

MEETING OF THE LOCAL PLAN COMMITTEE

THURSDAY, 26 SEPTEMBER 2024

ADDITIONAL PAPERS

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LOCAL PLAN COMMITTEE – THURSDAY, 26 SEPTEMBER 2024

QUESTIONS AND ANSWER SESSION

QUESTION FROM MS G BAKER

'For clarity, I am specifically referring to the West Whitwick proposal to build 500 houses from New Swannington to Talbot Lane. The committee sets out 11 Plan Objectives within your strategy, Objective No 4 states that development should reduce the need to travel, including by private car, and increasing opportunities for cycling, walking and public transport use. This includes green infrastructure where possible and through the delivery of dedicated new infrastructure. You have summarised this as (reducing the need to travel).

Can you explain to me please how likely it is that 1000-2000 people are going to walk to places of employment from West Whitwick to enable this site to meet that objective?'

REPNSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

Where people travel to and how, is for individuals to decide. The planning system, however, needs to provide them with the opportunity to use different modes of transport to access services and facilities that people require. This is what Objective 4 seeks to do. It covers a broad range of sustainable transport options, which includes not just walking but also cycling and the use of public transport. Any new development will need to be designed so that it can facilitate the use of these different transport modes as much as possible. This means providing pedestrian and cycle links through to existing routes which then connect to local services and facilities such as shops, schools and doctors. In terms of employment, this is more likely to mean using public transport. There are bus services which pass along Brooks Lane which go towards Coalville and Loughborough and hence onto other destinations, including places like Bardon employment area.

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QUESTIONS AND ANSWER SESSION

QUESTION FROM MS G ARMSTON

'For clarity, I am specifically referring to the West Whitwick proposal to build 500 houses from New Swannington to Talbot Lane. SHELLAs states that C47 is undeliverable as it is landlocked at the Talbot Lane end and is hardly ideal at the Church Lane end with possibly another 1000+ vehicles using what is already a busy lane. In my opinion, C77 also has major issues like access, topography and subsidence to name a few. Wouldn't it be more appropriate to spend time and resources on finding sites that are deliverable and remove this from the local plan?'

REPOSENSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

The Council's SHELAA was published in 2021. At that time site C47 was considered to be unachievable as access would be required via third party land. Since then, a site promoter has come forward who controls both C47, AND also C81 which is off Church Lane. Discussions are ongoing with the highway authority regarding access issues to these two parcels of land. In terms of site C77, there is a different potential developer who is interested in this site and who is aware of the challenges it poses but believes that a suitable development can be achieved.

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26 SEPTEMBER 2024

UPDATE SHEET

ITEM 5

PROPOSED PLANNING REFORMS – RESPONSE TO CONSULTATION

The response to questions 15 to 19 should state:

Overall, the Council considers that the proposed approach to use housing stock is inappropriate as it has no basis in what an areas future needs are likely to be, but instead assumes a notional growth across all areas. The effect of this for areas such as North West Leicestershire is to significantly increase the housing requirement but without knowing if this what will actually be required. The Council considers that the proposed approach to be flawed for the above reasons. The use of workplace-based median house price to median earnings ratio ~~housing stock data~~ averaged over three years is considered to be appropriate and weighted accordingly

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