Conservation Area.</p>	<p>Ashby has developed around Ashby-de-la-Zouch castle which originated as a Norman fortified manor house in the 12th century - its ruins are now a Scheduled Ancient Monument. In the 19th century Ashby became a spa town and before the growth of Coalville it was the main town in North West Leicestershire. In the 19th century its main industries were ribbon manufacture, coal mining and brick-making. The town was served by <del>Ashby Canal from 1804</del> and the Leicester to Burton upon Trent Line of the Midland Railway from 1845. Ashby's centre has retained much of its historical character in terms of buildings and street pattern and is designated as a Conservation Area.</p>	Accuracy



APPENDIX 4

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
M74	8.111	Ashby will provide for at least 1,400 new homes over the period 2006 to 2031 in accordance with Policy CS15. Of these, 356 dwellings have already been completed, 4 were under construction and there were outstanding planning permissions for a further 434 (as at 31 March 2012). These outstanding planning permissions include the development of land east of Leicester Road (09/00300/FULM) and at Smisby Road (09/00485/FULM) which together will provide for 383 new homes. Assuming these are all completed, we need to find sufficient land for at least 605 more homes to be built by 2031.	Ashby will provide for at least 1,400 new homes over the period 2006 to 2031 in accordance with Policy CS15. Of these, 356 dwellings have already been completed, 4 were under construction and there were outstanding planning permissions for a further 434 (as at 31 March 2012). These outstanding planning permissions include the development of land east of Leicester Road (09/00300/FULM) and at Smisby Road (09/00485/FULM) which together will provide for 383 new homes. Assuming these are all completed, we need to find sufficient land for at least 605 more homes to be built by 2031. <u>There is also additional land east of Leicester Road which is an outstanding housing allocation in the North West Leicestershire Local Plan (2002) (retained policies H4a and H4b) and does not have planning permission.</u>	Clarification
M75	8.118	There are good bus links to Derby, Nottingham, Loughborough and Coalville, although some of these are dependent on financial assistance from East Midlands Airport. There is no passenger rail service although there is a freight line to the north and East Midlands Parkway is located 10km to the east.	There are good bus links to Derby, Nottingham, Loughborough and Coalville <del>although some of these are dependent on financial assistance from East Midlands Airport.</del> There is no passenger rail service although there is a freight line to the north and East Midlands Parkway is located 10km to the east.	Accuracy
M76	8.121	The 2008 Castle Donington Parish Plan found that many residents are concerned about noise, with particular concerns about noise generated by East Midlands Airport and Castle Donington racing circuit. There are limited night-time controls of flights from	The 2008 Castle Donington Parish Plan found that many residents are concerned about noise, with particular concerns about noise generated by East Midlands Airport and Castle Donington racing circuit. There are <del>no</del> limited night-time controls of flights from	Accuracy

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		the airport, which is of considerable concern to the local community.	the airport, which is of considerable concern to the local community.	
M77	CS38	<p><b>Policy CS38: Castle Donington</b></p> <p>To support Castle Donington’s role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 970 more homes by 2031 to the south-west of Castle Donington. A Masterplan will be required to demonstrate how the area will be developed, including:</p> <ul style="list-style-type: none"> <li>i. Phasing and the mix of different uses and their relative disposition to other uses;</li> <li>ii. A western, dual-carriageway bypass to relieve traffic congestion in High Street and Bondgate;</li> <li>iii. A range of infrastructure, including schools, open space, health facilities, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided;</li> <li>iv. Improvements to retail and recreation provision; and</li> </ul>	<p><b>Policy CS38: Castle Donington</b></p> <p>To support Castle Donington’s role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 970 more homes by 2031 to the south-west of Castle Donington. <u>The Allocations and Development Management Policies Development Plan Document(or in advance of this document being prepared any planning application)</u><del>A Masterplan will be required to demonstrate</del>how the area will be developed,<u>and provide for</u><del>including</del>:</p> <ul style="list-style-type: none"> <li>i Phasing and the mix of different uses and their relative disposition to other uses;</li> <li>ii A western, <del>dual-carriageway</del> bypass to relieve traffic congestion in High Street and Bondgate <u>and which is capable of being upgraded if required in the future</u>;</li> <li>iii A range of infrastructure, including schools, open space, health facilities, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be</li> </ul>	NPPF compliance, clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change														
		<p>v. The protection and enhancement the ecological and amenity value of the Stud Brook and the improvement of flood flow conveyance.</p> <p>B New dwellings on sites of ten dwellings or more in Castle Donington will be expected to meet the following sub-category requirements of Code for Sustainable Homes:</p> <table border="1" data-bbox="618 691 1032 810"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Surface Water Run-off</td> <td>Full additional credits to be achieved in <i>Management of Surface Water Run-off from Developments</i> ("Sur 1") At least 1 credit to be achieved in <i>Flood Risk</i> ("Sur 2")</td> </tr> <tr> <td>Health &amp; Well-being</td> <td>Appropriate amount of credits (in respect of decibel levels) to be achieved in <i>Sound Insulation</i> ("Hea 2")</td> </tr> </tbody> </table> <p>C New non-residential buildings on large sites in Castle Donington will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method:</p> <table border="1" data-bbox="618 1058 1032 1177"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Pollution</td> <td>Full credits to be achieved in <i>Surface Water Run-off</i> ("Pol 03") Full compliance to be achieved in <i>Reduction of Night-Time Light Pollution</i> ("Pol 04") Full compliance to be achieved with <i>Noise Attenuation</i> ("Pol 05")</td> </tr> </tbody> </table> <p>D The existing Area of Separation between Castle Donington and Hemington will be reviewed; and</p> <p>E Require that new development respects the character and appearance of the Castle</p>	Category	Sub-Categories	Surface Water Run-off	Full additional credits to be achieved in <i>Management of Surface Water Run-off from Developments</i> ("Sur 1") At least 1 credit to be achieved in <i>Flood Risk</i> ("Sur 2")	Health & Well-being	Appropriate amount of credits (in respect of decibel levels) to be achieved in <i>Sound Insulation</i> ("Hea 2")	Category	Sub-Categories	Pollution	Full credits to be achieved in <i>Surface Water Run-off</i> ("Pol 03") Full compliance to be achieved in <i>Reduction of Night-Time Light Pollution</i> ("Pol 04") Full compliance to be achieved with <i>Noise Attenuation</i> ("Pol 05")	<p>provided;</p> <p>iv <u>Measures to protect and enhance heritage assets</u>;</p> <p>v Improvements to retail and recreation provision; and</p> <p>vi The protection and enhancement the ecological and amenity value of the Stud Brook and the improvement of flood flow conveyance.</p> <p>B New dwellings on sites of ten dwellings or more in Castle Donington will be expected to meet the following sub-category requirements of <u>the</u> Code for Sustainable Homes:</p> <table border="1" data-bbox="1279 951 1693 1046"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Surface Water Run-off</td> <td>At least 1 credit to be achieved in <i>Flood Risk</i> ("Sur 2")</td> </tr> </tbody> </table> <p>C New non-residential buildings on large sites in Castle Donington will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method:</p>	Category	Sub-Categories	Surface Water Run-off	At least 1 credit to be achieved in <i>Flood Risk</i> ("Sur 2")	
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Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>Donington Conservation Area and the Scheduled Ancient Monument and incorporates distinctive features that reflect the heritage of the village into the design of new developments.</p> <p><b>We will implement Policy CS38 by-</b> Allocating housing land and prepare a Masterplan in accordance with the Broad Growth Direction.</p> <p>Reviewing the Area of Separation between Castle Donington and Hemington.</p> <p>Determining planning applications</p>	<div data-bbox="1279 360 1693 480" style="border: 1px solid red; padding: 2px;"> <p><b>Category</b> Sub-Categories</p> <p><b>Pollution</b> Full credits to be achieved in Surface Water Run-off ("Pol 03")</p> <p>Full compliance to be achieved in Reduction of Night-Time Light Pollution ("Pol 04")</p> <p>Full compliance to be achieved with Noise Attenuation ("Pol 05")</p> </div> <p>D The existing Area of Separation between Castle Donington and Hemington will be reviewed; and</p> <p>E Require that new development <u>protects and enhances heritage assets within Castle Donington including respects</u> the character and appearance of the Castle Donington Conservation Area and the Scheduled Ancient Monument and incorporates distinctive features that reflect the heritage of the village into the design of new developments.</p> <p><b>We will implement Policy CS38 by-</b> <u>The preparation of an Allocations and Development Management Policies Development Plan Document</u> <del>Allocating housing land and prepare a Masterplan</del> in accordance with the Broad Growth Direction.</p> <p>Reviewing the Area of Separation between Castle Donington and Hemington.</p> <p>Determining planning applications</p>	
M78	8.138	The village is to provide for at least 550 homes over the period 2006 to 2031 in accordance with Policy CS15. Of these, 75 dwellings have already been	The village is to provide for at least 550 homes over the period 2006 to 2031 in accordance with Policy CS15. Of these, 75 dwellings have already been	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>completed, 38 were under construction and there were outstanding planning permissions for a further 149 (as at 31 March 2012). Most of these houses with planning permission are on Ashby Road (09/01016/FULM). Assuming these commitments are all completed, we need to find sufficient land for at least 290 more homes to be built by 2031.</p>	<p>completed, 38 were under construction and there were outstanding planning permissions for a further 149 (as at 31 March 2012). Most of these houses with planning permission are on Ashby Road (09/01016/FULM). Assuming these commitments are all completed, we need to find sufficient land for at least 290 more homes to be built by 2031. <u>There is also additional land south of High Street which is an outstanding housing allocation in the North West Leicestershire Local Plan (2002) (retained policies H4I) and does not have planning permission.</u></p>	
M79	CS39	<p><b>Policy CS39: Ibstock</b></p> <p>To support Ibstock's role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 220 more homes by 2031 to the west of Ibstock. A range of infrastructure, including contributions to school and health provision, open space, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided. The development should ensure that the physical separation between the built-up areas of Ibstock and Heather is not compromised;</p> <p>B The existing Area of Separation between Ibstock</p>	<p><b>Policy CS39: Ibstock</b></p> <p>To support Ibstock's role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 220 more homes by 2031 to the west of Ibstock. A range of infrastructure, including contributions to school and health provision, open space, <u>National Forest planting</u>, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided. The development should ensure that the physical separation between the built-up areas of Ibstock and Heather is not compromised;</p> <p>B The existing Area of Separation between Ibstock</p>	Clarification, consistency, accuracy

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		<p>and Heather will be reviewed; and</p> <p>Require that new development respects the character and appearance of the Ibstock Conservation Area and incorporates distinctive features that reflect the heritage of the village into the design of new developments.</p> <p><b>We will know CS39 is working if-</b></p> <p>By 2031, 290 new homes are built to the west of Ibstock</p> <p><b>We will implement Policy CS39 by-</b> Allocating housing land in accordance with the Broad Growth Location.</p> <p>Reviewing the Area of Separation between Ibstock and Heather.</p> <p>Determining planning applications</p>	<p>and Heather will be reviewed; and</p> <p>Require that new development <u>protects and enhances heritage assets within Ibstock, including</u> <del>respects</del> the character and appearance of the Ibstock Conservation Area and incorporates distinctive features that reflect the heritage of the village into the design of new developments.</p> <p><b>We will know CS39 is working if-</b></p> <p>By 2031, <u>290-220</u> new homes are built to the west of Ibstock</p> <p><b>We will implement Policy CS39 by-</b> <u>The preparation of an Allocations and Development Management Policies Development Plan Document</u> <del>Allocating housing land</del> in accordance with the Broad Growth Location.</p> <p>Reviewing the Area of Separation between Ibstock and Heather.</p> <p>Determining planning applications</p>	
M80	8.141	Kegworth suffers from the impact of heavy traffic flowing along the A6 through the village. High volumes of traffic have resulted in an Air Quality Management Area being designated for the High Street. An Air Quality Management Area has also been declared for the M1 at Mole Hill Farm, Kegworth. We are preparing an air quality action plan	Kegworth suffers from the impact of heavy traffic flowing along the A6 through the village. High volumes of traffic have resulted in an Air Quality Management Area being designated for the <u>Derby Road and London Road</u> <del>High Street</del> . An Air Quality Management Area has also been declared for the M1 at Mole Hill Farm, Kegworth. We are preparing an air	Accuracy

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
		for these areas. Highway Agency improvement plans between M1 junctions 23a-24 include proposals for a Kegworth bypass. However, the scheme is not funded and is 'on hold'.	quality action plan for these areas. Highway Agency improvement plans between <del>M1 junctions 23a-24</del> <u>M1 junctions 23a, 24 and 24a</u> include proposals for a Kegworth bypass. However, the scheme is not funded and is 'on hold'.	
M81	8.144	There is a small shopping area in the centre, which includes a Co-Op store. There is also a health centre and a part-time library. There is a primary school, but children have to travel to Castle Donington (11-14 years of age) and then Shepshed (15-16 years of age) for secondary education. There is a recreation grounds, a bowls club and community centre, but no leisure centre or swimming pool. Overall, the day-to-day needs are largely catered for in Kegworth, but the nearby larger centres such of Castle Donington, Loughborough and Long Eaton meet most other needs.	There is a small shopping area in the centre, which includes a Co-Op store. There is also a health centre and a part-time library. There is a primary school, but children have to travel to Castle Donington (11-14 years of age) and then Shepshed (15-16 years of age) for secondary education. There <del>are is a</del> <u>recreation grounds and play areas</u> , a bowls club and community centre, but no leisure centre or swimming pool. Overall, the day-to-day needs are largely catered for in Kegworth, but the nearby larger centres such of Castle Donington, Loughborough and Long Eaton meet most other needs.	Accuracy
M82	CS40	<p><b>Policy CS40: Kegworth</b></p> <p>To support Kegworth's role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 190 more homes by 2031 by allocating land within the built-up area of Kegworth.</p> <p>B Support proposals for the Kegworth Bypass;</p>	<p><b>Policy CS40: Kegworth</b></p> <p>To support Kegworth's role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 190 more homes by 2031 by allocating land within the built-up area of Kegworth.</p> <p>B Support proposals for the Kegworth Bypass;</p>	Clarification

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		<p>C New dwellings on sites of ten dwellings or more in Kegworth will be expected to meet the following sub-category requirements of Code for Sustainable Homes:</p> <table border="1" data-bbox="629 517 1041 659"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Surface Water Run-off</td> <td>Full additional credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")  At least 1 credit to be achieved in Flood Risk ("Sur 2")</td> </tr> <tr> <td>Health &amp; Well-being</td> <td>Appropriate amount of credits (in respect of decibel levels) to be achieved in Sound Insulation (Hea 2")</td> </tr> </tbody> </table> <p>D New non-residential buildings on large sites in Kegworth will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method:</p> <table border="1" data-bbox="629 922 1041 1064"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Pollution</td> <td>Full additional credits to be achieved in Full credits to be achieved in NOx Emissions ("Pol 02")  Full credits to be achieved in Surface Water Run-off ("Pol 03")  Full compliance to be achieved with Noise Attenuation ("Pol 05")</td> </tr> </tbody> </table> <p><b>We will implement Policy CS40 by-</b></p> <p>Allocating housing land within the built-up area of Kegworth.</p> <p>Support proposals for a Kegworth Bypass.</p> <p>Determining planning applications</p>	Category	Sub-Categories	Surface Water Run-off	Full additional credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")  At least 1 credit to be achieved in Flood Risk ("Sur 2")	Health & Well-being	Appropriate amount of credits (in respect of decibel levels) to be achieved in Sound Insulation (Hea 2")	Category	Sub-Categories	Pollution	Full additional credits to be achieved in Full credits to be achieved in NOx Emissions ("Pol 02")  Full credits to be achieved in Surface Water Run-off ("Pol 03")  Full compliance to be achieved with Noise Attenuation ("Pol 05")	<p>C <u>Protect and enhance heritage assets;</u></p> <p>D New dwellings on sites of ten dwellings or more in Kegworth will be expected to meet the following sub-category requirements of <u>the</u> Code for Sustainable Homes:</p> <table border="1" data-bbox="1290 579 1702 643"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Surface Water Run-off</td> <td>At least 1 credit to be achieved in Flood Risk ("Sur 2")</td> </tr> </tbody> </table> <p>E New non-residential buildings on large sites in Kegworth will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method:</p> <table border="1" data-bbox="1290 906 1702 1048"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Pollution</td> <td>Full additional credits to be achieved in Full credits to be achieved in NOx Emissions ("Pol 02")  Full credits to be achieved in Surface Water Run-off ("Pol 03")  Full compliance to be achieved with Noise Attenuation ("Pol 05")</td> </tr> </tbody> </table> <p><b>We will implement Policy CS40 by-</b></p> <p><u>The preparation of an Allocations and Development Management Policies Development Plan Document which <del>a</del>Allocates</u> housing land within the built-up area of Kegworth.</p>	Category	Sub-Categories	Surface Water Run-off	At least 1 credit to be achieved in Flood Risk ("Sur 2")	Category	Sub-Categories	Pollution	Full additional credits to be achieved in Full credits to be achieved in NOx Emissions ("Pol 02")  Full credits to be achieved in Surface Water Run-off ("Pol 03")  Full compliance to be achieved with Noise Attenuation ("Pol 05")	
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Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
			Support proposals for a Kegworth Bypass.  Determining planning applications	
M83	CS41	<p><b>Policy CS41: Measham</b></p> <p>To support Measham’s role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 440 more homes by 2031 to the north-west of Measham. A Masterplan will be required to demonstrate how the area will be developed, including:</p> <ul style="list-style-type: none"> <li>i. phasing and the mix of different uses and their relative disposition to other uses;</li> <li>ii. a range of infrastructure, including schools, open space, health facilities, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided;</li> <li>iii. measures to reinstate the Ashby Canal; and</li> <li>iv. consideration of measures in connection with coalfield legacy and groundwater source protection.</li> </ul> <p>B New dwellings on sites of ten dwellings or more in Measham will be expected to meet the following sub-category requirements of Code for</p>	<p><b>Policy CS41: Measham</b></p> <p>To support Measham’s role as a Rural Centre, North West Leicestershire District Council will:</p> <p>A Make provision for at least 440 more homes by 2031 to the north-west of Measham. <u>The Allocations and Development Management Policies Development Plan Document (or in advance of this document being prepared any planning application)</u> <del>A Masterplan will be required to demonstrate how the area will be developed, and provide for</del> <u>including:</u></p> <ul style="list-style-type: none"> <li>i phasing and the mix of different uses and their relative disposition to other uses;</li> <li>ii a range of infrastructure, including schools, open space, <u>National Forest planting</u>, health facilities, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided;</li> <li>iii measures to reinstate the Ashby Canal; and</li> <li>iv consideration of measures in connection with coalfield legacy <u>in terms of remediating and</u></li> </ul>	<p>NPPF compliance, clarification, accuracy, consistency</p>

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		<p>Sustainable Homes, unless it can be proved that to do so will have a negative impact on the River Mease Special Area of Conservation:</p> <table border="1" data-bbox="629 483 1043 624"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Water</td> <td>Full credits to be achieved in External Water Use ("Wat 2")</td> </tr> <tr> <td>Surface Water Run-off</td> <td>Full credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")</td> </tr> <tr> <td colspan="2">At least 1 credit to be achieved in Flood Risk ("Sur 2")</td> </tr> </tbody> </table> <p>C New non-residential buildings on large sites in Measham will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method, unless it can be proved that to do so will have a negative impact on the River Mease Special Area of Conservation:</p>	Category	Sub-Categories	Water	Full credits to be achieved in External Water Use ("Wat 2")	Surface Water Run-off	Full credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")	At least 1 credit to be achieved in Flood Risk ("Sur 2")		<p><u>mitigating despoiled, degraded, derelict, contaminated and unstable and land,</u> and groundwater source protection.</p> <p>B New dwellings on sites of ten dwellings or more in Measham will be expected to meet the following sub-category requirements of Code for Sustainable Homes, unless it can be proved that to do so will have a negative impact on the River Mease Special Area of Conservation:</p> <table border="1" data-bbox="1290 722 1704 863"> <thead> <tr> <th>Category</th> <th>Sub-Categories</th> </tr> </thead> <tbody> <tr> <td>Water</td> <td>Full credits to be achieved in External Water Use ("Wat 2")</td> </tr> <tr> <td>Surface Water Run-off</td> <td>Full credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")</td> </tr> <tr> <td colspan="2">At least 1 credit to be achieved in Flood Risk ("Sur 2")</td> </tr> </tbody> </table> <p>C New non-residential buildings on large sites in Measham will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method, unless it can be proved that to do so will have a negative impact on the River Mease Special Area of Conservation:</p>	Category	Sub-Categories	Water	Full credits to be achieved in External Water Use ("Wat 2")	Surface Water Run-off	Full credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")	At least 1 credit to be achieved in Flood Risk ("Sur 2")		
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		<p><b>We will know Policy CS41 is working if-</b> By 2031, 290 new homes are built to the west of Ibstock.</p> <p>The Ashby Canal in Measham is reinstated.</p> <p><b>We will implement Policy CS41 by-</b> Allocating housing land and prepare a Masterplan in accordance with the Broad Growth Direction.</p> <p>Cooperate with partners to reinstate the Ashby Canal in Measham.</p> <p>Determining planning applications</p>	<p><del>Allocating housing land and prepare a Masterplan in accordance with the Broad Growth Direction.</del></p> <p>Cooperate with partners to reinstate the Ashby Canal in Measham.</p> <p>Determining planning applications</p>	
M84	8.168		<p><i>New paragraph</i></p> <p><u>The internet is driving business innovation and growth, is ensuring that people can access services, and is opening up new opportunities for creative learning. Not all business and communities, however, are able to take advantage of these opportunities.</u></p>	Clarification

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			<u>Whilst some areas are able access super-fast broadband and a range of digital services, others struggle with the most basic of internet functions. In North West Leicestershire there are a number of areas that experience connectivity speeds of less than 2Mbits/s – so called Slow-Spots and Not-Spots.</u>	
M85	CS42	<b>We will implement Policy CS42 by-</b> Allocating housing land within Sustainable Villages.  Determining planning applications	<b>We will implement Policy CS42 by-</b> <u>The preparation of an Allocations and Development Management Policies Development Plan Document that aAllocatesing</u> housing land within Sustainable Villages.  Determining planning applications	NPPF compliance
M86	Appendix 3		<i>Refreshed Infrastructure Plan schedule</i>	Bring the plan up-to-date
M87	Glossary of Terms		<i>New item</i>  <u>Heritage Asset</u> A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listings).	Clarification
M88	Glossary of Terms		<i>New item</i>  <b><u>Local Wildlife Sites (LWSs) and candidate Local Wildlife Sites (cLWSs)</u></b> <u>Local Wildlife Sites (LWSs) are identified and selected for their local nature conservation value. They protect threatened species and habitats, acting</u>	Clarification

Change Reference	Pre-Submission version Para/ Policy/ Appendix	Original Text	Proposed Change	Reason for Change
			<u>as buffers, stepping stones and corridors between nationally-designated wildlife sites. Candidate Local Wildlife Sites meet all the criteria of LWSs, but are yet to be formally approved as such.</u>	
M89	Glossary of Terms		<p><i>New item</i></p> <p><b><u>Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS)</u></b></p> <p><u>Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS) are locally designated sites of local, regional or national importance for geodiversity reasons. Candidate Regionally Important Geodiversity Sites meet all the criteria of RIGS, but are yet to be formally approved as such.</u></p>	Clarification
M90	Glossary of Terms		<p><i>New item</i></p> <p><u>Strategic Highway Network</u></p> <p><u>The Strategic Highway Network refers to motorways and major trunk roads. This is the strategic network of roads that is used to move people and freight around the country.</u></p>	Clarification

NB: There will be further changes to paragraph numbering, cross-referencing, page numbering, hyperlinks etc.