

SUMMONS TO ATTEND A MEETING OF THE
NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

Time/Date 6.30 pm on TUESDAY, 28 JUNE 2016
Location Council Chamber, Council Offices, Coalville
Officer to contact Democratic Services (01530 454512)

Christine E. Fisher

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Chief Executive

All persons present are reminded that the meeting may be recorded and by attending this meeting you are giving your consent to being filmed and your image being used. You are kindly requested to make it known to the Chairman if you intend to film or record this meeting.

The Monitoring Officer would like to remind members that when they are considering whether the following items are exempt information under the relevant paragraph under part 1 of Schedule 12A of the Local Government Act 1972 they must have regard to the public interest test. This means that members must consider, for each item, whether the public interest in maintaining the exemption from disclosure outweighs the public interest in making the item available to the public.

AGENDA

Item	Pages
PRAYERS	
1. APOLOGIES FOR ABSENCE	
2. DECLARATION OF INTERESTS	
Members are reminded that any declaration of interest should be made having regard to the code of conduct. In particular, members must make clear the nature of the interest and whether it is 'pecuniary' or 'non pecuniary'.	
3. CHAIRMAN'S ANNOUNCEMENTS	
4. LEADER'S AND PORTFOLIO HOLDERS' ANNOUNCEMENTS	
Members are reminded that under paragraph 11.1 of part 4 of the Constitution, questions can be asked of the Leader and Cabinet Members without notice about any matter contained in any address. Questions shall be limited to five minutes in total for each announcement.	



5. QUESTION AND ANSWER SESSION

To receive questions from members of the public under procedure rule no.10. The procedure rule provides that members of the public may ask members of the Cabinet any question on any matter in relation to which the Council has powers or duties which affect the District, provided that three clear days' notice in writing has been given to the Head of Legal and Support Services.

6. QUESTIONS FROM COUNCILLORS

To receive members' questions under procedure rule no.11. The procedure rule provides that any member may ask the chairman of a board or group any question on any matter in relation to which the Council has powers or duties which affect the District, provided that three clear days' notice in writing has been given to the Head of Legal and Support Services.

7. MOTIONS

To consider any motions on notice under procedure rule no. 12.

8. PETITIONS

To receive petitions in accordance with the Council's Petition Scheme.

9. MINUTES

To confirm the minutes of the meeting of the Council held on Tuesday, 17 May 2016.

3 - 8**10. LEICESTER AND LEICESTERSHIRE STRATEGIC GROWTH PLAN - STRATEGIC GROWTH STATEMENT**

Report of the Director of Services
Presented by the Regeneration and Planning Portfolio Holder

9 - 54**11. NORTH WEST LEICESTERSHIRE LOCAL PLAN**

Report of the Director of Services
Presented by the Regeneration and Planning Portfolio Holder

55 - 286

MINUTES of a meeting of the COUNCIL held in the Council Chamber, Council Offices, Coalville on TUESDAY, 17 MAY 2016

Present: Councillor J Bridges (Chairman)

Councillors R Adams, G A Allman, R Ashman, R D Bayliss, R Blunt, R Boam, R Canny, J Clarke, N Clarke, J Cotterill, J G Coxon, D Everitt, T Eynon, F Fenning, S Gillard, T Gillard, L Goacher, D Harrison, G Houlton, J Houlton, G Jones, J Legrys, S McKendrick, T J Pendleton, P Purver, V Richichi, N J Rushton, A C Saffell, S Sheahan, N Smith, A V Smith MBE, M Specht, D J Stevenson and M B Wyatt

Officers: Mr S Bambrick, Ms C E Fisher, Mr A Hunkin, Mr G Jones, Mrs M Meredith, Mr P Padaniya, Mrs M Phillips and Miss E Warhurst

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors J Geary, R Johnson and K Merrie.

2. DECLARATION OF INTERESTS

Councillor S Sheahan declared a non pecuniary interest in item 15 – appointment of representatives on community bodies, as the Leicestershire County Council representative on the Highways Forum, Minorca Surface Mine Site Liaison Committee, New Albion Revised Liaison Committee and Redbank Manufacturing Liaison Committee.

3. APPOINTMENT OF CHAIRMAN

Councillor J Bridges said a few words regarding his year as Chairman of the Council. He referred to the many events he had attended during the last year representing the people of the area, and the treasured memories he had gained. He added that there were so many unsung heroes and the people of the area had been fantastic. He urged members not to underestimate the role of Chairman, as being the representative of the Council was a very responsible position. He thanked the officers who had assisted him during his year as Chairman. He hoped he had served the authority well, and added that he had been proud to do so. He thanked his wife Annette for her support and added that she had been the best individual fundraiser for his charity, having completed a 54 mile cycle ride from London to Brighton, raising over £1,200. He thanked the many people who had contributed towards his charity and had attended events. He paid tribute to Mick McCreath, who raised money for the Chairmen every year and announced that the total amount raised so far for the Alzheimers Society was £6,691. Councillor J Bridges concluded that this authority was a very good authority and was something to be proud of. He thanked the Deputy Chairman and his wife Linda for their help and support over the last year.

Councillor J Bridges presented his Consort with a bouquet of flowers along with a personal gift as a small token of his appreciation.

Councillor R Blunt thanked Councillor J Bridges for representing the Council during his year in office. He added that Councillor J Bridges had been a firm and fair Chairman, had done an outstanding job connecting with people and had been a credit to the Council.

Nominations were then sought for the Chairman for the ensuing municipal year.

It was moved by Councillor R Blunt that Councillor J Cotterill be appointed as Chairman of the Council for 2016/17.

The motion was seconded by Councillor A V Smith.

Upon being put to the vote it was

RESOLVED THAT:

Councillor J Cotterill be appointed Chairman of the Council for 2016/17.

Councillor J Cotterill then took the Chair and the retiring Chairman invested him with the Chain of Office. The Chairman signed the Declaration of Acceptance of Office.

The Chairman invested his Lady with her Chain of Office.

The Chairman presented Councillor J Bridges with his past Chairman's badge and proposed a vote of thanks to the retiring Chairman.

4. APPOINTMENT OF DEPUTY CHAIRMAN

It was moved by Councillor R Blunt, seconded by Councillor A V Smith and

RESOLVED THAT:

Councillor V Richichi be appointed as Deputy Chairman of the Council for 2016/17.

The Chairman invested Councillor V Richichi with the Chain of Office. The Deputy Chairman signed the Declaration of Acceptance of Office.

Councillor V Richichi thanked members for appointing him as Deputy Chairman, and felt it was a great privilege. He hoped to support the Chairman over the coming year.

5. APPOINTMENT OF LEADER

It was moved by Councillor T Gillard, seconded by Councillor N J Rushton and

RESOLVED THAT:

Councillor R Blunt be appointed as the Leader of the Council for 2016/17.

Councillor R Blunt thanked members for electing him as Leader of the Council. He added that this was a great honour which he took very seriously and acknowledged the challenges ahead.

6. CHAIRMAN'S ANNOUNCEMENTS

The Chairman stated that he was looking forward to the coming year. He announced his chosen charities, which were LOROS and the Air Ambulance. He added that he had chosen LOROS as this was a local charity. He explained that the Air Ambulance was not publicly funded and relied solely on donations and that he hoped members would help him support his chosen charities in the forthcoming year.

The Chairman presented Councillors J G Coxon and N Smith with a certificate of long service, each having completed 21 years as serving members of the Council.

Councillor J G Coxon stated that it gave him great pride to win an election and to be elected as a Councillor. He added that he stood for the town where he was born, and he hoped he had made a bit of a difference in the past 21 years. He stated that he was proud to receive this award.

Councillor N Smith thanked his wife and fellow colleagues for their help and support over the years.

The Chairman expressed congratulations to Leicester City Football Club on becoming champions of the premier league against the odds. He added that their achievement had brought a great sense of pride and community spirit to our county.

The Chairman also expressed congratulations to Coalville Town FC who had won their promotion playoffs with resounding confidence to secure their place in the Evo-Stik Northern Premier League – Premier Division.

7. LEADER'S AND PORTFOLIO HOLDERS' ANNOUNCEMENTS

The Leader of the Council, Councillor R Blunt announced the appointments and delegations of executive functions for the forthcoming municipal year as follows:

Deputy Leader and Community Services Portfolio Holder - Councillor Alison Smith

Housing Portfolio Holder - Councillor Roger Bayliss

Regeneration and Planning Portfolio Holder - Councillor Trevor Pendleton

Corporate Portfolio Holder - Councillor Nick Rushton

Business Portfolio Holder - Councillor Tony Gillard

As in previous years the Executive responsibilities are to be delegated to the Cabinet to take decisions collectively.

Councillor R Blunt referred to the Coalville Project and outlined progress made to date. He explained that the management team had now been expanded to provide additional capacity for the Coalville project, and the appropriate money had been allocated within the budget to make a difference in Coalville. He added that work had started on connecting with focus groups, Councillors, and also with small businesses, interest groups and volunteer groups. He stated that it had to be accepted that the Council could not solve all of Coalville's problems by itself, and the hearts and minds of those with interest in Coalville had to be engaged. He reiterated the importance of talking to businesses with an interest in Coalville. He hoped that some meaningful progress would be made over the coming year in reversing 100 years of decline.

Councillor T Gillard referred to the £500,000 grant scheme launched in April 2015 to support economic growth in the district. He added that Enterprising North West Leicestershire was a truly unique grant fund, providing grants to small and medium sized businesses based in or relocating to the district. He commented that no other council offered a similar scheme. He advised that grants between £5,000 and £25,000 had been given to businesses across the district from various industries. He listed some of the businesses which had benefitted from the scheme and advised that to date, £203,568 had been awarded to 13 businesses, creating a total of 41 jobs. He added that these grants had attracted £1.25 million in private sector investment. He concluded that this was a unique and highly successful programme and because of its success, consideration was being given to investing in a similar scheme in the future. He commented that supporting local growth and business was fundamental to the future of this district and was worth investing in.

Councillor S McKendrick thanked Councillor J Bridges for his work as Chairman of the Council over the last year, and welcomed Councillor J Cotterill as the incoming Chairman. She announced the Shadow Cabinet as follows:

Leader – Councillor S McKendrick
 Housing - Councillor R Adams
 Community Services – Councillor N Clarke
 Community Services Support – Councillor D Everitt
 Business – Councillor S Sheahan
 Coalville Project Lead – J Geary
 Deputy Leader and Regeneration and Planning - Councillor J Legrys
 Corporate – Councillor F Fenning
 Scrutiny Lead – Councillor J Geary

Councillor S McKendrick stated that the role of the opposition was to ensure that the work of the Council was scrutinised, and she felt that the new role of Scrutiny Lead would enable a fuller understanding of the decisions made by the Council and would ensure transparency.

Councillor S Sheahan felt it was important to use grants to encourage businesses with good employment practices and that provided skills training for their employees and promote business innovation. He hoped that the Council would support a diversifying and growing economy that broke away from a low skilled, low wage economy.

Councillor J Legrys welcomed the update on the Coalville Project and the proactive work that was being undertaken. However he stated that in the past year, £4.5 million of income generated by the Snibston Museum had disappeared and the site had been cleared. He added that promises were made that the collections would be retained and he stated that he would hold the Administration's feet to the fire to ensure that this issue did not go away and that the precious exhibits remained open to future generations.

Councillor M Specht made reference to the former semi derelict state of Coalville and asked members to bear in mind that the Administration were doing an excellent job and this was clearly visible in the town.

8. QUESTION AND ANSWER SESSION

There were no questions received.

9. QUESTIONS FROM COUNCILLORS

There were no questions received.

10. MOTIONS

No motions were received.

11. PETITIONS

The Chairman invited Mrs D Lacey to present her petition.

Mrs D Lacey addressed the meeting and stated that she had been asked to attend the meeting to represent the views of many residents who lived in the Coalville area. She asked members to reconsider their decision and to open the toilets on the market place. She added that it was the opinion of the residents that following the increase in Sunday trading, which had also led to an increased number of visitors to the town, the importance of providing basic facilities had been overlooked and had not been given due consideration. She commented that it was difficult to rationalise why the toilets had been closed if the Council wished to support increased visitor numbers. She added that the elderly, small children and pregnant women would need to utilise such facilities, including on Sundays, and not everyone would want to visit a coffee shop to use the toilets. She

respectfully requested that the Council reconsider its decision to close the toilets, and felt that consideration should also be given to upgrading the current facilities, such as installing a safety rail.

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

RESOLVED THAT:

The subject matter of the petition be placed on the next convenient meeting of Cabinet.

12. MINUTES

Consideration was given to the minutes of the meeting held on 22 March 2016.

It was moved by Councillor J G Coxon, seconded by Councillor T Gillard and

RESOLVED THAT:

The minutes of the meeting held on 22 March 2016 be approved and signed by the Chairman as a correct record.

13. APPOINTMENT OF COMMITTEES AND GROUPS, ELECTION OF CHAIRMEN AND DEPUTY CHAIRMEN

It was moved by Councillor T Gillard, seconded by Councillor N J Rushton and

RESOLVED THAT:

- a) The appointments to the Committees and Groups as set out in the additional papers be agreed.
- b) The Chairmen and Deputy Chairmen of the Committees and Groups as set out in the additional papers be agreed.

14. APPOINTMENT OF REPRESENTATIVES ON COMMUNITY BODIES

The Chairman referred members to the nominations as set out in the additional papers.

Councillor A C Saffell expressed disappointment that the East Midlands Distribution Park Liaison Committee had been disbanded and commented that this was not due to lack of attendance of the representatives. He hoped that this body could be regenerated.

Councillor N Clarke expressed disappointment that as Greenhill ward member, he was not able to be a representative on the Bardon Hill Quarry Liaison Committee.

It was moved by Councillor T Gillard, seconded by Councillor D Everitt and

RESOLVED THAT:

Representatives be appointed to serve on the community bodies as set out in the additional papers.

15. SCHEDULE OF MEETINGS

The Chairman referred members to the nominations as set out in the additional papers.

Councillor J Legrys requested that more notice and a fuller explanation be provided when meeting dates were revised.

Councillor A C Saffell expressed his dissatisfaction about the meeting which had been set on the last Thursday in February, as this always clashed with meetings of the parish councils.

Councillor N J Rushton advised that the meeting referred to by Councillor A C Saffell was the budget and Council Tax setting meeting and had to take place following Leicestershire County Council's meeting. He added that officers sought to provide ample notice of any changes to meeting dates.

It was moved by Councillor N J Rushton, seconded by Councillor J Cotterill and

RESOLVED THAT:

- a) The proposed schedule of meetings for 2016/17 be agreed.
- b) The future schedule of Council and Cabinet meetings for 2017/18 to 2018/19 be noted.

16. MEMBER CONDUCT ANNUAL REPORT 2015/16

Councillor N J Rushton presented the report to members.

It was moved by Councillor N J Rushton, seconded by Councillor J Cotterill and

RESOLVED THAT:

The member conduct annual report 2015/16 be received and noted.

17. APPOINTMENT OF INDEPENDENT PERSONS

Councillor N J Rushton presented the report to members.

It was moved by Councillor N J Rushton, seconded by Councillor T Gillard and

RESOLVED THAT:

The following independent persons be appointed until Annual Council in May 2019:

Michael Pearson
Mark Shaw
Christine Howell
Gordon Grimes
Richard Gough
Rob Wade

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 7.31 pm

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

COUNCIL – TUESDAY, 28 JUNE 2016

Title of report	LEICESTER AND LEICESTERSHIRE STRATEGIC GROWTH PLAN – STRATEGIC GROWTH STATEMENT
Contacts	<p>Councillor Trevor Pendleton 01509 569746 trevor.pendleton@nwleicestershire.gov.uk</p> <p>Director of Services 01530 454555 steve.bambrick@nwleicestershire.gov.uk</p> <p>Head of Planning and Regeneration 01530 454782 jim.newton@nwleicestershire.gov.uk</p>
Purpose of report	To seek the Council’s approval of the Strategic Growth Statement for Leicester and Leicestershire, for consultation with stakeholders
Council priorities	Value for Money Business and Jobs Homes and Communities Green Footprints Challenge
<p>Implications:</p> <p>Financial/Staff</p> <p>Link to relevant CAT</p> <p>Risk Management</p> <p>Equalities Impact Screening</p> <p>Human Rights</p>	<p>There are no resource implications arising from this report. Officer time and funding for consultancy work have been contributed by all partners.</p> <p>None</p> <p>As far as possible control measures have been put in place to minimise these risks, albeit the main risk control will rest with local planning authorities through the production of their local plans</p> <p>There are no equality and human rights implications arising from the recommendations in this report. An Equality and Human Rights Impact Assessment (EHRIA) is to be undertaken at key stages in the preparation of the Strategic Growth Plan. An initial EHRIA will be undertaken on the Strategic Growth Statement, and the outcomes will be reported to future meetings</p> <p>See above</p>

Transformational Government	Not applicable
Comments of Head of Paid Service	The report is satisfactory.
Comments of Deputy Section 151 Officer	The report is satisfactory.
Comments of Deputy Monitoring Officer	The report is satisfactory.
Consultees	The Strategic Growth Statement is prepared by all Housing Market Area Authorities and endorsed by the Members Advisory Group on which all authorities are represented.
Background papers	None
Recommendations	<p>IT IS RECOMMENDED THAT -</p> <p>(A) THE STRATEGIC GROWTH STATEMENT BE APPROVED FOR CONSULTATION SUBJECT TO (B) BELOW;</p> <p>(B) THE CHIEF EXECUTIVE IN CONSULTATION WITH THE LEADER BE AUTHORISED TO MAKE MINOR CHANGES TO THE DRAFT STRATEGIC GROWTH STATEMENT PRIOR TO CONSULTATION</p>

1.0 CONTEXT

- 1.1 The Council, working with Leicester City Council, the County Council, and the LLEP is preparing a Strategic Growth Plan (SGP) for Leicester and Leicestershire.
- 1.2 This exercise is being overseen by a Members Advisory Group (MAG), comprising representatives from each of the local authorities, together with the LLEP whose representative attends as an observer. The MAG is supported by a Strategic Planning Group, made up of senior officers from the local authorities. The Members' Advisory Group is responsible for assisting in the proper execution of the statutory Duty to Cooperate, by which local planning authorities and other key stakeholders, including the Council, are required to co-operate on strategic planning issues, including employment and housing land provision, affecting local plans. A key role for the MAG is overseeing the preparation of the Strategic Growth Plan. The MAG considered the draft Strategic Growth Statement at its meeting on 28 April 2016 and approved the draft text for consultation purposes at its meeting on 9 June 2016.
- 1.3 The proposed Combined Authority for Leicester and Leicestershire will have responsibilities for strategic planning, alongside those for skills and transport, and it is

expected that the final Strategic Growth Plan will be submitted for approval to the Combined Authority.

2.0 WHY A STRATEGIC GROWTH PLAN

2.1 There are three main reasons why a Strategic Growth Plan is needed:

- a) It will support partners to -
 - see 'the bigger picture' and plan effectively for the future;
 - prepare Local Plans within a consistent framework;
 - make decisions on infrastructure and investment and compete for, and secure funding from, the Government.

- b) It will provide control over -
 - how forecast growth will be accommodated and supported;
 - the nature, location, quantum, timing, and speed of large scale new development;
 - the planning gain packages that come with it;
 - the protection and enhancement of environmental assets.

- c) It will provide confidence to the market, Government, local businesses and residents that the councils and the LLEP -
 - have ambition for Leicester and Leicestershire;
 - understand the property market;
 - are genuinely working together;
 - would use available funding wisely; and
 - can use growth to resolve existing problems.

2.3 There are also risks that if no Strategic Growth Plan exists:

- Development will come anyway, but will be unplanned;
- Development and infrastructure will not be synchronised;
- Local Authorities would be unable to protect key assets;
- Existing problems, for example, congestion 'hot spots', will remain unsolved;
- Leicester and Leicestershire would lose development and investment to other areas;
- The 'Duty to Co-operate' would not be fulfilled;
- Decisions may be taken out of the hands of local people.

2.4 Leicester and Leicestershire is a very attractive place; its strengths and opportunities are of national importance. It includes a young, diverse, multi-cultural City, thriving market towns and popular villages, with three strong universities, and distinctive environmental assets in a central location with good connectivity.

2.5 The area has genuine opportunities for growth which include a distinctive offer of design, manufacture and distribution, potential to export more goods and services, innovation and technology, research and enterprise, a step change potential for Gross Value Added (GVA) and pay, and national infrastructure investment with private sector growth.

- 2.6 There are also a number of threats which need to be addressed, namely:
- Low GVA per head of population;
 - Key roads are congested, there are problem junctions and rural roads are under strain;
 - Gaps in connectivity in the strategic railway network;
 - Limited bus network in rural areas, some gaps in the City;
 - An ageing population, not as economically active as some areas.
- 2.7 The Strategic Growth Plan will be a non-statutory plan so there will be flexibility regarding its content. To date, the MAG has agreed a three-stage process. The Strategic Growth Statement forms this first stage; essentially, it includes an explanation as to why partners are preparing a Strategic Growth Plan, proposes a vision and objectives, summarises the evidence base, and sets out generic options for the spatial distribution of growth and next steps. The Strategic Growth Statement also signals that work has started on the preparation of a Strategic Growth Plan.
- 2.8 The three stages are as follows:
- Stage 1 (consultation Summer 2016): Strategic Growth Statement – a long term vision to 2050.
 - Stage 2 (consultation Summer 2017): Development of the Draft Plan – to include housing targets, employment land, areas of search/directions of growth, major infrastructure requirements, protecting environmental assets.
 - Stage 3 (consultation late 2017/early 2018): Final Plan.

3.0 THE STRATEGIC GROWTH STATEMENT

- 3.1 The draft Strategic Growth Statement is attached as an Appendix to this report. It has the following chapter headings:
- Why We Are Preparing a Strategic Plan
 - Changing Context
 - Leicester and Leicestershire Today
 - Vision and objectives
 - Preparing the Strategic Growth Plan
 - Next Steps

4.0 CONSULTATION

- 4.1 The Strategic Growth Statement will be published for consultation at the end of July 2016 and will run over an extended period until September to take account of the summer holiday period. It will contain plans and graphics to enhance the meaning of the text, and will include branding which will be used throughout the preparation of the Strategic Growth Plan. An analysis of consultation responses will be reported to the MAG before the end of 2016 and constituent partner organisations as part of the preparation of a Draft Strategic Growth Plan.

**Strategic Growth Plan
Members' Advisory Group
9 June 2016**

Item 3.1 (Clean copy)

**Leicester & Leicestershire Strategic Growth Plan
Stage 1: Strategic Growth Statement
Further Revised Draft – for final comment by SPG members**

Covering Report

- 1 An initial draft of the Strategic Growth Statement was considered by the Members' Advisory group at its least meeting (28 April 2016). A further draft was considered at the last meeting of the Strategic Planning Group (19 May 2016). The document has now been amended in line with the discussions that took place and subsequent comments provided.
- 2 The current draft constitutes a further revised version of the document and, following discussion, MAG is asked to approve this as the 'final' version which, with the addition of plans and diagrams, will be formatted and published for the purpose of public consultation in July 2016. The formatting of the document and public consultation will be organised by the Communications Working Group in line with the outline strategy that was presented to MAG in April 2016.
- 3 Members of SPG are asked to:
 - a) Approve the text of the current document for the purpose of consideration by individual authorities.
 - b) Assuming that all authorities agree to proceed, approve the text of the current document for the purpose of public consultation including:
 - i. any minor changes made by the Members Advisory Group (MAG) on 9 June 2016;
 - ii. any minor changes requested by individual authorities; and
 - iii. any minor drafting or formatting changes made by officers which do not change the overall sense or purpose of the document.
 - b) Make arrangements to disseminate the content of the document to Members of individual authorities prior to this time to avoid any delay to final approvals.

FINAL DRAFT

Leicester & Leicestershire Strategic Growth Plan
Stage 1: Strategic Growth Statement
Final Draft – for approval
2 June 2016

FINAL DRAFT

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FINAL DRAFT

CONTENTS

1. Why We Are Preparing a Strategic Growth Plan
2. Changing Context
3. Leicester and Leicestershire Today
4. Vision and objectives
5. Preparing the Strategic Growth Plan
6. Next Steps

APPENDIX A: Key statistics

FINAL DRAFT

[PLAN]

Administrative boundaries of L & L authorities

[TEXT BOX]

- The preparation of the Strategic Growth Plan will initially be governed by a Members' Advisory Group comprising one elected representative from each of the nine local authorities. The Leicester & Leicestershire Enterprise Partnership (LLEP) will participate as an observer in this group.
- Technical work will be overseen by the Strategic Planning Group comprising senior officers from each authority and the evidence base will generally be commissioned on a joint basis.
- The Members' Advisory Group will report to individual authorities for decisions on all matters relating to the Plan.
- If a Combined Authority for Leicester & Leicestershire is established in autumn 2016, as currently anticipated, the Planning Committee of the Combined Authority will take over this governance role; that Committee will have the same membership arrangements as the Members' Advisory Group.
- These arrangements formalise the long-standing collaborative work that has been the hallmark of planning in Leicester & Leicestershire for decades; they reflect our strongly held belief that the best way of achieving our aims is to work together.
- The Strategic Growth Plan forms one of the three cornerstones of our Combined Authority submission and it is part of our commitment to government to deliver effective local decision-making.

[Together with transportation and skills. Reference Leicester & Leicestershire Delivering Growth Together: Draft Governance Review for Leicester & Leicestershire Combined Authority, December 2015]

1.0 WHY WE ARE PREPARING A STRATEGIC GROWTH PLAN

- 1.1 The planning system and local government have been, and will continue to be, the subject of great change. The introduction of the localism agenda, the Duty to Co-operate and the abolition of Regional Spatial Strategies have had a profound effect on the way that we prepare plans, make decisions on planning applications and pay for infrastructure. Combined Authorities will further change the way in which organisations collaborate, share information and work to a shared agenda. At the same time, the public and private sectors are coming together with community organisations to tackle major problems and deliver solutions.
- 1.2 In Leicester & Leicestershire, the nine local authorities¹ and the Local Enterprise Partnership² are responding positively to these changes. We want to prepare a non-statutory Strategic Growth Plan which will:
- be clear about the opportunities and challenges that we face
 - provide an agreed scale and direction for future growth, reflecting the evidence available to us and the will of the partners
 - create a single consistent strategic framework for Local Plans, economic investment plans, transport and other infrastructure plans
 - ensure that Leicester & Leicestershire is positively positioned to take advantage of private sector inward investment opportunities and national programmes for investment
 - provide the right conditions for the growth of indigenous businesses, and,
 - at the same time, protect our natural resources, our environment and historic assets.
- 1.3 Our ambition is two-fold: to overcome the problems that are experienced by existing communities and to accommodate growth in new developments that have a real sense of place and purpose. We want to raise the bar in terms of the quality of development so our focus is on how we can improve the City and the County for local people and businesses, and how we can deliver growth at the right time, in the right place, with the essential infrastructure that it needs.
- 1.4 The Strategic Growth Statement forms the first stage in preparing the Growth Plan. Its purpose is to:
- summarise the changing context within which the Strategic Growth Plan will be prepared (Section 2)

¹ The nine local authorities are: Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley & Bosworth Borough Council, Leicester City Council, Leicestershire County Council, Melton Borough Council, North West Leicestershire District Council and Oadby & Wigston Borough Council.

² The Leicester & Leicestershire Local Enterprise Partnership

- identify the defining characteristics of the area today and some of the opportunities and challenges that we face (Section 3)
 - set out our ambitions for the future and the initial objectives that will guide our work (Section 4)
 - outline the evidence base and the spatial options that we will consider in formulating a new strategy (Section 5), and
 - describe the next steps in the process (Section 6).
- 1.5 We understand the scale of the challenge that we face and welcome the opportunity to shape our own future. We encourage local people, businesses, developers, landowners and statutory organisations to work with us.

FINAL DRAFT

2.0 CHANGING CONTEXT

2.1 The way in which we plan for development is changing. On the one hand, the localism agenda supports the concept of local decision-making but the globalisation of economic prosperity and the government's commitment to growth outside London and the South East means that we have to prepare our plans in a much wider context. We need to understand our role within this bigger picture and adapt our working practices.

The abolition of Regional Spatial Strategies

2.2 The East Midlands Plan 2009³, the most recent Regional Spatial Strategy (RSS) for Leicester & Leicestershire, proposed that development should be concentrated in the 'principal urban area', effectively the City of Leicester and its suburbs which extend into adjoining Boroughs and Districts in Leicestershire. In addition to regeneration and redevelopment within the urban area, the RSS proposed that growth should be accommodated in a number of 'sustainable urban extensions'⁴ across the City and the County, all of which have been carried forward into Local Plans and most are currently being delivered.

2.3 In 2012, Regional Spatial Strategies were abolished in line with the government's aspirations for more decisions to be taken within local communities. Instead, a National Planning Policy Framework (NPPF) was put in place to guide the preparation of plans at a Borough/District/City level; Local Plans are now the main documents which direct where development should, and should not, be accommodated. In the absence of a formal process for strategic planning, however, the local authorities in Leicester & Leicestershire have continued to work together actively, effectively and on an on-going basis, to implement the agreed strategy of the RSS over the period to 2031. The Strategic Growth Plan will take forward these collaborative discussions and provide a new strategic plan to deal with the new challenges that we face up to 2050.

2.4 The Government's new planning system places great importance on the need to prepare and adopt up-to-date, new Local Plans, and to ensure that sufficient 'deliverable'⁵ sites are identified as being available by each local planning authority to meet at least 5 years' supply of Local Plan housing targets within its area. Local

³ The Regional Spatial Strategy for the East Midlands was prepared by the East Midlands Regional Assembly and approved by government. This provided the basis for the preparation of Local Plans by the City, the Boroughs and the District Councils and looked 20 years ahead. Local Plans were legally required to be 'in conformity' with the Regional Spatial Strategy.

⁴ i.e. within the City Council's boundaries (at Ashton Green and Hamilton); in Charnwood Borough (at Birstall and Thurmaston); in Blaby District (at Lubbesthorpe); in Harborough District at Airfield farm; and in North West Leicestershire at Coalville.

⁵ The NPPF (2012) states: "To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans."

Plans are also required to identify a supply of specific, 'developable'⁶ sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15. The lack of an up-to-date Local Plan, or sufficient suitable sites to meet the 5-year supply, mean that there is a presumption in favour of planning permission being granted when planning applications are submitted; this significantly reduces the potential for authorities to manage positively their growth as required by the NPPF.

The 'Duty to Co-operate'

- 2.5 In the absence of statutory regional or sub-regional strategies, a new 'duty' has been placed on local authorities to co-operate with each other on matters relating to 'cross-boundary' issues. Local authorities have also been given the power to set their own targets for growth based upon agreed empirical evidence; this evidence will be tested by the Planning Inspectorate at the 'examination in public' stage of a Local Plan. The 'Duty to Co-operate' is a significant responsibility which can trigger the need for negotiations on the share of growth, and delivery of any necessary supporting infrastructure, across administrative boundaries.
- 2.6 The need for cross-boundary collaboration is not new; all nine authorities in Leicester & Leicestershire have a long-standing, strong commitment to joint working in the preparation of development plans and delivering growth. In 2013, we commissioned a joint Strategic Housing Market Assessment and in November 2014 agreed a Memorandum of Understanding (MoU) on baseline target housing demand figures to 2028; these are being used to support the preparation of Local Plans.. Updated evidence on housing and other matters is currently being assembled on a joint basis to support the Strategic Growth Plan and emerging Local Plans. We have also formed an effective collaboration with the LLEP which reflects the voice of the business community and has secured funding for key infrastructure and projects.
- 2.7 Our Strategic Growth Plan will provide a robust, single framework for the preparation of Local Plans and investment strategies prepared by the constituent organisations. It represents one of the ways in which we are responding to the requirements of the 'Duty to Co-operate' and the strategy will be carried forward into statutory development plans by individual authorities. Together, the processes of plan-making and delivery will create a successful, resilient and high quality environment within which investment can be made with confidence, where communities will flourish and important environmental assets will be protected and enhanced.

The Combined Authority proposal

- 2.8 On 25 June 2015 the Leaders of the nine local authorities in Leicester & Leicestershire met as the Economic Growth Board and agreed to review the governance arrangements for the area. The Board sought to identify the best way of delivering their ambitious plans for growth and to identify the most effective way in

⁶ The NPPF (2012) states: "To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged."

which policy and strategy on major functions could be joined up across administrative boundaries.

- 2.9 The review concluded that a simpler, less cumbersome governance arrangement is needed to address the challenges that the area will face in the future and to provide greater transparency and accountability. A Combined Authority was identified as the best solution and the Strategic Growth Plan demonstrates our commitment to positive planning for growth and the effective delivery of housing, employment and infrastructure within a robust environmental framework.

The Strategic Economic Plan

- 2.10 As Leicester & Leicestershire continues to pull out of the recession and deliver new growth, the LLEP considers that there is a need to 'refresh' the Strategic Economic Plan (SEP). The SEP is an economic investment plan has a shorter timeframe than the Strategic Growth Plan: in effect it is one of the delivery mechanisms for proposals within the Growth Plan. The SEP Refresh will not be a 'root and branch' review but an assessment of the extent to which there might be the need to shift the emphasis of the existing Plan, provide more focus on key sectors of the economy which have particular potential for growth, and align key targets with both the Strategic Growth Plan and Local Plans.
- 2.11 The LLEP has agreed that the targets for housing and economic growth established in the Strategic Growth Plan, and their spatial distribution, will be used as the basis for the SEP Refresh. These targets will have been developed in collaboration with the LLEP and will reflect the aspirations of government, local authorities, businesses and other key stakeholders for growth across the area and, more widely, across the Midlands.

The 'Midlands Engine for Growth'

- 2.12 The concept of a 'Midlands Engine for Growth' was announced by the Chancellor of the Exchequer in early 2015 and secured further government recognition when the partners published a prospectus in December 2015⁷. This sets out a vision for an economy focused on productivity and driven by getting the most out of the Midlands' workforce, research and transport sectors. It demonstrates the collective wish of the constituent organisations to improve productivity, drive economic growth, create jobs and improve quality of life across the region.
- 2.13 The Strategic Growth Plan will set out the long term contribution of Leicester & Leicestershire to delivering the aspirations of the Midlands Engine. Collective working with adjoining Combined Authorities, Local Authorities and Local Enterprise Partnerships will also help us to prepare a Growth Plan whose provisions complement growth and development that is taking place elsewhere.

⁷ The prospectus was prepared by the eleven Local Enterprise Partnerships, local authorities and private sector partners across the Midlands,

'Midlands Connect'

- 2.14 'Midlands Connect' is a transport partnership which supports the Midlands Engine. It was formed in 2014⁸ and its purpose is to help develop the vision and strategy for transforming transport connectivity across the region in order to drive economic growth and set out a credible long term transport investment strategy to support the building of the Midlands' Engine. Government has provided a grant of £5m to progress the work.

Local Plans in preparation

- 2.15 Within Leicester and Leicestershire, the constituent local authorities are embarked on the process of preparing Local Plans. All are well-advanced and aim to meet the government's deadline of having up-to-date plans in place by 2017. The housing land requirements for these plans is based on a Memorandum of Understanding agreed between the authorities in 2014; further work has been undertaken, collectively or individually, on other parts of the evidence base. Local Plans are also being prepared for adjacent areas by other authorities and 'Duty to Co-operate' discussions are being held with these authorities as necessary.

⁸ As a collaboration between the same eleven Local Enterprise Partnerships that are working on the Midlands Engine together with Network Rail, Highways England, Central Government, twenty-six Local Authorities and the business community.

3.0 LEICESTER & LEICESTERSHIRE TODAY

Key characteristics

Settlement pattern

- 3.1 The City of Leicester is a unitary authority with an elected Mayor while the Boroughs and the Districts operate a two-tier system with Leicestershire County Council. The area has a population⁹ of just over 1 million with nearly 440,000 living in the 'principal urban area' of Leicester, a long-standing planning designation which includes the City of Leicester and its suburbs which extend into adjoining Boroughs and Districts. Loughborough (65,000) and Hinckley (57,000) are the next largest settlements¹⁰; and there are several market towns including Ashby-de-la-Zouch, Coalville, Hinckley, Market Harborough and Melton Mowbray ranging in size from around 13,000 to 38,000 population¹¹. About 200,000 people live in rural areas, 40% of whom live in villages, hamlets or isolated dwellings, especially in east Leicestershire.

[Insert diagram showing settlement pattern]

Natural environment

- 3.2 The County has a total land area of 2,083 sq km and is bisected by the River Soar which flows northwards from Hinckley through Leicester and links with the River Trent on the northern edge of the County where it borders Derbyshire and Nottinghamshire. The highest point is Bardon Hill in the north-west of the County and the lowest is near Bottesford in the north-eastern extremity. Much of the County is rural in character particularly to the south, east and north-east of Leicester. The National Forest and Charnwood Forest occupy much of the north-western parts of the area. The City is well-provided with parks and open spaces.

[Insert diagram showing natural features]

Transportation networks

- 3.3 Major national road networks are focused in the western part of the County with the M1 running north-south to the west of Leicester; other key routes, all to the west, are the M69, the A5(T), the A42(T) and the M42 south west of the Tamworth area. The intersection of the M6 and A14 linking with the M1 at junction 19, creates a significant crossroads at the centre of England. The remainder of the County is less well-served with no motorways and limited trunk road networks e.g. A46, A50, A511. Leicester sits at the centre of a radial network and has a partially completed ring road.

⁹ Source: Leicestershire County Council using 2014 population estimates

¹⁰ Source: Leicestershire County Council using 2014 population estimates

¹¹ Source: Leicestershire County Council using 2014 population estimates

- 3.4 Three principal railway routes run through Leicester & Leicestershire: the Midland Main Line; the Birmingham to Peterborough cross-country line; and the Leicester to Coventry link via Nuneaton. A significantly slower line connects Leicester with Lincoln via Melton Mowbray; a freight-only line runs from Leicester to Burton. The historic Great Central Railway provides a tourist route from Loughborough to Birstall on the northern edge of Leicester and a link to the northern arm is now being developed from Loughborough to Ruddington on the southern outskirts of Nottingham.

[Insert diagram showing transportation routes]

The economy

- 3.5 Leicester & Leicestershire is located in the very heart of England and forms the largest economy in the East Midlands generating £19.4 billion GVA per year. The area accommodates 435,000 jobs and hosts 33,000 trading businesses¹². The area benefits from a diverse industrial structure and is not dependent on the fortunes of any one sector or employer but it is notable that the percentage shares for manufacturing, education, transport & storage and mining & quarrying significantly exceed the average for England.
- 3.6 The current Strategic Economic Plan (SEP) identifies five priority growth areas, each identified on the basis of work being undertaken at that time by the local planning authorities working with the LLEP and the County Council. These are:
- Leicester Urban Area
 - East Midlands Enterprise Gateway
 - Coalville Growth Corridor
 - Loughborough, and
 - South West Leicestershire.
- 3.7 The SEP also identifies four ‘transformational priorities’:
- **Leicester Launchpad** - a major development and growth opportunity for Leicester focused on the Waterside and Abbey Meadows regeneration areas and the City Centre. This ‘Strategic Regeneration Area’ provides the potential ‘launchpad’ to deliver substantial housing, commercial and leisure/cultural developments on a cluster of development sites to create 6,000 jobs.
 - **East Midlands Gateway Strategic Rail Freight Interchange** - a unique 250 acre distribution and logistics development alongside East Midlands Airport and the M1 with a rail terminal providing up to 6 million sq. ft. of large scale warehousing to establish the UK’s largest multi-modal hub creating over 7,000 new jobs. Planning permission was granted for this development in January 2016.

¹² Source: LLEP statistics

- **Loughborough University Science & Enterprise Parks (LUSEP)** - an exceptional opportunity to develop an internationally significant centre for knowledge based employment. The Park is already one of the largest developments of its kind and will provide as many as 4,000 additional jobs and leverage private investment of up to £200m. In March 2016, it was identified by the Chancellor of the Exchequer as a 'candidate' Enterprise Zone.
- **Horiba MIRA Technology Park** - the LLEP's Enterprise Zone which will provide 1.75 million sq. ft. of high quality Research and Development space on an 80 hectare estate, making it the largest transport sector R&D technology park in Europe. It will create over 2,000 direct high value jobs and over 3,000 indirect jobs.

Occupational structure, qualifications and skills

- 3.8 Although the service sector has grown in significance over the last 20 years, the economy was built upon a strong manufacturing base which remains a distinctive feature, accounting for the highest number of jobs in the area. The area also benefits from an excellent location at the heart of the UK road and rail network and has the second largest freight handling airport in the UK, reflected in the high numbers of employees in logistics sectors.
- 3.9 There is also a relatively high dependency on public sector-related employment (specifically Health and Education) which is especially marked in Leicester where almost two in every five jobs are in public sector-related employment (Public Administration and Defence, Health and Education).
- 3.10 In the area as a whole, in the year to December 2015, 72% of the working age population (16-64 years) had NVQ Level 2 equivalent qualifications; this compares with 72% for the East Midlands and 74% for Great Britain. In comparison, 33% had NVQ Level 4 qualifications and above compared with 32% for the East Midlands and 37% for Great Britain. The LLEP Business Survey 2015 reported local firms having difficulties recruiting staff in the last 12 months.
- 3.11 The City has a higher proportion of residents working in low skilled jobs such as process, plant and machine operatives and particularly elementary occupations. This is notably different to the Leicestershire and England averages but the averages for the County mask significant local variations.

Average weekly earnings

- 3.11 There is a significant disparity between weekly full-time resident earnings and workplace earnings (See Appendix A Fig 3.1). This shows that in 2014, average weekly workplace earnings in England were approximately £520 while those of the County and the City were £480 and £470 respectively. The contrast between same figures for resident earnings is even more stark: £520, £500 and £410 respectively. Again, the averaging of earnings across the County masks the wide variation that exists both within and between individual boroughs and districts.

- 3.12 In general terms, however, the statistics show that that the area falls well behind the England average and that the City performs less well than both the County and England as a whole. Considered from a different perspective, however, this demonstrates the potential of the area to perform significantly better than at present and to make a significantly greater contribution to local and national GDP, pro rata, in comparison with areas that have a stronger baseline position.

Population

- 3.13 In terms of Leicester and Leicestershire as a whole, the percentage share of the population within the three principal age ranges (children, working age population and those who are retired) is broadly the same as that for England (See Appendix A Table 3.4). The contrast within Leicester and Leicestershire, however, is more marked with the City having a higher percentage of children and a larger working age population when compared with the County; the County has a significantly higher percentage of people who are retired with particular concentrations in the rural areas. There are also significant variations within individual local authorities.
- 3.14 The residents of Leicester come from over fifty countries making the City one of the most ethnically and culturally diverse places in the UK. Around 50% of the population is from Black and Minority Ethnic (BME) groups, mostly from South Asian backgrounds. By contrast, over 90% of the population of Leicestershire is White.

Developing our potential

- 3.15 We have undertaken a preliminary analysis of our strengths, weaknesses, opportunities and threats. Our analysis shows that the scale and pace of development is both a challenge and an opportunity. We have unique characteristics which make the area particularly attractive to certain sectors of the economy and which contribute significantly to our share of regional and national gross domestic product.
- 3.16 Growth in our economy brings with it the need to provide sufficient workers with the right skills at the right time, ideally close to their place of work to minimise congestion on our transport systems. More workers and natural growth in the population mean that we need to plan for sufficient housing, of the right types, in the right locations.
- 3.17 We also have very special social, cultural and environmental assets which enhance our quality of life and make Leicester & Leicestershire a place in which businesses want to invest and people want to live. We have a thriving, multi-cultural city with a strongly developing tourism and sporting offer including Richard III, Leicester City Football Club and the Leicester Tigers Rugby Club.
- 3.18 We have beautiful countryside, attractive market towns and villages, and historic parks, gardens and battlefields with tourist attractions including Twycross Zoo and the National Forest. Our mineral resources are nationally significant; our woodlands provide places for leisure and support our wider agenda to mitigate and adapt to

climate change. Our high quality agricultural land makes a significant contribution to the nation's food supply. All of these assets need to be protected and securing the right balance is our most difficult task.

Balancing competing interests

- 3.19 We therefore need to plan for new development by assessing the benefits of economic growth against the need to protect our environmental assets. We need to invest in real place-making, shaping new developments so that they help to create attractive communities with a mix of land uses that includes schools, shops, open space and leisure facilities provided close to home, essential services close to businesses and cultural facilities building on the existing centres.

FINAL DRAFT

Strengths

We have a strong base on which to build a strategy for growth

- **Great location and connectivity** - nationally significant intersection of road, rail and air
- **One of the fastest growing economies in the country** - largest recipient of Growing Places Funding, major infrastructure investment, lower house prices than in other areas
- **Economic diversity** - manufacturing and distribution nationally significant, high proportion of SMEs, food production and agriculture
- **Thriving market towns and popular villages** - characterful and distinctive places
- **Young, diverse, multi-cultural City** with a unique history, growing global tourism appeal and strong city centre
- **Three strong universities** - globally significant in space, engineering and sports science; and high quality FE colleges
- **Distinctive environmental assets** offering an exceptional quality of life
- **Distinctive leisure market** developing around sports, leisure, the arts, etc.

[Leave blank for images/diagrams on strengths]

FINAL DRAFT

Weaknesses

We have identified certain weaknesses but we are committed to addressing these:

- **Key roads are already congested**, there are problem junctions; city and rural roads are under strain
- **Gaps in the strategic railway network** - poor access to stations, improvements needed to capacity, frequency and speed
- **Limited bus network** in rural areas; some gaps in the City
- **Travel costs high** for low paid, difficult to access jobs
- **Buses poorly co-ordinated with job opportunities**; encourages private car use
- **Low GVA per head of population, unevenly distributed** - highly skilled employees and graduates move away
- **Mismatch of locational pressures for employment demand and development opportunities**
- **Ageing population, not economically active** - increases the need for housing, influences housing mix

[Leave blank for images/diagrams on weaknesses]

FINAL DRAFT

Opportunities

We have genuine opportunities for growth

- Distinctive offer of '**design, manufacture, distribution**'; **sports culture and tourism; food and drink; logistics and distribution**
- Potential to **export more goods and services**
- **Innovation and technology** - potential links to 'smart' specialisations of universities (e.g. space, sports science, engineering)
- **Research and enterprise** - bringing research and enterprise together (e.g. at Loughborough University Science and Enterprise Park)
- **The low pay structure** creates the potential for a step change in Gross Value Added (GVA) and pay
- **National infrastructure investment** e.g. rail connectivity to London, East-West Rail, A14 upgrade, HS2
- **Major employers and strategically important developments** e.g. East Midlands Airport, Horiba MIRA, the Strategic Rail Freight Interchange in North West Leicestershire, the universities, etc.
- **Strategic Rail Freight Interchange** – one of the new 'inland ports'

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FINAL DRAFT

Threats

We need to deal with some threats which put our growth at risk

- **Match between population, household projections and housing needs** – difficulties in delivering affordable housing
- **Impact of housing shortages** on rural industries/communities where there is a mismatch between high value homes and low GVA per head of population
- **Pressures for growth** - the need to balance scale, pace and infrastructure provision
- **Erosion of local distinctiveness**
- What's happening outside L & L - **competitors stealing a march on us**
- **Lack of skills and mismatch against jobs**, lack of school places in some areas
- **Major economic generators on the edge of the County**; travel-to-work journeys are extending
- **Environmental risks** e.g. Flooding, energy supply

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FINAL DRAFT

[TEXT BOX]

OUR VISION

“By 2050, Leicester & Leicestershire will have established itself as a driver of the UK economy, exploiting opportunities for linkages across its diverse economic base, supporting its urban and rural centres, and taking advantage of its exceptional location, Growth will contribute to people’s health, happiness and well-being through the timely delivery of well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness.”

FINAL DRAFT

4.0 OUR VISION AND OBJECTIVES

Our vision for the future

- 4.1 Our aspirations are set in the context of delivering the right growth, at the right time, in the right locations, creating successful residential and business communities that are well-served by essential infrastructure and services, in a landscape where environmental resources are protected and enhanced. Achieving high quality across a broad range of themes lies at the heart of our aspirations, for people, the economy and the environment.

Our Objectives

- 4.2 We have identified several objectives that we will use to guide our work. At this stage, they are equal in status and reflect our collective ambition to deliver an appropriate level of housing and employment in a way which respects our needs but also our environmental and cultural heritage. They also set out an agenda which will help us to deliver plans which will have a high degree of resilience to social, economic and environmental change. This is part of our move towards a low carbon economy, protecting our critical environmental assets and adapting to climate change, including an agenda for renewable energy.
- 4.3 This list is neither definitive nor exhaustive but one on which we seek the views of local people, businesses and other stakeholders. As we continue our work on the Strategic Growth Plan, developing and enlarging the evidence base, we will refine these priorities to ensure that they achieve the balance that we seek..

Objective 1: *We will provide a deliverable supply of land for housing, providing high quality homes, reflecting local styles and distinctiveness, in a range of types, sizes and tenures suited to local needs*

- 4.4 Government requires us to provide an adequate supply of housing to accommodate the growth that is generated in our area.¹³ This needs to be provided at the right time and in the right locations. We have recently commissioned a study of our housing needs and this will form part of the evidence base of the Strategic Growth Plan. Following on from this work, we will agree the spatial distribution of new housing as part of our Duty to Co-operate discussions. The conclusions from this work will form the basis of the housing land strategy in the Strategic Growth Plan and will be formalised in a revised Memorandum of Understanding (MoU) on housing land supply. As part of this process we will consider how we can provide an adequate supply of affordable housing including 'starter homes'.
- 4.5 We also propose to boost the speed of housing delivery. We consider this to be a significant problem over which, at present, we have limited control. The reasons for

¹³ Reference: National Planning Policy Framework (2012) and National Planning Policy Guidance

the mismatch between planning permissions and delivery are complex but this matter needs to be addressed if we are to achieve the pace of development that is needed. We will work with government and with the private sector to explore how this problem can be managed.

Objective 2: *We will strengthen the economic base and maintain its diversity by providing a range of employment sites that respond to the needs of industry*

4.6 The diversity of our economic base reflects the diversity of the area itself; this is a distinctive characteristic that we value highly. Our strategy for the future, therefore, is based on strengthening each of the principal sectors and supporting their needs wherever there is no significant conflict with social and environmental considerations. We also propose to attract sectors that are new to the area; the LLEP has identified eight priority growth sectors¹⁴ which will be targeted.

4.7 Focusing on these sectors will allow us to support an advanced, thriving and diverse economy occupying a competitive position within national, European and global markets. Our analysis shows that we have the potential to increase significantly our contribution to Gross Domestic Product (GDP) and develop further:

- our potential for 'design, manufacture and delivery', bringing together three important sectors into one offer;
- the further and higher education sector including our three universities supporting their aspirations for greater commercialisation and research in life sciences, space technology, advanced engineering, etc.; and
- strong rural communities in areas enhancing their role in agriculture, food processing, forestry, tourism, etc.

4.8 We will also explore the extent to which it might be possible to develop a renewable energy and low carbon technology sector which is not well-established at present.

Objective 3: *We will maximise the potential of our transportation corridors to deliver sustainable development and enable the creation of an integrated public transport network*

4.9 Our transportation network is heavily skewed towards the western parts of Leicester & Leicestershire. This means that there is extensive pressure for development in these locations, particularly around the motorway junctions, where there are known bottlenecks. Within the City, a series of relatively modest improvements to the road network would allow some anticipated growth to take place but in other areas more significant interventions would be required; elsewhere more localised improvements

¹⁴Creative industries; engineering and advanced manufacturing; food and drink manufacturing; logistics and distribution; low carbon; professional and financial services; textiles and manufacturing; and tourism and hospitality

would increase the speed of delivery of growth and prosperity. The lack of adequate road access is currently frustrating the delivery of major residential-led development.

- 4.10 Emerging evidence suggests that targeted improvements in our rail network would deliver major benefits which would support our aspirations for economic growth, increase GDP significantly, improve accessibility to public transport and potentially support growth in new locations. Through the Strategic Growth Plan, we will support transport linkages, infrastructure improvements and network improvements which remove or at least reduce bottlenecks in the existing system and, at the same time, promote a shift towards non-car travel and increased use of the rail network for both people and goods. This will be achieved through the integration of land use allocations, infrastructure improvements and genuinely mixed use, sustainable development which also encourages walking, cycling, the use of buses and other forms of public transport and working from home to reduce the need to travel.

Objective 4: *We will support the City of Leicester, Loughborough, Hinckley and the other market towns across the County as accessible business, service and cultural centres*

- 4.11 Leicester sits at the heart of the County and is the tenth largest city in the UK. In recent years, the City Council has invested significant time, effort and money in the regeneration of its older urban centre and the pace of change is accelerating as the private sector starts to respond. Similarly, Loughborough, Hinckley and the other market towns across the County are developing their role as important centres within the settlement hierarchy.
- 4.12 We recognise the benefits that derive from having strong urban centres that provide a mix of uses, appropriate to their scale, and act as a focus for the rural areas. By locating much of the area's development requirements in the principal settlements we can make the most of existing urban infrastructure and improve accessibility to jobs and services, reduce resource consumption and the need to travel by car. We will therefore consider how we can strengthen the critical mass of key settlements so that they serve as major economic drivers supporting a more competitive, strong and stable economy for the area and become vibrant centres for commerce, learning, leisure and living. This builds upon the recent work by the local authorities and the LLEP to deliver growth in these locations.
- 4.13 We will consider how we can deliver these aspirations, assessing the potential of land within urban areas the extent to which limited development elsewhere might accommodate local need. It is essential that new development is integrated with existing community infrastructure or makes new provision.

Objective 5: *We will promote prosperous and sustainable rural communities*

- 4.14 Our rural communities play an important role in our economy and as places where people live. Increasingly, however, the local authorities are aware of their ageing population, strained local services, limited public transport and the need for affordable housing. Most rural areas are under significant pressure for development but there is often a mismatch between the type, size and tenure of housing that is needed and that which is promoted by developers. Many rural areas make a significant contribution to the local economy in terms of agriculture and food production but local businesses are constrained by the availability of labour and premises, and sometimes also by the quality of infrastructure including high speed broadband.
- 4.15 Within the rural areas, we will consider how we can provide land for housing and employment growth, proportionate to the needs of local residents and businesses, together with infrastructure, subject to environmental capacity. We will also address other factors that frustrate local growth including the lack of high speed broadband; better access to the internet would allow people in the rural areas to work in, and create businesses in, the countryside, reducing the need to travel.

Priority 6: We will protect and enhance the quality of the area's built and water environments, landscape, biodiversity and natural resources

- 4.16 Our built and natural environments, landscape, biodiversity and natural resources are our critical environmental assets; they are the features that shape the character of our area, create a sense of place and increase our quality of life. They provide a setting for our new homes, and enhance places and landscapes as economic drivers and tourist destinations. We will therefore consider how best we can protect these important assets.
- 4.17 As part of this process, we will consider how we can enhance the condition and connectivity of the networks of green spaces and watercourses within and between settlements to reduce flood risk, support cycling and walking, increase tree planting and carbon capture, support biodiversity and provide better habitats, enabling leisure opportunities, and supporting agricultural and economic potential. We will also support resource security by protecting finite resources such as minerals, soils and prime agricultural land. We will safeguard and, where appropriate, enhance wildlife habitats, sensitive green spaces, forestry, watercourses, wetlands, floodplains, species and wildlife corridors, landscapes, parks, townscapes, archaeology, historic buildings and monuments.

Objective 7: We will seek to achieve high standards of design and environmental sustainability in all new development, responsive to local distinctiveness

- 4.18 Leicester was the first 'Environment City' in the UK thereby providing a launch pad from which to develop a more extensive environmental offer. On all new development, we will support the development industry to design in at the outset high resource efficiency standards, supported by a mix of uses and facilities. We will

ensure that the arrangement, layout, design, density and mix of development reflect the character of the area and we will consider developing a design guide for Leicester & Leicestershire. We will support the switch to a low carbon and zero waste economy by providing for appropriate infrastructure and improvements in our resilience to climate change and other potential risks. Green space, watercourses and infrastructure networks will be used to support this agenda and as part of an adaptation process to future proof places against climate change.

Objective 8: *We will focus on the importance of communities, ensuring that place-making delivers high quality development which supports the needs of both existing and new communities.*

- 4.19 Quality of life is important to us. Planning for growth requires more than just setting targets for housing, employment land and jobs. We want to raise the bar in terms of the quality of development that is delivered so that new development becomes an asset to both existing and new communities and delivers the infrastructure and services that are required. In doing so, we will focus on place-making, creating real communities with a sense of place and purpose, in an environment which reflects our local distinctiveness. We will consider how the Building for Life Standards, updated in January 2015, will provide an appropriate basis to align place-making across the area. We will also work with public, private, business and community interests to address existing problems and to devise solutions which achieve a balance of interests.

5.0 PREPARING A STRATEGY FOR GROWTH

5.1 In this section of the Strategic Growth Statement we summarise the position on some of the key documents that are being put in place as part of the evidence base and identify the types of options that we will assess when considering where development should be located. The evidence base will continue to be developed and the options will be refined as we work through this process.

5.2 The evidence base is being assembled in such a way that it will provide detailed information for the periods to 2031 and 2036. This will allow local authorities to co-ordinate their current work on Local Plans and assist in discussions relating to the Duty to Co-operate; the Strategic Growth Plan will reflect this work. The Strategic Growth Plan will also take a longer term perspective and set out the aspirations of the local authorities and the LLEP for period beyond 2036, potentially to 2050

Assembling the evidence base

Housing and Economic Development Needs Assessment (HEDNA)

5.3 The local authorities and the LLEP have commissioned an assessment of housing and economic development needs to determine the extent to which, if at all, the existing targets need to be updated. The work will help to identify the broad scale of development that will need to be accommodated within Leicester & Leicestershire, as a whole, and individually for each Borough and District to 2031 and 2036. In the case of new housing, this will be an objective assessment of needs based on national statistics for population and households, as modified to reflect local circumstances within the Housing Market Area. In the case of economic development, forecasts for economic growth will be adjusted to take account of local circumstances.

5.4 The work will also support negotiations on the Duty to Co-operate and a new Memorandum of Understanding, agreed by all local authorities, which will replace the current version and will be used as a basis for further work.

Transportation modelling and other studies

5.5 The local highway authorities have completed a strategic level study of the impact of new development on the transportation system in the period 2026-31. This has concluded that, whilst improvements to the network are needed, the current predicted levels of development can be accommodated without the need for additional (i.e. beyond those already generally identified) major new transportation schemes during this period. Additional, more detailed, work is being undertaken for the Principal Urban Area and for several of the Boroughs and Districts; these could identify the need for more localised transportation improvements associated with particular sites.

5.6 The transportation model which underpins this study is currently being updated and will use the results of the Housing and Economic Development Needs Assessment

(HEDNA) as an input. Separately, more detailed transport impact and mitigation work will be undertaken within individual local authority areas, to inform Local Plan preparation in the period up to 2031 or 2036 and to inform the Strategic Growth Plan in the longer term. Future work will also consider the need for strategic improvements in the highway network allied to major growth beyond 2031

- 5.7 A specific study is also examining the case for major highway improvements to the A5, between the M69 and M42 in Leicestershire and Warwickshire. The A5 Partnership¹⁵ is working with the Highways Agency and the Homes & Communities Agency to develop an outline business case to improve the highway to dual carriageway standard; this will unlock jobs and homes in the area and reduce accidents.

Strategic Rail Study: to 2043 and beyond

- 5.8 Network Rail is already planning the improvements to the national rail network for the period up to 2043. A number of authorities within Leicester & Leicestershire, therefore, commissioned work to assess the need for investment in the local area. The study identified four draft priorities for improvement to the rail system:

- to maximise the benefit from the Midland Main Line services;
- to achieve the best result from the implementation of HS2 Phase 2;
- to improve, radically, direct fast connectivity to key regional and national destinations; and
- to ensure that rail access and development are planned together.

Sustainability Appraisal/Habitat Regulations Assessment

- 5.9 The Sustainability Appraisal will assess the extent to which the Plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. The Habitats Regulation will help to determine the likely significant effect of development on the integrity of wildlife sites designated as being of European importance. This work will be undertaken at key stages during the course of the preparation of the Plan.

Sector Growth Studies

- 5.10 The LLEP has commissioned work on eight sectors of the economy, the purpose of which is to understand the nature of the industry, its potential as a key sector of the local economy and its future requirements in terms of land, infrastructure and business support. The sectors are:

¹⁵ The A5 Partnership is formed of the LLEP, East Midlands Councils, Coventry & Warwickshire LEP, the Homes & Communities Agency, Leicestershire County Council, Hinckley & Bosworth BC, Warwickshire County Council and is supported by local authority partners in Northamptonshire, Warwickshire, Leicestershire, the West Midlands and Staffordshire.

- Creative industries
- Engineering and advanced manufacturing
- Food and drink manufacturing
- Logistics and distribution
- Low carbon
- Professional and financial services
- Textiles and manufacturing
- Tourism and hospitality

A further study has been commissioned on the sports sector in recognition of the strengths of the local economy in this area.

Market Towns Study

- 5.11 A study has been commissioned which covers the eleven market towns across Leicestershire. The work is not yet complete but it has highlighted the importance of the market towns to the local economy, calculating that they provide employment for over 25,000 people. The study has confirmed that relatively modest economic growth in percentage terms could deliver significant economic benefits in absolute terms.

Other studies

- 5.12 Other studies will be commissioned as necessary during the course of preparing the Plan.

Options for the spatial distribution of growth

- 5.13 Whilst the Housing and Economic Development Needs Assessment (HEDNA) will identify the amount of growth that needs to be delivered, discussions will be required on the potential spatial distribution of that growth informed by the circumstances of each Local Authority. In practice, there is a range of options for accommodating new growth and the Strategic Growth Plan will need to consider which of these options are most appropriate across all or part of the area. It is anticipated that the final spatial distribution will include several, but not necessarily all, of these options in the final portfolio of solutions.

Urban intensification

- 5.14 Urban intensification involves the development of existing sites within the urban area. It includes the redevelopment of existing land and buildings ('brownfield' sites) and/or the development of land that previously has remained as open space. Derelict, vacant and underused land can all contribute to the potential supply which might be generated by business closures, local authority estate regeneration and other changes in the urban fabric. Urban intensification can be combined with a strategy to intensify development around commuter hubs.

Urban Concentration

- 5.15 Urban concentration assumes that most new development will be directed towards existing settlements to take advantage of proximity to existing services and facilities. Development could be within or on the edge of the built up area but essentially this option provides a counter-balance to dispersed development across the rural areas.

Sustainable Urban Extensions

- 5.16 Sustainable Urban Extensions (SUEs), have formed part of the development portfolio for Leicester & Leicestershire for many years. They are large areas of land, adjoining the existing urban built up area, with good accessibility to existing urban areas and potential for the exchange and mutual support of services and facilities. They are often located close to areas where there is the greatest pressure for development and can comprise either brownfield or greenfield land or a combination of the two.
- 5.17 SUEs and SDAs are usually planned as mixed use communities with new schools, shops and local services to service the needs of the new community. Landscape and townscape appraisal needs to form an important part of site.

Concentration on key settlements

- 5.18 Most areas have a defined hierarchy of settlements that range from one or more dominant cities or towns, of varying size, to villages and isolated hamlets. Within this hierarchy, key settlements can be identified which provide, or have the potential to provide, services, facilities and a high level of accessibility. New development can also help to support local services which might be declining or bring benefits to an area which is deficient in these. Sometimes, key settlements have particularly large or expanding businesses which would benefit from a greater pool of potential employees. Creating the opportunity to live and work in close proximity can reduce unnecessary travel-to-work provided but it is important to demonstrate that the employment opportunities are genuinely viable and deliverable.

Dispersed growth

- 5.19 At one level, dispersed growth recognises that settlements need to expand if the requirements of existing communities are to be accommodated e.g. as children set up their own homes they might wish to remain in the same area as their families. This type of growth is often relatively limited in scale and provision can be made in neighbourhood plans for such development. Alternatively, a strategy for dispersal can be prompted by the notion that one or more urban areas are reaching their point of maximum capacity in which case new growth might need to be accommodated elsewhere.

Growth 'corridors'

- 5.20 Growth 'corridors' provide the opportunity to locate new development in areas where there is good accessibility to public transport. Usually this would be along strategic transport corridors where there is the spare capacity and/or growth potential in the network; the focus would be on areas closest to the stations or where new stations could be provided. Extension, expansion or intensification of commercial and supported bus services can also play an important role, especially when bus routes co-exist with rail stations thereby creating the potential for an integrated public transport system. This option could be combined with some of the other options above e.g. urban intensification or strategic urban extensions.

Employment-led growth

- 5.21 Employment driven allocations are prompted by the desire to locate new housing and employment close to each other to provide the opportunity for reduced commuting and living close to places of work. This helps to ensure a broad balance between housing and jobs but much depends on the deliverability and viability of the employment provision, and that a direct link between those homes and jobs can be maintained.

New settlements (towns or villages)

- 5.22 This option builds upon the notion that existing cities, towns or villages are reaching their maximum capacity and that, under certain circumstances, it might be preferable to direct new development to either a new location or a series of new locations. This option can be combined with the option of concentrating new development in key settlements; the essential difference is one of scale. Current government advice suggests that the minimum scale for a new settlement would be around 1,500 dwellings but development viability plays a key role and the settlement needs to achieve sufficient critical mass so that essential services can be provided and adverse environmental impacts can be avoided..

Developing the strategy

- 5.23 We are at an early stage in the preparation of the Strategic Growth Plan. The evidence base is being assembled, the options for the spatial distribution of growth are only just starting to be considered but it is obvious that the Plan will not start with a blank sheet. The local authorities are already preparing Local Plans to 2031 or 2036; steps are being taken to work on a consistent basis across the wider area to ensure the Plans can respond to the Strategic Growth Plan and are in line with the requirements of the Duty to Co-operate. In addition the LLEP has undertaken a considerable amount of work on likely future growth sectors and locations which will feed into this work.
- 5.24 Development has already started in key locations and it makes sense to complete these works. Several of our key economic generators and academic institutions are

in fixed locations and it may be desirable to co-locate new investment where they can build upon existing facilities. In other areas, environmental assets might need to be protected and enhanced.

- 5.25 These existing frameworks will be the starting point for our work so that the Strategic Growth Plan will be a natural evolution of current policies and proposals, amended, developed, enhanced and justified with reference to the emerging evidence base.

FINAL DRAFT

6.0 NEXT STEPS

6.1 This document is the first stage in the process of preparing the Strategic Growth Plan. The work will continue to evolve in terms of commissioning new evidence and using this to inform our decision on the way forward. The Next Steps are set out in the Table below.

Timescale	
Summer 2016	Consultation on the Strategic Growth Statement (this document)
	Continue to develop the evidence base
	Initial consideration of spatial options
Autumn 2016	Consideration of consultation responses on the Strategic Growth Statement
	Continue to develop the evidence base
	Further consideration of spatial options
Winter 2016	Finalise housing numbers and employment land requirements – new Memorandum of Understanding
Spring/Summer 2017	Draft Strategic Growth Plan
	Consultation on Draft Strategic Growth Plan
Autumn 2017	Consideration of consultation responses on Draft Strategic Growth Plan

APPENDIX A: Key Statistics

Sector	L & L (%)	England (%)
Agriculture, Forestry & Fishing (A)	0.1	1.3
Mining, quarrying & Utilities (B, D and E)	2.5	1.1
Manufacturing (C)	14.0	8.2
Construction (F)	3.6	4.5
Motor Trades (Part G)	2.0	1.8
Wholesale (Part G)	5.2	4.2
Retail (Part G)	9.1	10.0
Transport & Storage (including postal) (H)	6.1	4.5
Accommodation & Food Services (I)	5.8	6.9
Information & Communications (J)	2.5	4.2
Financial & Insurance (K)	2.1	3.7
Property (L)	1.4	1.9
Professional, Scientific & Technical (M)	7.7	8.3
Business Administration & Support Services	7.8	8.4
Public Administration & Defence	4.5	4.4
Education (P)	10.5	9.2
Health (Q)	10.8	12.8
Arts, Entertainment, Recreation and Other Services (R, S, T and U)	4.4	4.6

Role	Leicester (%) (2014)	Leicestershire (%) (2014)	England (%) (2014)
Managers, directors and senior officials	8.3	11.3	10.4
Professional occupations	16.4	18.4	19.9
Associate professional & tech occupations	11.4	14.4	14.3
Administrative & secretarial occupations	7.8	11.0	10.7
Skilled trades occupations	7.6	11.6	10.5
Caring, leisure & other service occupations	9.6	8.4	9.1
Sales and customer service	8.5	7.4	7.7

¹⁶ Source: LLEP web site

¹⁷ Source: LLEP web site

occupations			
Process, plant and machine operatives	10.7	7.1	6.3
Elementary occupations	18.6	10.3	10.7

FINAL DRAFT

	NVQ2 and above		NVQ4 and above	
	2009	2014	2009	2014
Leicester	51.1	66.8	22.4	29.8
Leicestershire	70.2	75.8	29.5	34.7
Leicester and Leicestershire	63.7	72.6	27.1	33.0
England	64.9	73.2	29.6	35.7

[INSERT Fig 3.1 from LLEP]

	Leicester City	%	Leicestershire County	%	L & L	%	England	%
Under 15 (number)	65,200	20	109,300	17	174,500	18	10,022,800	19
15 to 64	227,400	69	425,800	65	653,100	67	34,329,100	65
Over 64	37,200	11	115,400	18	152,700	16	8,660,500	16
Total Population	329,800	100	650,500	100	980,300	100	53,012,500	100

¹⁸ Source: LLEP web site

¹⁹ Source: LLEP web site

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL**COUNCIL – TUESDAY, 28 JUNE 2016**

Title of report	NORTH WEST LEICESTERSHIRE LOCAL PLAN
Contacts	<p>Councillor Trevor Pendleton 01509 569746 trevor.pendleton@nwleicestershire.gov.uk</p> <p>Director of Services 01530 454555 steve.bambrick@nwleicestershire.gov.uk</p> <p>Head of Planning and Regeneration 01530 454782 jim.newton@nwleicestershire.gov.uk</p>
Purpose of report	To approve the publication version of the Local Plan
Council priorities	<p>Value for Money Business and Jobs Homes and Communities Green Footprints Challenge</p>
Implications:	
Financial/Staff	The cost of preparing the Local Plan to date excluding staff costs is approximately £394,322 and is met from within existing budgets.
Link to relevant CAT	None
Risk Management	A risk assessment of the project has been undertaken. As far as possible control measures have been put in place to minimise these risks, including monthly Project Board meetings where risk is reviewed.
Equalities Impact Screening	An Equalities Impact Assessment of the Local Plan has been undertaken
Human Rights	None discernible
Transformational Government	Not applicable
Comments of Head of Paid Service	The report is satisfactory.

Comments of Deputy Section 151 Officer	The report is satisfactory.
Comments of Deputy Monitoring Officer	The report is satisfactory.
Consultees	Local Plan Project Board includes Malcolm Sharp of Sharp Planning Plus and Simon Stanion of Shakespeare Martineau acting as external advisors to the Council.
Background papers	<p>Minutes and reports of meetings of the Local Plan Advisory Committee dated 29 July 2015, 16 December 2015, 20 January 2016 and 9 March 2016 as set out in Appendices D to G, respectively of this report.</p> <p>Reports to the Local Plan Advisory Committee which can be viewed at http://minutes-1.nwleics.gov.uk/ieListMeetings.aspx?CId=251&Year=0</p> <p>National Planning Policy Framework which can be found at www.gov.uk/government/publications?topics%5B%5D=planning-and-building</p> <p>The Town and Country (Local Planning) England (Regulations) 2012 which can be viewed at The Town and Country Planning (Local Planning) (England) Regulations 2012</p> <p>National Planning Practice Guidance which can be found at http://planningguidance.planningportal.gov.uk/blog/guidance/local-plans/</p>
Recommendations	<p>THAT COUNCIL:</p> <p>(i) RECEIVES THE MINUTES OF THE LOCAL PLAN ADVISORY COMMITTEE OF 29 JULY 2015, 16 DECEMBER 2015, 20 JANUARY 2016 AND 9 MARCH 2016;</p> <p>(ii) APPROVES THE PUBLICATION LOCAL PLAN;</p> <p>(iii) AGREES TO PUBLISH AND INVITE REPRESENTATIONS UPON THE LOCAL PLAN DEVELOPMENT PLAN DOCUMENT TOGETHER WITH THE SUSTAINABILITY APPRAISAL REPORT AND HABITAT REGULATION ASSESSMENT FOR A SIX WEEK PERIOD IN ACCORDANCE WITH REGULATION 19 OF THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND)</p>

	<p style="text-align: center;">REGULATIONS 2012;</p> <p>(iv) DELEGATES AUTHORITY TO THE DIRECTOR OF SERVICES, IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING AND REGENERATION TO SUBMIT THE LOCAL PLAN DEVELOPMENT PLAN DOCUMENT TO THE SECRETARY OF STATE FOLLOWING RECEIPT AND CONSIDERATION OF REPRESENTATIONS INCLUDING THE IDENTIFICATION OF POSSIBLE MODIFICATIONS TO THE INSPECTOR ;</p> <p>(v) DELEGATES AUTHORITY TO THE DIRECTOR OF SERVICES TO AGREE POSSIBLE MODIFICATIONS WHERE REQUESTED BY THE PLANNING INSPECTOR DURING THE EXAMINATION AND;</p> <p>(VI) REQUESTS THE APPOINTED INSPECTOR TO RECOMMEND MODIFICATIONS TO THE SUBMITTED LOCAL PLAN TO THE COUNCIL IN THE EVENT THAT THE INSPECTOR CONSIDERS THAT SUCH MODIFICATIONS WOULD MAKE THE PLAN SOUND.</p>
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1.0 CONTEXT

- 1.1 Members will recall that the draft Local Plan was approved for consultation purposes by Council at its meeting on 15 September 2015.
- 1.2 The purpose of this report is to agree the publication version of the Local Plan, having regard to the responses received during the consultation process and the views of the Local Plan Advisory Committee and the arrangements for submission thereafter.
- 1.3 The proposed publication version of the Local Plan is attached at Appendix A of this report.
- 1.4 The Local Plan is supported by a wide ranging evidence base as set out at Appendix B of this report. The list itself will be added to as the Local Plan progresses through the examination. In common with practice elsewhere, a number of Background Papers will also be made available when the plan is published which provide more information and clarification than can be included in the Local Plan document itself.
- 1.5 The Local Plan has also been subject to the following independent assessments as required by the Regulations:
- Sustainability Appraisal/Strategic Environmental Assessment;
 - Viability study and;
 - Habitats Regulations Assessment (in respect of the river Mease Special Area of Conservation)

1.6 An Infrastructure Delivery Plan has been prepared which assesses the likely impact of proposed new development on a wide range of infrastructure and identifies a significant number of infrastructure ‘projects’ which the council, working with a range of partners, will need to address over the coming years.

2.0 LEGAL MATTERS

2.1 The preparation of the Local Plan is governed by legislation (The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011) and also Regulations (The Town and Country Planning (Local Planning) (England) Regulations 2012).

2.2 The Local Plan which Council is being asked to approve is the ‘publication’ stage Local Plan (Regulation 19). This represents the Local Plan which the Council considers should be submitted for examination. Before it can be submitted it must be published for a six-week period for representations to be made.

2.3 Following receipt of representations it is intended that the Local Plan will then be submitted for examination. It is currently anticipated that submission will be towards the end of September.

2.4 Once the Local Plan is submitted an independent Planning Inspector will be appointed by the Planning Inspectorate to consider whether the Local Plan is ‘sound’. At this point the Council will no longer be in control of the timetable as this will initially be determined by the Planning Inspectorate and then by the Planning Inspector appointed to hold the examination. Based on experience elsewhere it is likely that examination hearings would take place in late 2016 / early 2017.

2.5 To be “sound”, the Local Plan should be:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the [National Planning Policy] Framework.

2.6 Members will be aware that the Localism Act 2011 requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans. This requirement places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.

- 2.7 The legal duty is complemented by a policy requirement for public bodies to cooperate on planning issues that cross administrative boundaries, particularly relating to strategic policies to deliver homes and jobs needed in the area, the provision of retail, leisure and other commercial development, and the provision of infrastructure.
- 2.8 The first task of an Inspector appointed to hold an Examination is to assess whether the Council has complied with the legal Duty to Cooperate. If the Inspector concludes that this is not the case then the Local Plan will automatically fail, as the non-compliance cannot be remedied through retrospective action.

3.0 PREPARATION OF THE LOCAL PLAN

- 3.1 The following section outlines both the officer and member governance structure which has guided the preparation of the Local Plan.

Local Plan Project Board

- 3.2 Project management of the preparation of the Local Plan has been overseen by a Project Board chaired by the Director of Services and which meets on a monthly basis. Two external representatives (Malcolm Sharp a Planning consultant and Simon Stanion planning lawyer) also sat on the Project Board to act as critical friend's by challenging the development of the plan ensuring legal and policy matters were complied with , including having regard to best practice guidance from elsewhere. The external advisors have prepared a joint statement which sets out their views on whether, at this stage, the Local Plan is moving in the right direction such that it is likely (although not guaranteed) to be found 'sound' in due course. A copy of the statement is attached at Appendix C of this report.
- 3.3 In addition, a number of representatives of the Project Board also meet with the Chief Executive on a bi-monthly basis in order to ensure that the Local Plan has due regard to corporate and strategic priorities and issues.

Local Plan Advisory Committee

- 3.4 A cross party Local Plan Advisory Committee (LPAC) was established at the meeting of Council on 25 February 2014 to work with officers on the preparation of a new Local Plan, although all decisions on the Local Plan are reserved for Council.
- 3.5 Since Council approved the draft Local plan for consultation in September 2015 the Local Plan Advisory Committee (LPAC) has met on a further four occasions to consider the following matters:
- 16 December 2015 – Gypsy and Traveller Development Plan Document and Risk Management of the local Plan;
 - 20 January 2016 – summary of consultation responses received in respect of draft Local Plan;
 - 9 March 2016 – detailed consideration of consultation responses(chapters 4 to 7);
 - 18 April 2016 - detailed consideration of consultation responses(chapters 8 to 12)

3.6 The minutes of LPAC up until June 2015 have previously been reported to meetings of Council. The minutes of the meeting held on 29 July 2015 together with those listed above are appended to this report at Appendices D, E, F and G respectively and Council is asked to agree them in accordance with recommendation (i) above (save for those for the meeting of 18 April 2016 which have yet to be agreed by LPAC).

4.0 SUMMARY OF EVOLUTION OF THE LOCAL PLAN

4.1 The decision to prepare a Local Plan was made by Council at its meeting on 1 July 2014 following the withdrawal of the then Core Strategy in October 2013.

4.2 In addition to the consultation undertaken in respect of the draft Local Plan the following consultations have been undertaken under the auspices of Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012.

Initial consultation

4.3 A consultation inviting representations on 'what the Local plan ought to contain' was undertaken between 20 June and 19 September 2014.

Limits to Development

4.4 Consultation was undertaken with Parish and Town Councils between 17 November 2014 and 9 January 2015 on draft Limits to Development and the methodology used to define them.

Town Centre Boundaries

4.5 Consultation was undertaken with Parish and Town Councils and town teams (where they exist) between 17 November 2014 and 9 January 2015 on suggested boundaries for the various town centres across the district.

Draft Local Plan

4.6 The draft Local Plan was published for consultation on 29 September 2015 up until 30 November 2015.

4.7 In total 326 individuals and organisations made 1,935 detailed comments in respect of the draft Local Plan. In addition, a further 424 standard letters were received, principally in relation to the proposed development north of Ashby de la Zouch (Money Hill) and concerns regarding possible development south of the A453 near East Midlands Airport.

4.8 The following matters were particularly significant in terms of the responses received to the consultation:

- Amount of new development, particularly housing;
- The settlement hierarchy;
- The suggested Limits to Development;
- The proposed allocation of land at Money Hill, Ashby de la Zouch;
- Concerns regarding the impact of new development (particularly housing) on existing infrastructure (including transport) and the need for additional infrastructure;

- Concerns regarding the lack of the identification of open spaces to be protected;

4.9 It should be stressed that this list is not exhaustive and these and other issues were subsequently considered by the Local Plan Advisory Committee in two reports at their meetings of 9 March and 18 April 2016 as referred to in paragraph 3.5 above.

4.10 In respect of the issue of housing requirements a relatively large number of residents, the vast majority of who live in Ashby and oppose the Money Hill site allocation in particular, considered that the housing requirement was too high, with particular concerns expressed regarding the impact upon existing infrastructure. As might be expected, some housebuilders considered that the requirement was too low; with one representation in particular from Gladman suggesting the requirement should be 637 dwellings each year (12,740 in total).

4.11 Concerns were expressed by Charnwood Borough Council and Oadby and Wigston Borough Council regarding the level of housing requirement. In particular concern has been expressed that:

- The proposed housing requirement has been put forward without agreement across the Housing Market Area;
- The methodology used to identify the housing requirement could be used by developers to undermine those Councils' own five year supply position;
- Alternatively, an increased provision of housing in North West Leicestershire could impact upon the delivery of housing sites elsewhere, specifically the Loughborough Sustainable Urban Extension;
- Any (as yet unquantified) impact upon the OAN for the other HMA authorities as set out in the SHMA and MOU need to be understood and agreed across the HMA; and
- No consideration has been given as to the possible impact upon affordable housing resulting from a higher housing requirement.

4.12 The issue of the housing requirement is returned to later on in this report.

5.0 WHAT CHANGES ARE PROPOSED?

5.1 The majority of the changes which it is recommended are made to the Draft Local Plan agreed by Council in September 2015 involve some form of rewording of policies, either to provide clarity or to provide consistency with national policies and/or changes to the supporting text.

5.2 Where it is recommended to make changes to policies, these are summarised in the table at Appendix H of this report. More details regarding these changes together with changes to the text are set out in the reports to LPAC on 9 March 2016 and 18 April 2016.

5.3 A number of changes were recommended to the LPAC but subsequent to the LPAC meetings it has become apparent that either the proposed change is in no longer warranted or other changes are required. These are summarised below in the order they appear in the Local Plan.

- Policy S1 (Presumption in favour of sustainable development) – it is now proposed to delete this policy as it is understood that the Planning Inspectorate no longer

requires the inclusion of such a policy (as this is already engrained in National Planning Policy). This means that subsequent Policies S2 to S5 in the draft Local Plan are renumbered;

- Policy H1 (Housing provision: permissions) – it is now proposed to include a list of sites which had planning permission as at 1 October 2015 and where development had not commenced so as to provide clarity regarding which sites are included in this policy and to re-title the policy ‘Housing allocations: permissions’;
- Policy H2 (Housing provision: resolutions) - it is now proposed to include a list of sites which were the subject of a resolution to grant planning permission as at 1 October 2015 so as to provide clarity regarding which sites are included in this policy and to re-title the policy ‘Housing allocations: resolutions’;
- Policy Ec1 (Employment provision; permissions) – it is now proposed to include a list of sites which had planning permission as at 1 October 2015 and where development had not commenced so as to provide clarity regarding which sites are included in this policy and to re-title the policy ‘Employment allocations: permissions’;
- Policy Cc1 (Renewable Energy) – it is proposed to retain a single policy rather than having two separate policies as recommended to LPAC

5.4 Members will be aware that a new Housing and Planning Act was recently approved by parliament. Whilst the Act together with recent challenges to aspects of government policy, may have implications for policies in the Local Plan, the extent of such impact is not yet clear. For example, the Act includes provisions regarding the provision of Starter Homes as part of new housing developments. This will almost certainly have implications for the policies in the Local Plan in respect of affordable housing, but until such time as Regulations have been published which provide further details it is not possible to ascertain what changes may be needed and so no changes are proposed at this time. However, it is likely that changes to policies will be required through the examination process (see section 7 of this report)

5.5 In terms of the housing requirement, members will recall the draft Local Plan identifies a housing requirement of 535 dwellings each year for the period 2011-2031 (10,700 dwellings in total). This figure is higher than the Objectively Assessed Need (OAN) identified in the Strategic Housing Market Assessment (SHMA) (June 2014) which is 350 dwellings each year (7,000 dwellings in total). This is also the figure included in the Memorandum of Understanding (MOU) agreed by all the Leicester and Leicestershire Housing Market Area (HMA) authorities.

5.6 There is an important difference between the housing requirement and the housing need figures (i.e. the OAN). The housing need was set out in the 2014 Strategic Housing Market Assessment (SHMA) for Leicester & Leicestershire, and is used as the basis for calculating a five year supply and as the starting point for determining the housing requirement. The requirement takes that need ‘baseline’ figure, and applies specific local circumstances.

5.7 In the case of North West Leicestershire it was (and is) considered that there are specific local circumstances which justify a move away from the OAN identified in the 2014 SHMA; the potential impact of the (at the time that the draft Local Plan was published) proposed Strategic Rail Freight Interchange (Roxhill) on the number of jobs in the district compared

to those assumed in the SHMA. This has since been approved by the Secretary of State on 12 January 2016.

- 5.8 Additional work, from an independent consultant who has worked on the SHMA, has been commissioned to provide more evidence regarding the likely impact of the Roxhill development on the housing figures, particularly now that the development has been approved by the Secretary of State. This work has also taken account of more recent demographic evidence since the SHMA was published and concludes that a figure of 520 dwellings per annum would be appropriate (10,400 in total over the plan period).
- 5.9 This figure is marginally less than that proposed in the draft Local Plan (535 dwellings or 10,700 dwellings over the plan period). It would not be appropriate to plan for exactly this amount of development because it may be that some sites are not developed at the rate anticipated and also this could result in artificial, potential non-defensible, boundaries being used to define sites. It is therefore proposed that the overall level of supply (i.e. the number of dwellings planned for through permissions, resolutions and locations) remains at the level proposed in the draft local plan, which will provide the Council with greater flexibility to ensure that the overall requirement will be met over the plan period.
- 5.10 The issue of the appropriate housing requirement is the issue that has generated responses to the draft Local Plan. The implications of this are considered in more detail in the following section.

6.0 HOUSING REQUIREMENTS

- 6.1 As noted in paragraphs 4.10 and 4.11 there were conflicting views on the issue of housing requirements. It was partly for this reason that the additional evidence outlined in paragraph 5.8 was commissioned.
- 6.2 It is important to understand, as recognised by the Government in the Planning Practice Guidance that identifying a housing requirement as part of a Local Plan is not an exact science.
- 6.3 Having regard to the Duty Cooperate (as outlined in section 2 of this report) the outcome of the additional work referred to in the previous section has been shared with all of the Leicester and Leicestershire HMA authorities and is the subject of ongoing discussions. In addition, the results of this additional work have also been shared with those authorities who the additional study suggests are likely to have residents who would be employed at the Roxhill development.
- 6.4 In respect of the latter point Members will be aware that the HMA partners have agreed to prepare a Strategic Growth Plan. This plan will be informed by a range of evidence including that relating to future housing and economic needs across the HMA. To this end a HMA wide Housing and Economic Development Needs Assessment (HEDNA) has been commissioned which will identify the current OAN for the HMA and individual districts/boroughs (it should be noted one of the consultants working on this was also the consultant engaged by the Council to provide the additional advice referred to above). Once the technical assessment has been concluded, currently scheduled for September 2016, the intention is to agree a new MOU (or equivalent agreement). This element, however, is unlikely to be concluded until late in 2016 at the very earliest.

- 6.5 Whether to carry on now with the Local Plan or await the outcome of the HEDNA raises a number of arguments for and against both options. The Council's Cabinet considered a report on this matter at its meeting of 3 May 2016. A copy of the report is attached at Appendix I. Cabinet agreed that its preferred course of action was to continue.
- 6.6 Since the meeting of Cabinet discussions with the other HMA authorities have been ongoing to try and find an agreed position. It is clear from these discussions that the other HMA authorities are extremely concerned that if North West Leicestershire was to agree its Local Plan before the new HEDNA, that this would undermine the existing SHMA and how this is then used in determining planning applications (and possibly appeals) until such time as the HEDNA is published. Based on these concerns your officers have been advised verbally that it is likely that formal objections will result from some (or all) of the other HMA authorities. It is the view of the other HMA authorities that the only appropriate mechanism for identifying the basis for the objectively assessed need is within a strategic housing evidence base (i.e. a SHMA or similar HMA wide study such as the HEDNA referred to previously) and that this should be done collaboratively and that a decision on the NWL Local Plan should therefore be delayed until the HEDNA is published.
- 6.7 As noted previously the HEDNA is scheduled to be completed in September. The only available Council meeting after this date that the Local Plan could be considered is 8 November. Allowing for consultation up to just before Christmas means that the plan would be submitted towards the end of January 2017. Based on the current projected timetable this would be a delay of about four months. As set out in the report to Cabinet of 3 May 2016 the government has stated its intention to intervene where local plans are not in place by early 2017. A delay of four months would represent a significant risk of government intervention, particularly if there was to be any further delay. This would mean the Council losing control of the local plan process and would also have financial implications for the Council, again these were set out in the Cabinet report.
- 6.8 If the Local Plan were to be delayed until the new MOU is agreed then the impact of the timetable would be even more significant. Assuming an agreement on an MOU was reached by the end of 2016, the earliest the Local Plan could be considered by Council would be 23 February 2017 with the likelihood that submission would be delayed until late May 2017.
- 6.9 As to whether this poses a risk to the Council in terms of the legal Duty to Cooperate, it should be noted that the duty is to 'co-operate', not to 'agree'. The Council will, however, need to show what steps it has taken to ensure that the other HMA (and non HMA) authorities are aware of what is being proposed in terms of the housing requirement and why, and what attempts have been made to secure the agreement of those authorities to the Council's strategy. In this respect officers briefed all of the HMA authorities on the likely approach to housing requirements prior to Council agreeing the draft Local Plan in September 2015. Since then officers have kept the HMA authorities informed of progress and remains actively engaged in ongoing discussions. It is considered that the Council has done (and will continue to do) everything possible and practical to ensure that the risk of being found not to have complied with the Duty to Cooperate has been minimised.
- 6.10 The government has recently published revised guidance as part of the National Planning Practice Guidance in which there is significant emphasis upon Inspector's seeking to work proactively with local planning authorities to try and ensure that plans can be found sound. Where necessary, this can include suspension of examinations and the Guidance also

requires consideration to be given to the option of the local planning authority making a commitment to review the plan or particular policies in the plan within an agreed period, where this would enable the Inspector to conclude that the plan is sound and meets the other legal requirements.

- 6.11 In respect of the latter point it is proposed to include wording as part of new policy S1 (Future housing and economic development needs) which would commit this Council to an early review in the event that the HEDNA and work of the Strategic Growth Plan suggested that additional housing provision was required.
- 6.12 As part of the process of assisting local planning authorities, the Planning Inspectorate recently made a Planning Inspector available for a meeting with the Local Plan Project Board. A note of the meeting (produce by officers) is attached to this report at Appendix J. It will be noted that in terms of this issue the Inspector whilst not in a position to provide any guarantees about the outcome, noted that it was important to ensure that the Council had done all it can and that it is able to document this. The Statement of Common Ground referred to at paragraph 6.6 is intended to partly address this. In addition, a Duty to Cooperate Statement which will chronicle all of the Council's engagement with other local authorities and those with whom it is required to cooperate will be submitted with the Local Plan.
- 6.13 In respect of a possible suspension, whilst this would be a disappointing outcome it would not mean the end of the Local Plan. There are numerous examples of where Local Plan examinations have been suspended and the Local Plan in question has gone on to be found sound. Indeed this happened in respect of the recent Charnwood Core Strategy.
- 6.14 Essentially, the Council is faced with a choice: carry on with the Local Plan as currently planned; or delay making a decision on the Local Plan until such time as the HEDNA and a new MOU are in place.
- 6.15 It should be appreciated that neither course of action is absolutely risk free in terms of the Council being able secure an up-to-date Local Plan as soon as possible. However, on balance and having regard to the steps taken to minimise the risk to the Council and the government's clearly stated intent that Local plans should be in place by early 2017, it is considered that the Council should carry on with the Local Plan with a view to submitting it in September 2016.

7.0 NEXT STEPS

- 7.1 Following approval by Council the Local Plan will be published to seek representations. As the Regulations prescribe that this should be for a minimum of 6 weeks, it is proposed that the consultation will commence on **4 July 2016** and close on **15 August 2016**.
- 7.2 In addition to the Local Plan document and the SA/SEA, Viability Study and HRA as outlined above, the various documents which comprise the evidence base will also be made available to the public.
- 7.3 Any representations received as part of the consultation will need to be considered before submitting the Local Plan for examination. It is recommended that the Director of Services be delegated authority, in consultation with the Portfolio Holder for Planning and Regeneration, to agree to the submission subject to it being considered that any

representations do not raise new issues that are required to be considered by a further Council meeting.

- 7.4 Once submitted the Planning Inspectorate will appoint an Inspector to undertake an examination. The purpose of the examination is to determine if the Local Plan satisfies the test of soundness as set at paragraph 2.5 of this report.
- 7.5 At this point the Council loses control of the process which will, instead, be the responsibility of the Planning Inspector. The following timetable is therefore, subject to change.
- Publication stage – 4 July to 15 August 2016
 - Submission – late September 2016
 - Examination – December 2016
 - Adoption – June 2017
- 7.6 During the examination stage it is likely that the Inspector will enquire of officers from time to time whether a change to a policy is something which the Council would support. In order to enable the smooth running of the examination it is recommended that the Director of Services be delegated authority to agree to changes to policies. Such changes would then be the subject of modifications recommended by the Inspector, which Members would have an opportunity to consider before the plan was adopted.
- 7.7 The Inspector can only make recommendations in respect of main modifications which are required to ensure that the plan satisfies the test of soundness and such recommendations can only be made where the Council has requested that he/she does so. This is covered by recommendation (vi).

NORTH WEST LEICESTERSHIRE LOCAL PLAN

PUBLICATION VERSION

JUNE 2016

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1 BACKGROUND

What is planning?

- 1.1 The purpose of planning is to help achieve sustainable development. This means ensuring that providing for the needs of the current generation does not make life worse for future generations. It requires making decisions on proposals for development from house extensions to large scale housing and employment developments which provide the homes and jobs that people require.

What is the Local Plan?

- 1.2 Most new development requires planning permission before it can be built. Planning policies are used to help decide whether planning permission should be granted or not. The role of the Local Plan is to set out such policies and to help secure sustainable development by identifying how much new development is required and where it should go.
- 1.3 This publication Local Plan represents the District Council's view on how sustainable development should be achieved in North West Leicestershire and covers the period to 2031. It identifies new sites for housing and employment and also includes a range of policies to ensure that new development, of whatever type, is of the highest quality possible so as to maintain North West Leicestershire as an attractive place to live, work and enjoy.

What is the process for preparing a Local Plan?

- 1.4 In preparing the Local Plan a number of previous consultations have been undertaken under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This included consultation on the draft Local Plan between September and November 2015 where views were sought from anybody with an interest in the future planning of the district. Responses received were used to inform the preparation of the publication Local Plan.
- 1.5 This publication Local Plan has been prepared under the provisions of The Town and Country Planning (Local Planning) (England) Regulations 2012 and is the publication Local Plan version prepared under Regulation 19. After this stage the plan (together with any comments received) will be submitted to the Secretary of State (Regulation 22) who will appoint a Planning Inspector to assess the plan through a Public Examination to establish whether it is 'sound' or not. To be 'sound' a Local plan must be:
- Positively prepared;
 - Justified;

- Effective; and
 - Consistent with national policy
- 1.6 Only when the plan has been through these various stages and a Planning Inspector considers the plan to be 'sound' is the Council able to adopt the Local Plan. Upon its adoption it will replace the existing Local Plan which was adopted in 2002.
- 1.7 Once adopted this Local Plan together with the Minerals and Waste Local plan prepared by Leicestershire County Council will be the Development Plan for North West Leicestershire. The Development Plan provides the basis for determining planning applications.

What other matters must we have regard to in preparing the Local Plan?

- 1.8 The Local Plan is not prepared in isolation. As noted above the Local Plan must be consistent with national policies. These are set out in the National Planning Policy Framework (NPPF) which was published by the Government in 2012. The NPPF is also supplemented by a range of Planning Practice Guidance (PPG) on a variety of subjects. This provides guidance on the interpretation and implementation of requirements in the NPPF
- 1.9 Throughout this document there are various references to the NPPF and the PPG.
- 1.10 In addition to national policies we also have to comply with various European level regulations. In particular we have to undertake a Strategic Environmental Assessment (SEA) of the plan to assess its environmental impacts. We also have to undertake a Habitats Regulations Assessment (HRA) to consider the impact of the policies and proposals of the Local Plan on sites of European significance designated for species and habitats (Special Areas of Conservation (SAC)) or birds (Special Protected Areas (SPA)). That part of the river Mease and its tributaries which lie within North West Leicestershire are designated as a Special Area of Conservation.
- 1.11 The requirement for a SEA has been taken further by the Government which requires that a Sustainability Appraisal (SA) be carried out to assess not only the environmental effect of the plan, but also the economic and social effects.
- 1.12 This publication Local Plan is accompanied by a Sustainability Appraisal/Strategic Environmental Assessment and a Habitats Regulations Assessment.

Duty to Cooperate

- 1.13 The Localism Act 2011 introduced a requirement on local planning authorities to cooperate with neighbouring local authorities and other bodies with a regulatory or strategic interest in Local Plan issues. This is referred to as the "Duty to Cooperate"

and includes the need to consider the impact of the strategy as a whole and its proposals for major development on other places close to North West Leicestershire.

- 1.14 North West Leicestershire lies within the county of Leicestershire which, together with Leicester City, has been identified as a Housing Market Area (HMA) and the Leicester and Leicestershire Enterprise Partnership area (LLEP). We have a close working relationship with the authorities across the HMA/LLEP through a variety of different groups.
- 1.15 The LLEP is serviced by three different boards (Place, People and Business). The Place Board is itself then serviced by a Strategic Planning Group which consists of high level officers from the various authorities. It is through this group that cooperation at a strategic level is co-ordinated and also provides a direct link in to the work of the LLEP with whom we are required to cooperate. A Member Advisory Group which consists of the appropriate portfolio holders from each authority has also been established to provide a political buy-in to the work of the Strategic Planning Group.
- 1.16 In terms of this Local Plan we have co-operated with our partners across the HMA/LLEP on a variety of matters including:
- Establishing housing requirements – a joint Strategic Housing Market Assessment (SHMA) was commissioned by the District Council on behalf of all the partners in 2014. The SHMA set out a range of different scenarios for housing growth up to 2031 and 2036 in order that the Objectively Assessed Needs both for the HMA as a whole and for individual districts could be identified. Following completion of this work a Memorandum of Understanding (MOU) was agreed and signed by all the HMA authorities which confirms that each authority can meet its housing needs to 2028 and that we will continue to work together post 2028. This work is ongoing and will result in the preparation of a Development Strategy beyond 2028.
 - Since the draft Local Plan a further piece of work was commissioned by the District Council to provide more evidence on the likely impact of the Roxhill Strategic Rail Freight Distribution Centre, on the district's housing figures, particularly as this development was approved in January 2016. This study has been the subject of ongoing discussion with our HMA partners.
 - Establishing employment needs - An assessment of the future economic needs across Leicester and Leicestershire up to 2026 was undertaken in 2008 by the Public and Corporate Economic Consultants (PACEC) on behalf of the then Leicester Shire Economic Partnership. This work was then updated in 2013 on behalf of the LLEP and covered the period 2010 to 2031.
 - In addition the HMA partners have commissioned a HMA wide Housing and Economic Development Needs Assessment (HEDNA). This will identify an updated housing and employment Objectively Assessed Needs for the HMA and the individual districts and is expected to be completed in September 2016. Once this

work is completed it is the intention for a new Memorandum of Understanding to be agreed.

- Planning for Climate Change – a report commissioned by all the HMA authorities (except Charnwood Borough) which considered the potential of different sources of renewable energy across Leicestershire.
- Charnwood Forest - the District Council has worked with Leicestershire County Council, Charnwood Borough Council and Hinckley and Bosworth borough Council to set up a Charnwood Forest Regional Park Steering Group to oversee the creation of a Regional park and to agree its long term Vision. This Vision has informed the Charnwood Forest policies of this Local Plan.

- 1.17 We have worked with the highway authorities (Highways England and Leicestershire County Council) to establish the impact of proposed development on the highway network and to identify new infrastructure requirements resulting from this development.
- 1.18 The river Mease Special Area of Conservation also covers part of the districts of Lichfield and South Derbyshire. We have worked with the two authorities and Natural England, the Environment Agency and Severn Trent to develop a joint strategy to ensure that there is no detrimental impact on the water quality of the river Mease as a result of development.
- 1.19 We have worked with the Environment Agency and Leicestershire County Council to prepare an updated Strategic Flood Risk Assessment and with the former in the preparation of a Water Cycle Study.
- 1.20 Outside of the HMA/LLEP we also adjoin a number of other local authorities (North Warwickshire, Lichfield, South Derbyshire, Erewash and Rushcliffe). In addition to the work on the river Mease outlined above we have agreed a Statement of Common Ground with South Derbyshire. We also have a regular dialogue with each of these authorities, none of whom have asked North West Leicestershire for help in meeting their development needs.
- 1.21 We will continue to cooperate with these various bodies throughout the development of this Local Plan.

Evidence base

- 1.22 A wide ranging evidence base has been used to inform this Local Plan. This can be viewed on the Council's website (www.nwleics.gov.uk).

Structure of Document

- 1.23 The publication Local Plan is divided into a number of themed chapters which then contain a number of policies and supporting text. The policies are shown in grey boxes.

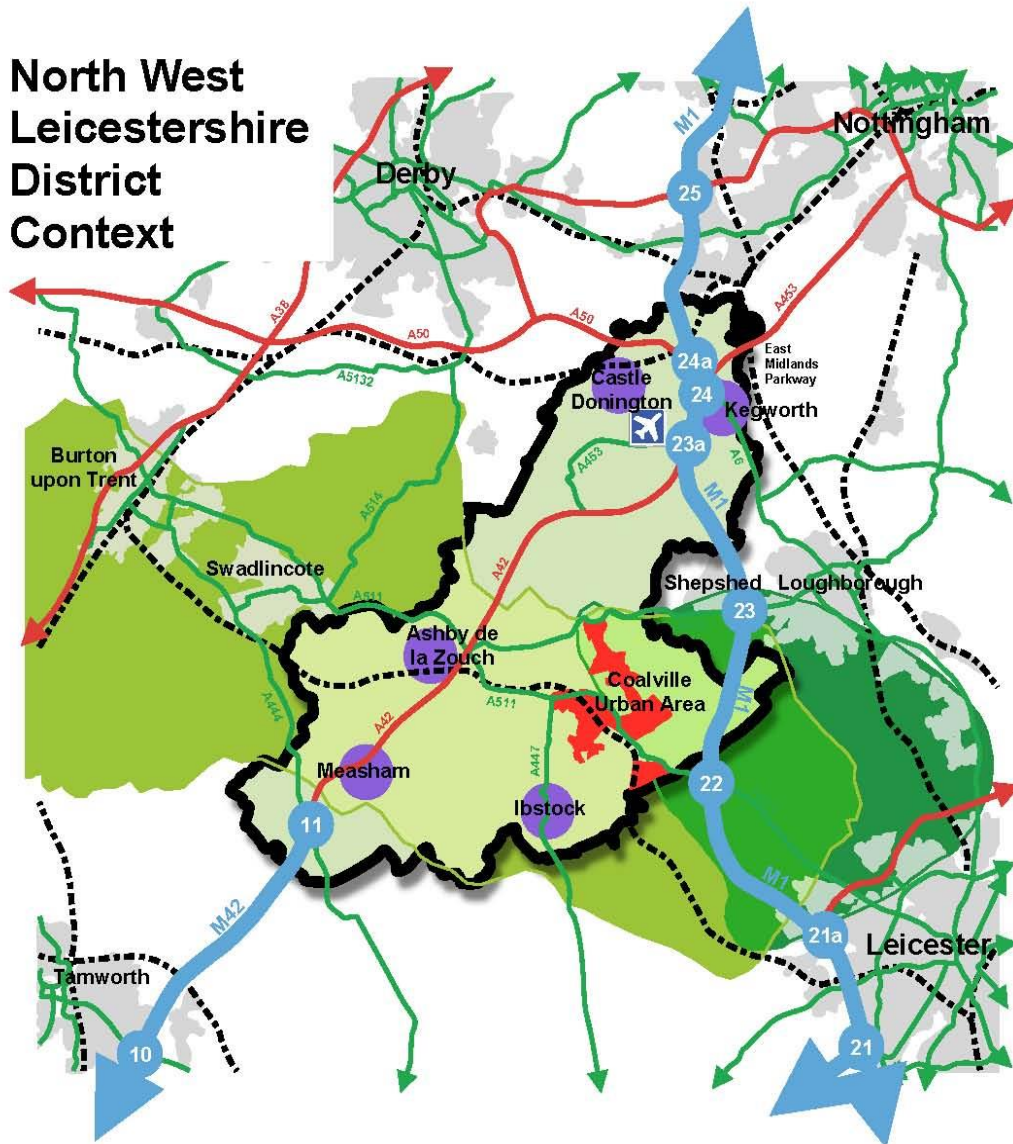
- 1.24 The Local Plan is also accompanied by a Policies Map which shows the location of proposed allocations of land and other land use related policy information, on an ordnance survey base map. This map replaces the Proposals Map which accompanies the adopted Local Plan in its entirety. There is one single map which covers the whole district. At a settlement level there are then a series of inset maps which show more details at a suitable scale.
- 1.25 Alongside the Policies Map are Wind Energy Maps. These identify the areas within the district potentially suitable for both medium-large scale and small scale wind energy development.
- 1.26 In addition to the publication Local Plan we have also published a number of themed background papers which explain in more detail some of the technical considerations which have informed the Local Plan. In making any comments on this plan please refer to these where appropriate.
- 1.27 We are aware that planning is full of a lot of technical words and jargon. To help you understand this better we have included a glossary of key terms at Appendix 1 of this document.
- 1.28 All of the supporting documents together with more information about how comments can be made can be viewed on the Council's website at www.nwleics.gov.uk. Please note that any comments submitted are made publically available.

IT IS IMPORTANT TO NOTE THAT WHEN USING THE LOCAL PLAN TO FORM A VIEW ON A PROPOSED DEVELOPMENT ALL OF THE POLICIES CONTAINED IN THE PLAN MUST BE CONSIDERED TOGETHER WHEN FORMING A VIEW.










2 NORTH WEST LEICESTERSHIRE CONTEXT

- 2.1 North West Leicestershire district, as the name suggests, comprises the north-west part of the county of Leicestershire and is a mainly rural district, covering 27,900 hectares (108 square miles). The district shares borders with the counties of Derbyshire, Nottinghamshire, Staffordshire and Warwickshire.
- 2.2 The district is close to, and has excellent road access with four major cities - Birmingham, Derby, Leicester and Nottingham- using the motorway network (M1 north/south and M42 south-west/north-east). However, there are no passenger rail services in the district. In the north of the district is the East Midlands Airport (EMA)
- 2.3 Most of the southern part of the district lies within the National Forest which spans three counties in the centre of England - Derbyshire, Leicestershire and Staffordshire, whilst the upland area of the Charnwood Forest lies in the south-east corner.
- 2.4 The population of the district was about 93,500 as at the 2011 Census. The principal town is Coalville and the other main settlements are Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham.
- 2.5 The map on the next page shows the location of the district and its wider context.

North West Leicestershire District Context



Key

- | | | | |
|---|------------------------------------|---|--------------------------------|
|  | North West Leicestershire district |  | Coalville Urban Area |
|  | Motorway |  | Other main settlements |
|  | Trunk Road |  | National Forest |
|  | A Road |  | Charnwood Forest Regional Park |
|  | Railway | | |
|  | East Midlands Airport | | |

3 NORTH WEST LEICESTERSHIRE PROFILE

3.1 The Sustainability Appraisal scoping report sets out a detailed assessment of the district and its characteristics which provides a context for the Local Plan. The following provides a summary of the key characteristics and follows the order of the Scoping Report:

Population

- There were 93,468 people as at the 2011 Census, a growth of about 9,000 from the 2001 Census.
- The population is ageing with a rapid increase in the number of residents aged 40-49 and 60-69 in the last 10 years, whilst the number of 25-39 year olds has decreased.
- According to the 2011 Census the largest population was in Coalville (36,801 people) followed by Ashby-de-la-Zouch (12,385), Castle Donington (6,350), Ibstock (5,961), Measham (5,200) and Kegworth (3,541).
- There are high concentrations of working age people in Coalville and Castle Donington, whilst older people are concentrated in the Measham/Appleby Magna area and younger people in Ashby de la Zouch and Ellistown.
- The district is the 200th most deprived local authority in England (out of 354) but it is the most deprived in Leicestershire (excluding Leicester City) with pockets of deprivation concentrated in Coalville, Greenhill, Ibstock, Measham, Moira, Ashby and Castle Donington.

Housing

- The proportion of 3 bed dwellings is higher than the average in Leicestershire and England, as is the proportion of detached dwellings and terraced properties.
- There has been an increase of 17% in overcrowding between the 2001 Census and the 2011 Census but this is less than that for the East Midlands (36%) and England & Wales (32%).

Employment and the economy

- In terms of competitiveness and growth opportunities, North West Leicestershire enjoys a highly accessible position in the middle of the country, with good road links and a growing international airport. Partly because of its accessibility, the area has proved attractive to inward investors, and has recently seen high levels of employment growth.
- There are significantly more people employed in the transport and logistics sector (19.8%), wholesale/retail (17.3%), construction (5.9%), professional and other private services (17.3%) than nationally.

- Economic forecasts based on the Experian 2013 data for the district indicate that from 2012 to 2031 the sectors predicted most likely to grow by over 1% are transport & storage; professional & other private services; accommodation, food services & recreation; and wholesale & retail . Only three sectors are predicted to decline (one very marginally), the two with the greatest predicted decline are agriculture, forestry & fishing and by a large proportion the greatest decline is predicted in manufacturing.
- The overall job density in NWL (i.e. the number of jobs per head of population aged 16 to 64 so 1 equals one job for one person) was 1.05 in 2012 which indicates in commuting in to the district and is an increase from 2011 when it was 0.92.
- There was a concentration of higher order occupations ‘Managers, Directors and Senior Officials’ according to the Census 2011 around Appleby (18.1%) and rural wards of central NWL (Breedon and Valley). In contrast there were concentrations of those with ‘Elementary Occupations’ in the wards of Coalville (17.4%) and Greenhill, both associated with the settlement of Coalville and also in Measham.
- The proportion of the workforce with NVQ4+ level skills, including university degree, at 25.4%, is lower than the proportion for Great Britain and East Midlands (35.2% and 30.1% respectively).

Transport and Access

- North West Leicestershire benefits from excellent road transport links. It is at the intersections of the M1 and A42 motorways whilst the A50 provides a link from the north of the district to Stoke on Trent and the North West of England and in the south-east to Leicester whilst the A453 provides a direct link to Nottingham.
- No passenger rail services in the district, whilst bus service provision is variable.
- Travel to work is dominated by the use of the car.
- There is a net in-flow of commuters based on the 2011 Census (7,453 persons).
- East Midlands Airport (EMA) is in the north of the district and is one of the UK’s major freight airports. It has seen significant growth in both passenger numbers and cargo freight since the mid-1990s, but the economic downturn has resulted in reduced levels of both. As would be expected of a large airport there are environmental issues relating to its operation. These include noise impacts on local residents associated with take-off and landing, and also issues relating to significant carbon emissions from aircraft.

Air quality and noise

- There are five Air Quality Management Areas (AQMA) in the district; M1 Mole Hill Kegworth; High Street Kegworth; Stephenson Way/Bardon Road Coalville; High Street/Bondgate Castle Donington and Copt Oak Road Copt Oak.

- There is noise issues associated with transport, particularly at East Midlands Airport, as well events at Donington Park.

Climate Change

- A technical review of renewable energy potential for the district for 2020 to 2030 indicates that there is potential for over 255MW of electricity and 217MW of heat in 2020 from all sources, including small scale generation. The greatest potential is from wind energy (up to 80% of the total), with solar Photovoltaic the other main source. However the overall potential is less than some other districts in Leicestershire and Rutland, due to limited wind resource.
- Information from the Department of Energy and Climate Change shows at present there is very little opportunity for district heat in the district.
- The tonnes of CO₂ per capita in the district has steadily declined from 2005 to 2011 in the district (commercial and domestic), although this has been less marked for transport. However, per capita emissions are well above that for England; in 2011 this was approximately 8.8 tonnes CO₂ per capita compared to England at 5.6 tonnes CO₂ per capita. This is largely attributable to industrial and commercial sources and transport (1.6 tonnes and 1.5 tonnes more than England respectively) whilst domestic is only marginally higher than England (0.1 tonne difference).
- The district lies wholly within the catchment of the River Trent.
- Fluvial flooding represents the primary source of flood risk with the northern part of the district (Kegworth across to Castle Donington) at the highest risk of fluvial flooding from the rivers Trent and Soar. Other areas at risk of flooding are central Ashby-de-la-Zouch, parts of the wider Coalville Urban Area including Thringstone and Whitwick and the southern edge of Measham.
- Other potential sources of flooding include flooding from sewers and potential canal infrastructure failure, surface water flooding and groundwater rising from former coal mining areas, although the areas at risk are difficult to define.

Biodiversity and geodiversity

- The river Mease (including its tributary the Gilwiskaw Brook) is designated as a Special Area of Conservation (SAC), a European level designation, as well as a site of Special Scientific Interest. Water quality in the river has deteriorated mainly due to high phosphorus levels. A Restoration Plan and Water Quality Management Plan have been put in place. These are supported by a Developer Contributions Strategy which seeks to ensure that new development that affects water quality makes a financial contribution towards measures to improve water quality.

- There are 17 Sites of Special Scientific Interest in the district, the majority of which are assessed as being in favourable or unfavourable recovering condition.
- There is one national nature Reserve and 5 Local Nature Reserves.
- There are two Local Biodiversity Action Plans relevant to North West Leicestershire: Leicester, Leicestershire & Rutland Biodiversity Action Plan (Leicestershire and Rutland Wildlife Trust, 2010) and The National Forest Biodiversity Action Plan (National Forest, 2004). The former consists of 19 Habitat Action Plans and 16 Species Action Plans whilst the latter consists of 18 Habitat Action Plans and 9 Species Action Plans.

Landscape and Land

- There are no nationally designated landscapes within the district. However, the district is covered by 5 National Character Areas, as identified by Natural England. These are: Trent Valley Washlands, Melbourne Parklands, Leicestershire and South Derbyshire Coalfield, Mease/Sence Lowlands, and Charnwood.
- The Charnwood Forest represents the highest land in Leicestershire and has a distinctive landscape character with geology of international importance and a rich biodiversity. The area has been identified as a Regional Park to reflect its importance in landscape terms and as an area for recreation. The Regional Park is non-statutory designation, led by a steering group of local partners, with specific objectives for environmental, social and economic benefits.
- The National Forest was designated in the early 1990's to transform the landscape and link the ancient forests of Charnwood (to the east) and Needwood (to the west). The National Forest covers about 56% of the district including the larger settlements of Coalville, Ashby de la Zouch, Ibstock and Measham.

Cultural Heritage

- There are 22 Conservation Areas, 23 Scheduled Monuments, 640 Listed Buildings and 3 Registered Parks and Gardens.

Water

- The various rivers that run through the district have Water Abstraction Licensing Strategies in place which generally identify that water is available, although in some places there may be occasions where water is more limited when flows are at low levels.
- Severn Trent's Water Resource Management Plan identifies that water will be available for use sufficient to meet future demand of customers and it also targets spare headroom capacity.

- The North West Leicestershire Water Cycle Study 2012 highlights known capacity issues at the Snarrows Wastewater Treatment Works that serves the Coalville Urban Area.

Waste and minerals

- There exists supplies of minerals which need to be protected from development which would sterilise them.

4.0 WHAT ARE THE ISSUES?

- 4.1 Based on the findings outlined above, the Scoping Report identifies a broad range of issues across the district.
- 4.2 The following list summarises the key issues, in no particular order, from the Scoping Report and concentrates upon those which are most likely to require addressing through the planning system.

Table 1 – summary of key issues

Housing	Ensure provision of housing to meet the needs all communities, including provision of housing for older people and families as well as affordable housing.
Services and facilities	Need to ensure that the services and facilities in the district are appropriate to meet the needs of a growing and changing population.
Accessibility	Need to ensure that communities have access to services and facilities, including by public transport, walking and cycling. However, current bus service provision is variable which impacts upon some sections of the community more than others, for example the elderly and infirm.
Housing and economic growth	Ensure that growth in housing and the economy complement each other in terms of scale.
Economy	Support for economic growth will require the provision of additional land and premises across the district, including rural areas, and support for tourism and leisure.
Retailing	Health checks of town centres show that performance is variable, with particular issues in Coalville which is the principal town centre in the district. Need to protect and enhance centres.
Pollution	To improve air quality in the 5 Air Quality Management Areas which are largely linked to transport related issues. In addition, need to ensure that new development is not itself detrimentally affected by noise and pollution and deals with any onsite land contamination issues.

Flooding	Some areas at risk of flooding, largely in the northern part of the district along the rivers Trent and Soar.
Nature conservation	River Mease Special Area of Conservation is affected by water quality issues, whilst the condition of some Sites of Special Scientific Interest is a concern.
Landscape	There is a varied landscape in terms of character and appearance. New development needs to reflect this in its design and layout, whilst the National forest and Charnwood Forest are major assets where enhancement will benefit the district.
Agricultural Land	There are limited areas of best and most versatile agricultural land so it is important to ensure that these areas are protected.
Heritage	The provision of new development needs to be achieved whilst also paying due regard to the protection and enhancement of assets of heritage value.

- 4.3 It should be appreciated that not all of the issues identified in the Scoping report are ones which can necessarily be addressed by the planning system, which is largely concerned with new development. For example, issues related to training and skills will largely be addressed through education and other training establishments and possibly involve various training programmes which may be supported by government or the Leicester and Leicestershire Enterprise Partnership. The role of planning is limited to ensuring that new development does not detrimentally affect the ability of education establishments to provide education because of a lack of physical space. Where development would have an adverse impact on capacity then it will be necessary to ensure that new development makes a suitable financial or other contribution towards the enhancement of facilities.

Therefore, the issues outlined above and the following objectives are those which can most directly be addressed using the planning system.

- 4.4 Implementation of the policies as well as the provision of infrastructure will require co-operation and input from a wide range of organisations, including neighbouring authorities, as well as public, voluntary and private sector organisations.

OUR VISION

- 4.5 The Spatial Vision set out below describes the kind of place that we want North West Leicestershire to be by the end of the Plan period. It picks up on the key issues that are set out in the previous section.

By 2031 North West Leicestershire will have continued its transformation, started in the 1980's, from a former coalfield area characterised by environmental degradation, a struggling economy and poor connections into a place fit for the 21st century. This will be reflected in the maturing of the National Forest as both an environmental and economic asset and in the attractiveness of the towns and villages in North West Leicestershire as places in which to live, work and relax.

Businesses will choose to locate and grow in this area, taking advantage of its excellent location in the centre of the country, close to major road and rail networks and a major international airport. The East Midlands Enterprise Gateway, focussed on East Midlands Airport, Donington Park and the East Midlands Gateway Rail Freight Interchange, will be recognised as a key destination in its own right. This strongly performing economy will be reflected in low unemployment and reduced instances of deprivation.

The district will continue to be a place of choice for people wishing to live here, with lots to see and do, such as the National Forest, Charnwood Forest, Ashby Canal and a plethora of heritage assets, as well as being strong communities built around vibrant, accessible places and award winning housing developments.

As the districts main town, Coalville will have grown significantly and the town will have benefited from major new investment in infrastructure and as a result, the town centre regeneration as a heritage town will be well underway. Elsewhere, the other key centres, including the historic market towns of Ashby de la Zouch and Castle Donington, will be vibrant centres which meet peoples day-to-day shopping needs as well as supporting a thriving night time economy

OBJECTIVES

- 4.6 Having regard to the issues outlined above, those in the Sustainability Appraisal Scoping Report and to national policies as set out in the National Planning Policy Framework a range of objectives have been prepared to identify what we are seeking to achieve through the Local Plan and new development.

Objective 1 - Promote the health and wellbeing of the districts population.

Objective 2 - Support the delivery of new homes balanced with economic growth to provide a stock of housing that meets the needs of the community, including the need for affordable housing.

Objective 3 - Ensure new development is of a high quality of design and layout whilst having due regard to the need to accommodate national standards in a way that reflects local context and circumstances

Objective 4 –Ensure regard is had to reducing the need to travel and to maintaining access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks, health and social care.

Objective 5 - Support economic growth throughout the district and the provision of a diverse range of employment opportunities including the development of tourism and leisure

Objective 6 - Enhance the vitality and viability of the districts town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet the consumer needs.

Objective 7 - Enhance community safety so far as practically possible and in a way which is proportionate to the scale of development proposed whenever allocating sites for development or granting planning permission.

Objective 8 - Prepare for, limit and adapt to climate change.

Objective 9 - New developments need to be designed to use water efficiently, to reduce flood risk and the demand for water within the District, whilst at the same time taking full account of flood risk and ensuring the effective use of sustainable urban drainage systems (SUDs).

Objective 10 - Conserve and enhance the identity, character and diversity and local distinctiveness of the districts built, natural, cultural, industrial and rural heritage and heritage assets.

Objective 11 - Protect and enhance the natural environment including the districts biodiversity, geodiversity and water environment areas identified for their importance.

Objective 12 - Conserve and enhance the quality of the districts landscape character including the National Forest and Charnwood Forest and other valued landscapes.

Objective 13 - Takes account of the need to reduce the amount of waste produced.

Objective 14 - Seek to deliver the infrastructure needs of the area, including Green sustainable development.

Objective 15 - Takes full account of the need to safeguard mineral resources including sand and gravel, igneous rock and brickclay.

5 STRATEGY

INTRODUCTION

- 5.1 This chapter sets out the main components of our strategy

HOW MUCH NEW DEVELOPMENT IS REQUIRED?

- 5.2 People are living longer, birth rates are increasing and more people are moving into the district. As a result we have a growing and changing community who need homes, jobs, shops and services.
- 5.3 A key aspect of the Local Plan is to identify the amount of new jobs and homes needed in the district and then translating these in to the provision of sufficient land.

Business Needs

- 5.4 It is essential that there is a sufficient supply of land for future business needs in order to ensure that the local economy continues to grow. We have had regard to work undertaken on behalf of the Leicester and Leicestershire Enterprise Partnership in 2013 by the Public and Corporate Economic Consultants (PACEC) on this matter. This identified that up to 2031 there would be 5,600 employment jobs created (that is those uses which fall within the B Use Class of the Use Classes Order 2015). This then translates in to a need for about 96 hectares of land for employment. This is the basis upon which the employment land needs of the plan are based.

Housing Needs

- 5.5 North West Leicestershire forms part of the Leicester and Leicestershire Housing Market Area (HMA). In accordance with the NPPF a Strategic Housing Market Assessment (SHMA) has been undertaken to identify future housing needs both across the HMA and for individual districts. For North West Leicestershire this identified an Objectively Assessed Need (OAN) of 285 to 350 dwellings each year for the period 2011-2031. This equates to a total of between 5,700 and 7,000 dwellings.
- 5.6 However, we also have to have regard to other evidence before we can confirm whether this is the appropriate level of development to plan for. The Planning Practice Guidance advises that in identifying housing need account should be taken of “*the likely change in job numbers....*”. A Strategic Rail Freight Interchange (SRFI) near to East Midlands Airport/junction 24 (referred to as Roxhill), was approved by the Secretary of State in January 2016. It is estimated that it will create 7,400 jobs. In contrast the PACEC study referred to above forecast an increase in the number of jobs in the B8 Use Class (Storage or distribution) (which the vast majority of the new jobs at Roxhill would comprise of) of only 3,400. Therefore, the PACEC study does not make sufficient allowance for jobs in the B8 sector.

- 5.7 We commissioned a study (Review of Housing Requirements 2011-31 by JG Consulting) to look at what the potential impact of the SRFI with its projected additional 7,400 jobs would be in terms of housing needs. This work also updated the demographic data used to inform the SHMA. It found that the most significant impact of the SRFI would be on North West Leicestershire as just over 50% of all employees at the SRFI could be expected to be resident in the district. The study concluded by recommending that an Objectively Assessed Need for North West Leicestershire of 520 dwellings each year (or 10,400 dwellings over the plan period would be appropriate). This is slightly less than the figure we had proposed in our draft Local Plan in September 2015 (535 dwellings per annum).
- 5.8 Having regard to this evidence this Local Plan seeks to ensure that a minimum of 10,400 dwellings will be delivered over the plan period 2011-31.
- 5.9 As noted at paragraph 1.14 we have, together with the other HMA authorities, commissioned a Housing and Economic Development Needs Assessment (HEDNA) which will identify new housing and employment requirements. This work is currently scheduled to be completed in September 2016. Following this a new Memorandum of Understanding (or equivalent) will be agreed by the HMA authorities. It is possible that the HEDNA and subsequent agreement could result in a change to the housing requirements of this Local Plan. We have considered whether we should delay publication of the Local Plan until this work has been completed. However, having regard to the Government's stated intention for local authorities to get local plans in place by early 2017 and the advantages of having up-to-date policies in place we have concluded that such a delay would not be appropriate.
- 5.10 Policy S1 recognises that there may be a need to undertake an early review of the Local Plan in the event that the HEDNA and/or subsequent agreement require that additional provision be needed.

Shopping Needs

- 5.11 As the population grows it is necessary to ensure that as much of the shopping needs of local people can be met within the district.
- 5.12 A Retail Capacity Study was undertaken in late 2014 which assessed the need for additional shopping provision (both convenience (food) and comparison (non-food) goods). This study took into account projections of population growth, spending projections and non-traditional forms of shopping as well as sites with permission for a retail use or where new shops have been developed.
- 5.13 A number of scenarios were used to identify future floorspace requirements, using either a static or increased expenditure retention rate. Overall the study recommended that there is a need for 7,300 sqm of additional comparison retail

floorspace in the District for the period to 2031, with the need not arising until after 2016. No additional need for convenience retail floorspace was identified.

- 5.14 Following on from this a further retail study was undertaken in 2016, this time focusing on an assessment of the operator demand for retail property in the town centres of Coalville and Ashby de la Zouch. This has suggested that there is limited demand at this time.

Policy S1 – Future housing and economic development needs

Over the plan period to 2031 provision is made for a minimum of 10,400 dwellings (520 dwellings each year), 96 hectares¹ of land for employment purposes and 7,300 sq meters for shopping purposes.

The Council will continue working collaboratively with other Authorities, including those in Leicester & Leicestershire to establish through a Housing and Economic Development Needs Assessment, objectively, the level of long term housing and economic growth required including testing options for, and agreeing, its scale and distribution amongst the authorities concerned.

In the event that this work indicates an additional need in North West Leicestershire, the Council commits to bringing forward an early review of this Plan (either partial or otherwise) unless there is sufficient flexibility within the Local Plan.

WHERE SHOULD DEVELOPMENT GO?

- 5.15 A core principle of the NPPF is to “focus significant development in locations which are or can be made sustainable”. To help do this we define a settlement hierarchy to distinguish between the roles and functions of different settlements and to guide the location of future development, although it should be appreciated that the scale and location of most new development that is needed is already committed.

¹ This does not include land for the Strategic Rail Freight Interchange.

Policy S2 – Settlement Hierarchy

The following Settlement Hierarchy will be used when assessing the suitability of a settlement for new development, with the general principle being that those settlements higher up the hierarchy will take more growth than those lower down and that the type of development proposed is appropriate to the scale and character of the settlement and its place in the hierarchy.

Settlement Classification	Settlement(s)
<p>Principal Town</p> <p>The primary settlement in the district which provides an extensive range of services and facilities including employment, leisure and shopping and which is accessible by public transport from surrounding areas and to other large settlements outside the district. The largest amount of new development will be directed here, including retail development, to support the regeneration of Coalville Town Centre.</p>	<p>Coalville Urban Area which comprises of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.</p>
<p>Key Service Centre</p> <p>Smaller than the Principal Town in terms of population and also the range of services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some public transport. A significant amount of development will take place in these settlements but less than that in the Principal Town.</p>	<p>Ashby de la Zouch Castle Donington</p>
<p>Local Service Centre</p> <p>Settlements which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place.</p>	<p>Ibstock Kegworth Measham</p>
<p>Sustainable Villages</p> <p>Settlements which have a limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development.</p>	<p>Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Coleorton (the Lower Moor Road area only), Diseworth, Donisthorpe, Ellistown,</p>

		Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Worthington.
Small Village	Settlements with very limited services and where development will be restricted to conversions of existing buildings or the redevelopment of previously developed land (as defined in the National Planning Policy Framework) or affordable housing in accordance with Policy H5 (Rural Exceptions Sites for Affordable Housing).	<i>Battram, Coleorton (the part not considered to be a Sustainable Village), Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Osgathorpe, Peggs Green, Sinope, Snarestone, Swebstone, Spring Cottage, Tonge, Wilson.</i>
Hamlets	Small groups of dwellings with no services and facilities and where development will be considered in the context of the countryside policy (Policy S4).	
Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.		

5.16 In considering the sustainability of different settlements this means looking at the range of services and facilities available including accessibility by public transport and non-car modes. Consideration also needs to be given to the role of specific settlements. For example, some settlements will have services and facilities which only serve the immediate population, whilst in other settlements there is a greater range of services and facilities which serve an area wider than the settlement itself.

5.17 Therefore in defining the settlement hierarchy we have assessed the different settlements within the district in terms of the range of services and facilities available. Services looked at include schools, post office, general store, doctors surgery, recreational and community facilities as well as accessibility by public transport and

non-car modes. The frequency of public transport services to and from settlements and also the range of destinations of services have also been taken into account. Consideration has also been given to the role of specific settlements. Those settlements with fewer facilities and services are less self sufficient in their ability to meet the daily requirements of residents.

5.18 In North West Leicestershire the following settlements (in alphabetical order) offer the most comprehensive range of services and facilities and they also, to some extent, serve other settlements as well:

- Ashby de la Zouch;
- Castle Donington;
- Coalville Urban Area;
- Ibstock;
- Kegworth and
- Measham

5.19 Therefore, these six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development.

5.20 Outside of these settlements there are a number of settlements which have some services and facilities but on a much lesser scale. Some development in these settlements will be appropriate, although there is already a significant level of provision made through planning permissions. Any further development in such settlements will be restricted to either infilling or physical extensions. We term these as Sustainable Villages and they comprise:

Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Coleorton (the Lower Moor Road area only), Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Worthington.

5.21 Beyond these the remaining settlements have very few services and facilities. Development in these locations would inevitably require the use of private vehicles to access services and facilities. Such an approach is at odds with the aim of the NPPF and so is inappropriate.

Battram, Coleorton (the part not considered to be a Sustainable Village), Griffydham, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Normanton le Heath, Osgathorpe, Peggs Green, Sinope, Snarestone, Sweptstone, Spring Cottage, Tonge, Wilson.

5.22 There are also small groups of buildings in the countryside that sometimes have a settlement name and may be best described as hamlets and that have no facilities.

Development proposals in these settlements will be considered against Policy S3 (Countryside).

COUNTRYSIDE

- 5.23 The NPPF recognises the need to “take account of the different roles and character of different areas “and that planning should recognise “the intrinsic character and beauty of the countryside ..”.

Policy S3: Countryside

- (1) Land outside the Limits to Development is identified as countryside which 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.**
- (2) In areas designated as Countryside on the Policies Map, development for the following uses will be supported:**
 - (a) Agriculture including agricultural workers dwellings ;**
 - (b) Forestry including forestry workers dwellings;**
 - (c) The preservation of Listed Buildings;**
 - (d) The re-use and adaptation of buildings for appropriate purposes including housing in accordance with the Settlement Hierarchy (Policy S3);**
 - (e) The redevelopment of previously developed land for housing in a Small Village in accordance with the Settlement Hierarchy (Policy S3)**
 - (f) Flood protection;**
 - (g) Affordable housing in accordance with Policy H5;**
 - (h) The extension and replacement of dwellings;**
 - (i) Expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;**
 - (j) Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H7;**
 - (k) Small-scale employment generating development or farm diversification;**
 - (l) Community services and facilities meeting a proven local need;**
 - (m) Development by statutory undertakers or public utility providers;**
 - (n) Recreation and tourism;**
 - (o) Renewable energy;**
 - (p) Development at East Midlands Airport in accordance with Policy Ec5;**
 - (q) Development at Donington Park Racetrack in accordance with Policy Ec8;**
 - (r) Transport infrastructure;**
- (3) Developments in accordance with (2) above will be supported where:**

- (a) the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced. Decisions in respect of impact on landscape character and appearance will be informed by the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence ; and**
- (b) it does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from settlement boundaries; and**
- (c) it does not create or exacerbate ribbon development; and**
- (d) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where appropriate; and**
- (e) the development will not seriously undermine the vitality and viability of existing town and local centres.**

- 5.24 North West Leicestershire is a mainly rural district and the area that separates our towns and villages consists of largely undeveloped countryside. Although major infrastructure, urban and industrial influences are rarely far away, there remain substantial areas of open, mainly arable, farmland. We want to maintain, and where possible enhance, the environmental, economic and social value of the countryside.
- 5.25 We have defined Limits to Development around most of our settlements as a means of distinguishing between areas of potential for new development and areas which can be regarded as countryside where development will be considered having regard to the provisions of Policy S3.
- 5.26 The uses listed above are those which it is considered would be potentially appropriate in the countryside but it will be necessary to ensure that proposed development does not unduly impact upon the character and appearance of the countryside.
- 5.27 The landscape of the countryside varies in character and appearance across the district. It is important that account is taken of these differences in considering development proposals in the countryside.
- 5.28 Whilst policy seeks to facilitate the diversification of the rural economy, there are also benefits to the protection of the best and most versatile land. Where appropriate we

shall seek the use of areas of poorer quality land in preference to that of agricultural land of a higher quality.

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

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

5.30 Each of these areas has a profile associated with it which describes in detail the key landscape features and identifies any issues and opportunities. We will have regard to these, along with the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Assessment, National Character Areas, and any subsequent pieces of evidence when considering proposals in a countryside location.

5.31 In respect of transport infrastructure it is recognised that sometimes these will either pass through the countryside (for example roads) or may be located within a countryside setting (for example, a road side service facility adjoining a main road and which cannot be accommodated in a built up area).

6 DESIGN

- 6.1 Good design is indivisible from good planning and is central to creating places for people. Well-designed places are those that relate well to their environment, are attractive, safe and offer a better quality of life for those that live and work there. The Council therefore requires all new development to offer, as a minimum, a good standard of design responding positively to the opportunities to make our towns and villages better places.
- 6.2 National planning policy places a strong emphasis on good design as an important means by which we can make places better for people. Good design is not restricted to how buildings look. It involves carefully considering how new development integrates with its surroundings; how it contributes towards creating cohesive places, rather than a patchwork of disconnected developments that fail to relate to one another and the streets and spaces around them.
- 6.3 As such, design considerations include but are not restricted to: views into, out of and through development sites, distinctive local characteristics, relationship to topography and other landscape features, habitat creation and the responsible management of surface water. It is therefore essential that a robust opportunities and constraints assessment forms the basis of any development proposal.
- 6.4 It is important that the Council is objective in assessing the quality of proposed new developments. In order to do this, the Council has considered the qualities and deficiencies of buildings, streets and spaces within the District.
- 6.5 The Council has identified a series of principles that when followed result in better designed buildings, streets and spaces. These are called our, 'Place making principles for North West Leicestershire'. These principles will be used to structure pre-application discussions for proposed new developments and be used to support decisions on planning applications.
- 6.6 These principles are aligned to: a) the National Planning Policy Framework, b) The National Forest Design Charter, and c) Building for Life and, d) OPUN's Place Making Checklist.

The principles are:

1. A National Forest or locally inspired identity
2. Street and spaces shaped by buildings
3. A greener footprint
4. Vibrant, mixed use communities
5. Responsive to their context
6. Connected communities
7. Easy to get around
8. Well designed and well managed public spaces
9. Architectural quality

RESIDENTIAL DEVELOPMENT AND BUILDING FOR LIFE 12

- 6.7 For residential developments the Council will not use its Place Making principles to structure pre-application discussions and support decisions on planning applications. Instead, the Council will use Building for Life 12. By virtue of meeting Building for Life would satisfy the councils Place Making Principles.
- 6.8 Building for Life 12 is a design quality indicator for new residential developments that is actively supported by the Home Builders Federation and endorsed by government. Building for Life 12 is aligned to the National Policy Framework and its 12 questions are also aligned to our Place Making Principles.
- 6.9 Building for Life 12 is designed to be used at the start of the design process and as a way to structure pre-application discussions and as a community engagement tool. The 12 questions are divided over three chapters: 1. Integrating into the neighbourhood, 2. Creating a Place, 3. Street and Home.
- 6.10 The Council has been using Building for Life 12 and its predecessor since 2008. As such, most house builders that build in our District are already well accustomed to the Council using Building for Life 12 as a way of structuring pre-application discussions and as our preferred method of determining the design quality of residential planning applications.
- 6.11 Building for Life 12 is based on a traffic light system. One or more 'reds' indicates that the design of a scheme needs to be reconsidered. 'Ambers' indicate that one or more aspects of a scheme could be improved; however these may be justified in certain circumstances. 'Greens' indicate a good resolution to one or more of the twelve questions.
- 6.12 The Council expects all residential developments to perform well against Building for Life 12, i.e.
- as many 'greens' as possible are achieved.
 - Any 'ambers' are robustly justified and restricted to factors beyond an applicant's control (only applies to Building for Life questions 1 to 4 only. Viability considerations may justify 'amber' against question 5 in exceptional circumstances).
 - 'red' are avoided.

Planning applications with one or more 'reds' will not be supported by the Council.

Applicants are required to submit a Building for Life assessment as part of their planning application in accordance with the Local Scheme of Validation.

Policy D1: Design of New Development

The Council will support proposed developments that are well designed and as a minimum offer, a good standard of design:

- (1) All developments must be based upon a robust opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal;**
- (2) New non residential developments must positively address our Place Making principles:**
 - a) A National Forest or locally inspired identity**
 - b) Streets and Spaces shaped by buildings**
 - c) A greener footprint**
 - d) Vibrant and Mixed communities**
 - e) Responsive to their context**
 - f) Connected places**
 - g) Easy to get around**
 - h) Well designed and well managed public spaces**
 - i) Architectural quality**
- (3) For residential developments Building for Life 12 will be used instead of the Place Making Principles. New residential development will need to perform positively against Building for Life 12;**
- (4) Existing neighbour amenity should be safeguarded in accordance with Local Plan Policy D2;**
- (5) New development should have regard to sustainable design and construction methods.**

New development designed in accordance with the above principles should be able to demonstrate that they have been designed to reduce anti-social behaviour and the risk of crime.

The Council will prepare a Supplementary Planning Document to provide further guidance on design

6.13 The Supplementary Planning Document referred to above will include more detail on all aspects of design including each of the North West Leicestershire Place making principles summarised below:

6.14 National Forest- or locally-inspired identity: The National Forest offers a source of inspiration for the design and environmental performance of buildings, the design and

management of green spaces and the integration of green and blue infrastructure. References for new development can also be drawn from local architectural characteristics where there is a distinctive local architectural identity.

- 6.15 Streets and spaces shaped by buildings: The most successful streets and spaces are those where buildings help to enclose and define a network of streets and spaces; and relate well to them by providing active frontages at street level. As such, successful streets and spaces require more than physical (spatial) qualities. They require life (people) to make them attractive, enjoyable, sociable and safe places. The relationship between buildings and the public realm is therefore critically important.
- 6.16 A greener footprint: Creating buildings and spaces with a reduced environmental impact and that offer people opportunities to live lower carbon lifestyles (for instance, where people are encouraged to rely less on private cars, particularly for shorter journeys), are suitable for future adaptation, conversion or expansion, and as such designed to stand the test of time will be encouraged.
- 6.17 Vibrant and mixed-use communities: By mixing uses (for example, shops with homes) we can create places that are more socially and culturally stimulating and where more day to day facilities and services are a short walk or cycle from people's homes and workplaces.
- 6.18 Responsive to context: New development must respond positively their site and wider context, for example by respecting the nature of existing development and by using features, such as landscape and views into, through and out of a site.
- 6.19 Connected places: Creating connected street patterns helps to encourage higher levels of walking and cycling, particularly for shorter local journeys thereby helping to reduce car dependency and tackle issues related to the lack of physical activity.
- 6.20 Easy to get around: Routes must be safe, direct and attractive, recognising the impact that urban, landscape, highways and architectural design can have on the travel choices people make. Streets within settlements, town and village centres must be regarded principally as places for pedestrians and cyclists; rather than purely places for the movement and parking of vehicles. Streets within settlements, town and village centres should seek to limit vehicle speeds to 20 mph or less through design features and/or the use of legal designations: 20 mph zones, Home Zones and Quiet Lanes.
- 6.21 Well-designed and well-managed public spaces: Public spaces must be well designed, well managed with a clear public function. National Forest planting requirements must be used creatively to help create an interesting, attractive and ecologically diverse network of streets and spaces.
- 6.22 Architectural quality: New or converted buildings must be fit for purpose with careful attention afforded to the design and amount of internal space; and access to natural

lighting. Buildings should be designed to respond to their solar orientation and adjacent buildings, streets and spaces with which they will have a relationship.

Sustainable Design and Construction

- 6.23 The sustainable design and construction of new building and extensions to existing buildings has an important role to play in reducing running costs and improving energy efficiency and the reduction of greenhouse gas emissions (notably CO₂). Improving the energy efficiency of buildings is an essential part of achieving targets for a reduction in carbon emissions as almost half of the UK's current carbon emission come from domestic (27%) and non-domestic buildings (17%).
- 6.24 The creation of buildings and spaces with a reduced environmental impact and that offer people opportunities to live lower carbon lifestyles, are suitable for future adaptation, conversion or expansion, and as such designed to stand the test of time will be encouraged.
- 6.25 The Council encourages developers to consider the integration of environmental 'optional extras' for residential led developments, i.e. features that would enable a development to exceed the environmental performance of new homes required by Building Regulations.
- 6.26 The following measures are examples of what could be incorporated in to new developments to mitigate and adapt to the effects of climate change:
- Planting, shading and advanced glazing systems to reduce solar heat gain during the summer;
 - Using materials to prevent penetration of heat, including the use of cool building materials, green roofs and walls and using flood resilient materials ;
 - Increasing natural ventilation and the removal of heat by using fresh air
 - Orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes;
 - Locating windows at heights that maximise heating from lower sun angles during the winter;
 - Incorporating flood resilient measures such as raising floor levels, electrical fittings and rain-proofing and overhangs to prevent infiltration of heavy rain around doors and windows;
 - Integrating water management into the design of new development through a network of attractive and functional features such as swales, rills, rainwater harvesting/storage (such as water butts and underground water storage) and rain gardens.
 - Incorporating waste reduction and recycling measures through design of the development to ensure there are appropriate storage and segregation facilities;

- Incorporating small scale renewables into the design of new developments where there would be no significant adverse impacts on landscape, ecology, heritage assets and amenity;
- Incorporating car charging points where viable and appropriate to do so;
- Providing sufficient, safe and sheltered cycle storage in locations where the use of bicycles is closer to the front door of buildings than car parking spaces, where it is practical to do so.
- Connect to an existing or approved district energy scheme where available. Major development proposals should utilise opportunities to incorporate a district energy network

AMENITY

- 6.27 Impact on amenity is one of the most important determining considerations within the planning application process, as it can impact greatly on the quality of life for those affected. Noise, odour, light and overlooking are key factors affecting amenity, together with issues such as disturbance and pollution. In addition the scale and massing of development if too large can have an overbearing and dominating impact on surroundings, and in particular on neighbouring properties which adversely affects amenity.
- 6.28 Design can have a direct influence on the relationship between new and existing development, and the distribution of activities within a development. In some cases amenity reasons will rule out the provision of a development at a particular location either through the impact of the proposed development on existing residents or the impact on future occupants from existing lawful uses; in others, it may be possible for the impact on amenity to be made acceptable through appropriate design, layout and distribution of uses within the development or through suitable planning conditions.

Policy D2: Amenity

Proposals for development should be designed to minimise their impact on the amenity and quiet enjoyment of both existing and future residents within the development and close to it. As such, development proposals will be supported where:

- 1) They do not have a significant adverse effect on the living conditions of existing and new residents through loss of privacy, excessive overshadowing and overbearing impact.**
- 2) They do not generate a level of activity, noise, vibration, pollution or unpleasant odour emission, which cannot be mitigated to an appropriate standard and so, would have an adverse impact on amenity and living conditions.**

Development which is sensitive to noise or unpleasant odour emissions will not be permitted where it would adversely affect future occupants.

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

The Council will prepare a Supplementary Planning Document which will include new Development Guidelines.

TELECOMMUNICATIONS

- 6.29 Mobile communications are an essential element in both the national and local economy. They are now considered an integral part of the success of most business operations and individual lifestyles. With the growth of services such as mobile internet access, demand for new telecommunications infrastructure is continuing to grow.
- 6.30 The National Planning Policy Framework (NPPF) at paragraph 42 confirms that “advanced, high quality communications infrastructure is essential for sustainable economic growth and plays a vital role in enhancing the provision of local community facilities and services.” The Council supports the enhancement of telecommunications in the District whilst at the same time seeking to ensure that environmental impacts are minimised, including the impact on the environment and the amenities of those living or working in close proximity to telecommunication instalments.
- 6.31 It is the Council’s aim to reduce the proliferation of new masts by encouraging mast sharing where possible. Existing masts and other structures should be used, unless the need for a new site has been justified. Where new sites are being sought, applicants will be required to demonstrate that they have explored the possibility of erecting apparatus on existing buildings or structures.

Policy D3 – Telecommunications

Proposals for telecommunications will be supported where;

- (1) If proposing a new mast it is demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made;**
- (2) The siting and appearance of the proposed apparatus and associated structures ensures that the impact on the visual amenity, character or appearance of the surrounding areas is minimised;**
- (3) If on a building, apparatus and associated structure are sited and designed so as to ensure that impact to the external appearance of the host building is**

minimised;

- (4) The proposed development does not have an unacceptable effect on area of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest.

7 HOUSING

INTRODUCTION

- 7.1 As already noted the NPPF seeks to boost significantly the supply of housing to meet the needs of the country and to contribute to the economic recovery following the recession of recent years.
- 7.2 In accordance with policy S2 provision needs to be made for a minimum of 10,400 dwellings during the plan period. However, it should be appreciated that in preparing this Local Plan we are not starting from a blank sheet of paper. Some development has already occurred or provision is in place. The following section outlines the current position in respect of housing provision.

Housing provision – current position

- 7.3 As already noted some development has taken place since 2011 and there a number of sites where the Council has previously granted planning permission for housing development. In addition, there are also sites where the Council has previously agreed to grant planning permission subject to the completion of a legal agreement (usually referred to as a S106 Agreement) between the Council and the applicant, but the agreement has yet to be completed and so no permission has been issued. These are referred to as ‘resolutions’.
- 7.4 Table 2 below, summarises the position in terms of the various components of housing supply.

Table 2– Housing provision as at 1 October 2015

	Number of dwellings
Completions 1 April 2011- 31 September 2015 (A)	2,172
Under construction (B)	322
Planning permission (C)	5,207
Resolution to grant planning permission (D)	3,506
Total provision (A+B+C+D)	11,207

- 7.5 Table 2 shows that as a result of permissions and resolutions the requirements have already been met. However, we have to be sure that all of these new homes will actually be built. Therefore, we have undertaken an assessment of how many dwellings we think are likely to be built during the plan period on each of the sites which are committed.

- 7.6 A significant number of the committed dwellings (3,500) are on sites which are collectively referred to as south-east Coalville. Of these 3,500 dwellings there is permission for 800 dwellings on land north of Grange Road (site H1h) and there is a resolution to grant planning permission on one site, North and South of Grange Road Hugglescote (Site H2g) for 2,700 dwellings.
- 7.7 It is estimated that during the plan period that only 1,900 of these 3,500 dwellings are likely to be built.
- 7.8 As a result of these considerations we think it is likely that only about 9,600 dwellings in total will be built up to 2031 across the district (11,207 committed dwellings less 1,600 dwellings at south-east Coalville that are not expected to be built by 2031). Therefore, we need to make provision for an additional 800 dwellings to ensure that the required number of dwellings (10,400) will be achieved.
- 7.9 We have considered whether we should make an allowance for unidentified sites which may come forward over the plan period. These can either be small sites (usually those of less than 10 dwellings) or larger sites (for example perhaps a former factory site). Whilst historically such sites have provided an important part of the supply, the provision of such sites is, by its nature, very uncertain. Therefore, for the purposes of estimating housing supply we have not made any allowance for such sites coming forward. However, should such sites come forward and planning permission be granted then they would count towards the housing supply at that point in time just as those which currently have planning permission are included in the figures at Table 2.

PROVISION FOR HOUSING

- 7.10 Policies H1, H2 and H3 set out how we will ensure that the overall housing requirement is met over the plan period. These policies address three types of housing provision - permission, a resolution or allocation.

HOUSING PROVISION: PLANNING PERMISSIONS

- 7.11 In respect of sites with planning permission these are those sites where development has yet to start. The principle of development on these sites has already been established and it is not possible for the Council to reverse these decisions unless the permissions were to lapse. However, if this did happen the Council would have to have robust reasons for not renewing permission. Generally speaking the Council would wish to support renewals and Policy H1 allows for this. The sites listed in policy H1 had the benefit of planning permission as at 1 October 2015 but development had not started.

Policy H1 – Housing provision : planning permissions

The following sites have the benefit of planning permission for housing development. In the event that planning permission lapses on these sites it will be renewed subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability of any particular site.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Capacity
H1a	Off Measham Road, Appleby Magna	39 dwellings
H1b	Off Top Street, Appleby Magna	29 dwellings
H1c	3 Top Street, Appleby Magna	12 dwellings
H1d	Holywell Spring Farm, Burton Road Ashby de la Zouch	400 dwellings
H1e	Holywell Mill, Ashby de la Zouch	44 dwellings
H1f	Off Leicester Road, Ashby de la Zouch	101 dwellings
H1g	South of Burton road, Ashby de la Zouch	275 dwellings
H1h	Former depot Kilwardby Street, Ashby de la Zouch	32 dwellings
H1i	South of Park Lane, Castle Donington	895 dwellings
H1j	Rear of 138 Bardon Road, Coalville	132 dwellings
H1k	Rear of 164-222 Bardon Road, Coalville	77 dwellings
H1l	Former deport Highfield Street, Coalville	28 dwellings
H1m	Land off North Avenue, Coalville	17 dwellings
H1n	Standard Hill/West of Highfield Street, Coalville	400 dwellings
H1o	The Farm, Manor Road, Donington-le-Heath	14 dwellings
H1p	Acresford Road, Donisthorpe	36 dwellings
H1q	Land north of Grange Road , Hugglescote	800 dwellings
H1r	Castle Inn, Dennis Street, Hugglescote	10 dwellings
H1s	Rear of Frearson Road, Hugglescote	188 dwellings
H1t	South of Grange Road, Hugglescote	105 dwellings
H1u	Station Road, Ibstock	142 dwellings
H1v	Ashby Road, Kegworth	110 dwellings
H1w	New Street, Measham	20 dwellings
H1x	Atherstone Road, Measham	77 dwellings
H1y	Off Measham Road, Moira	80 dwellings
H1z	Cresswells Coaches, Shortheath Road, Moira	24 dwellings
H1aa	Home Farm, Main Street, Oakthorpe	29 dwellings
H1ab	166 Spring cottage Road, Overseal	11 dwellings
H1ac	Dawsons Road, Osgathorpe	16 dwellings
H1ad	South of Normanton Road, Packington	30 dwellings
H1ae	Heather Lane, Ravenstone	50 dwellings
H1af	Loughborough Road, Thringstone	85 dwellings
H1ag	61-65 Grace Dieu Road, Whitwick	12 dwellings

As noted in Table 2 as at 1 October 2015 some 5,207 dwellings had the benefit of planning permission for housing. Most of these dwellings are on sites of 10 or more, but there are also a significant number on smaller sites.

HOUSING PROVISION: RESOLUTIONS

- 7.12 The sites listed in Policy H2 are those where the Council has resolved to grant planning permission. Whilst the Council has agreed that the proposed development would be appropriate, changes in circumstances could mean that the Council has to re-consider the proposal. Such changed circumstances could occur where it takes a long time to reach agreement with the developer/applicant on a legal agreement. Therefore, it is in the interest of providing certainty for all that any legal agreements can be completed and permissions issued as quickly as possible. Policy H2 provides this commitment from the Council. Those sites listed in policy H2 were the subject of a resolution as at 1 October 2015.

Policy H2 – Housing provision: resolutions

The Council has resolved to grant planning permission for housing development on the sites listed below. The Council will work with developers and applicants to ensure that the legal agreements associated with these developments are completed as efficiently as possible so that permission can be issued. Once planning permission is granted it will be subject to the provisions of Policy H1.

Where there has been a delay in the signing of a legal agreement and a planning permission not granted, it may be necessary for the application to be referred back to Planning Committee for account to be taken of any material change in circumstances since the initial resolution to grant permission.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Capacity
H2a	Off Jackson Street, Coalville	129 dwellings
H2b	Off Kane Close, Coalville	21 dwellings
H2c	North and south of Grange Road, Hugglescote	2,700 dwellings
H2d	Slack & Parr, Long Lane, Kegworth	188 dwellings
H2e	West of High Street, Measham	450 dwellings
H2f	Land at Blackfordby Lane, Moira	18 dwellings

As noted in Table 2 as at 1 October 2015 some 3,506 dwellings had the benefit of planning permission for housing. The vast majority of these dwellings are on sites of 10 or more although there are also a number on smaller sites.

HOUSING PROVISION: NEW ALLOCATIONS

- 7.13 As outlined at paragraph 7.8 it is necessary to identify additional sites to ensure that the overall provision of housing will be sufficient to meet the housing requirement of 10,400 dwellings.
- 7.14 In our existing Local Plan there are outstanding housing allocations on land at Waterworks Road Coalville and Wentworth Road Coalville. The Wentworth Road site was originally identified in the Coalville District Plan in the late 1970's. There is no evidence to suggest that this site will come forward for development and therefore it is not proposed to retain this allocation. The land at Waterworks Road is owned by the District Council and it remains our intention for the site to be developed for housing. Therefore, we propose that this site be allocated for housing as part of this plan. This site is capable of accommodating about 95 dwellings and so there remains a need to identify additional sites.
- 7.15 We have considered a range of potential locations and sites to make this provision and have concluded that the most appropriate allocation would be north of Ashby de Zouch (more details about this assessment can be found in the supporting Background Paper and the Sustainability Appraisal). This area comprises two sites which are identified in our Strategic Housing Land Availability Assessment Site A5 (Land north of Ashby, Money Hill) and Site A 22 (Former Arla dairy, Smisby Road). They adjoin each other and are proposed as a single allocation.
- 7.16 The overall scale of development that could be realised (1,750 dwellings) is more than that required to make up the identified shortfall (800). The site lies within the river Mease catchment and so development has to avoid having an adverse impact upon the integrity of the river Mease Special Area of Conservation (more on this can be found in the Environment chapter of this Local Plan). It has been agreed that pumping sewage effluent from Packington and Measham sewage works out of the Mease catchment is the most effective long term solution to deal with issues relating to phosphate levels in the catchment. It is considered that pumping out could be achieved by 2025. Therefore, the amount of development which will be allowed to be built on this site until such time as pumping out is taking place is restricted to 600 dwellings.
- 7.17 In respect of access to the site the primary point will be from the A511. There will also be a secondary point of access from Smisby Road. It is important that any link between these two points is designed so that it does not become used as a short cut between the A511 and Smisby Road. A third point of access from Nottingham Road will be allowed but this is primarily designed to enable sustainable transport access, such as buses, walking and cycling. This access will serve no more than 70 dwellings.
- 7.18 Land west of High Street Measham (H2e) is potentially affected by the currently preferred proposed route for HS2. If this route is confirmed as the final route some, if not all, of this development will not be provided. It would, therefore, be necessary to

make alternative provision to ensure that the overall requirement is still met. Our preference would be to make this provision elsewhere in Measham. We have assessed the various sites identified in the SHLAA. Whilst a number of the sites are quite small and or now have planning permission there are two large areas identified in the SHLAA; one off Atherstone Road (sites M6 and M7) and one off Ashby Road/ Leicester Road (sites M11 and M12). The site off Atherstone Road is largely in use as a brick and pipe manufacturing works. Our preference, therefore, is to identify land off Ashby Road/Leicester Road as a reserve site should the route of HS2 prohibit the development of land west of High Street.

- 7.19 Both sites H3a and H3c are within the Minerals Consultation Area (and proposed Minerals Safeguarding Areas) as they contain potential near surface coal resources. Development should respond to the minerals safeguarding policies in the relevant Minerals Plan.
- 7.20 Policy H3 identifies any specific requirements which will be expected to be met as part of the development of these allocations.

Policy H3 – Housing provision: new allocations

The following sites are allocated for housing development, subject to meeting the specified requirements set out below. These sites will be subject to a Section 106 Agreement to secure the provision of any specific requirements including on and off-site infrastructure.

H3a - Land north of Ashby de la Zouch (1,750 dwellings in total)

Development will be subject to the following requirements:

- (i) provision for suitable and safe access from the A511 (the principal vehicular access route), Smisby Road (the secondary vehicular access point) and Nottingham Road (primarily as a sustainable transport access, with some potential for very limited vehicular access) and;**
- (ii) any highway link between the A511 access and Smisby Road access should be designed in such a way that it would not provide an attractive through route from the A511 to Smisby Road and;**
- (iii) provision of suitable and safe walking and cycling connections from the site to Ashby town centre and adjoining employment areas (existing and proposed) and;**
- (iv) provision of a range of infrastructure including a new primary school, extensions to secondary schools, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision and;**
- (v) design and layout of the proposed development should minimise the**

impact upon the setting of Ashby de la Zouch Conservation Area and the Ashby Castle Scheduled Ancient Monument;

(vi) provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted until a second 'development window' for the Developer Contributions Scheme has been agreed and no more than 600 dwellings will be allowed to be built until provision is made for pumping wastewater from the sewage treatment works at Packington out of the river Mease catchment and;

(vii) provision of a mineral assessment identifying the potential effect of the proposed development on the mineral resources beneath and adjacent to the site.

H3b – Land off Waterworks Road Coalville (about 95 dwellings)

(i) provision of a range of infrastructure including contributions towards education provision, affordable housing, green infrastructure and community facilities and enhanced public transport provision.

H3c - Land of Ashby road/Leicester Road, Measham (about 420 dwellings)

Development of this site will be supported in the event that the proposed route of HS2, when confirmed, prohibits the development of land west of High Street Measham (Policy H2e).

Development will be subject to the following:

- (i) provision of vehicular access from Ashby Road and Leicester Road and ;
- (ii) provision of walking and cycling connections from the site to Measham town centre and existing bus routes and ;
- (iii) provision of a range of infrastructure including contributions towards education provision, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision and ;
- (iv) design and layout of the proposed development should minimise the impact upon the setting of Measham Conservation Area and;
- (v) protection and enhancement of heritage assets, including their setting and;
- (vi) provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted until a second 'development window' for the Developer

Contributions Scheme has been agreed and;

(vii) provision of a mineral assessment identifying the potential effect of the proposed development on the mineral resources beneath and adjacent to the site.

HOW MANY DWELLINGS WILL BE BUILT AND WHEN?

- 7.21 Having regard to the provisions in Policies H1, H2 and H3 and other commitments, we have assessed how we expect these various sites to be developed throughout the plan period as out in the housing trajectory in Appendix 2
- 7.22 The NPPF requires that the Council maintain a 5 year supply of housing sites. As at 1 October 2015 for the 5 year period to October 2020 and based on the projected completions in the trajectory there is a supply of 5.4 years. More details about this are set out in the Housing Background Paper published alongside this Local Plan.
- 7.23 The trajectory identifies that 8,597 dwellings will be developed by 2031, in addition to the 2,172 which were built from April 2011 to 1 October 2015. Therefore, it is projected that 10,769 dwellings will be developed over the plan period. This is more than the identified requirement of 10,400 dwellings.

PROVISION OF AFFORDABLE HOUSING

- 7.24 We are required to identify whether there is a need for affordable housing in the area and then plan to meet this need. The NPPF defines affordable housing as: social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.
- 7.25 There are three main classifications of affordable housing:
- Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime.
 - Affordable rented housing is let by local authorities or private registered providers of social housing (as defined in Section 80 of the Housing and Regeneration Act 2008) to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
 - Intermediate housing is housing for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable

housing definition above. These can include shared equity (shared ownership and equity loans), other low-cost housing for sale and intermediate rent, but not affordable rented housing.

7.26 Housing that does not meet the above definition of affordable housing, such as ‘low cost market housing’, is not defined as affordable housing for the purpose of this policy.

Policy H4: Affordable Housing

(1) To support the provision of mixed, sustainable communities the Council will seek the provision of affordable housing on new housing developments subject to the following thresholds above which provision will be sought and the level of contributions:

Settlement	Minimum Affordable Housing Contribution	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%	11 or more dwellings OR 1,000sqm (gross) floor space
Kegworth	30%	11 or more dwellings OR 1,000sqm (gross) floor space
Measham	30%	11 or more dwellings OR 1,000sqm (gross) floor space
All other settlements	30%	11 or more dwellings OR 1,000sqm (gross) floor space

(2) In agreeing the provision of affordable housing account will be taken of:

- site size and site constraints; and
- financial viability, having regard to the individual circumstances of the site.

Where it can be demonstrated that the full affordable housing requirement would adversely affect the viability of a proposed development then the Council will agree to look at other measures to increase viability in accordance with policy IM1 (Implementation and Monitoring of the Local Plan) before agreeing to a lesser amount of affordable housing subject to the provision of part (4) below.

- (3) The Council's preference is for on-site affordable housing provision which should:**
- include a mix of types and tenure that reflects the type and nature of any need at the time that the application is determined and
 - be integrated within the design and layout of a development such that they externally indistinguishable from market housing on the same site.
- (4) Planning permission will be subject to a legal agreement to secure the provision of the agreed amount of affordable housing. Where a site is likely to be developed in phases over the longer term the agreement will include a suitable mechanism to review the amount of affordable housing provided over time as viability improves.**
- (5) The Council will encourage the provision of affordable homes to meet the need of elderly people. Where bungalow provision is made the Council will consider reducing the overall level of affordable housing contribution, having regard to the type and size of other affordable housing provided across the site.**

- 7.27 The need for affordable housing was one of the issues considered in the SHMA. This identified that in North West Leicestershire the estimated level of annual need for affordable housing over the period 2011-2031 was 212 dwellings. This equates to about 60% of the highest Objectively Assessed Need (OAN) identified in the SHMA for the same period (350 dwellings each year) and about 40% of the revised OAN which we have concluded we need to make more provision for (535 dwellings each year).
- 7.28 It is important to note that the affordable housing need figure identified in the SHMA is not in any way related to or influenced by the overall housing need figure, but is simply an estimate of the need for affordable housing having regard to a range of factors including the number of emerging households, housing waiting list demand, house prices and income levels.
- 7.29 A significant amount of affordable housing has already been built since 2011 or is already committed. In the period April 2011 to April 2014 some 258 affordable dwellings were built out of an overall total of 1,028 which equates to 25% of all new builds.
- 7.30 The percentage of affordable housing achieved since 2011 is less than either of the percentages above, primarily due to the impact of the recession and the reduced availability of finance, both public and private. It is important to note that the number of affordable homes that can be provided is constrained by both available public sector funding and the amount of cross subsidy that can realistically be achieved from increased land values associated with planning permissions for general market

housing. In the recent and current housing market conditions, the number of affordable homes which can be delivered is linked with the development of market homes and if planning policies push for too high a quota of affordable homes it may both reduce the overall number of dwellings built, and the proportion of those that are affordable. It is also important that the delivery of all types of housing is not undermined by development sites becoming unviable, which can happen during times of recession when residential values and access to borrowing is reduced. During periods of a strong and viable housing market the provision of affordable housing should be less of an issue.

- 7.31 Going forward, whilst most new housing is already committed it is important that we set out both a target and a threshold above which we will seek affordable housing. This policy will be used to inform negotiations in respect of additional sites which come forward during the remainder of the plan period. However, in doing so we must, as outlined above, have regard to issues in respect of viability. We have undertaken a separate viability study which looked at the potential impact of all of the policies in this Local Plan upon the viability of new development. In respect of affordable housing this considered a number of options (see box below) and concluded that Option 1 was the best fit with the results of the modelling undertaken. More details about this can be found in the Viability Study report.
- 7.32 A number of large schemes which already have planning permission for housing development include an element of affordable housing and the Section 106 Agreement allows for a renegotiation of the amount of provision as market conditions improve. We will apply this approach to future Section 106 Agreements as well so that it is likely that we will achieve more affordable housing than currently anticipated.
- 7.33 In accordance with the NPPF our preference is for any provision to be made on-site. However, in exceptional circumstances, for example because of site specific constraints or demonstrable viability issues, then we may accept a sum of money (usually referred to as a commuted sum) instead and use this money to make provision for affordable housing on another site(s).
- 7.34 All of the available evidence identifies that the population of the district, in common with the rest of the country, is ageing. It is important to ensure that the needs of the elderly population are taken in to account when providing affordable housing. Such provision will often be best made in the form of bungalows. However, the cost of such provision, based on floor area, is generally more than that for 2 or more storey dwellings. Therefore, the provision of bungalows can affect site viability. In recognition of this where the provision of bungalows to meet the needs of elderly people is agreed as part of a development we will consider reducing the overall amount of affordable housing that we seek having regard to the types and size of other affordable housing to be provided.

7.35 Whilst most affordable housing will be provided as part of general market housing developments some will also be provided on 100% affordable housing developments. Over the last thirty years such provision has been made by housing associations (sometimes referred to as Registered Social Landlords). However, recent changes introduced by the Government have allowed the District Council to begin investigating the possibility of providing some housing as well. This work is ongoing and we do not know at this time how many homes it may be possible to provide.

RURAL 'EXCEPTION' SITES FOR AFFORDABLE HOUSING

7.36 We need to secure the provision of more affordable housing in rural areas to meet the needs of local communities, as identified in the SHMA. One way to help do this is to have an exceptions site policy. This approach enables the delivery of affordable housing to meet local need on land which is identified as countryside that would not normally be released for housing. 'Exception' sites are usually managed by a housing association and can provide homes for existing residents or those with a family or employment connection to the local community.

7.37 A genuine need to live in the village must be established before sites are considered and a planning application submitted; these should be done in consultation with the local community and can be done using a variety of means such as surveys, consultation events and reviewing housing waiting list data. Such a need could be someone who lives or is employed in the village or needs to give or receive support from a close family member who lives in the village.

7.38 Due to the ongoing need for affordable housing in our rural areas and the limited grant funding available, we may allow for a small number of market homes to cross-subsidise the provision of affordable homes in suitable locations.

Policy H5: Rural Exceptions Sites for Affordable housing

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

(a) the housing is demonstrated to meet an identified local need for affordable housing, and

(b) the development is well-related to and respects the character and scale of the settlement and its landscape setting and

(c) the development allows accessibility to community services and facilities within it, where appropriate

2. Planning permission for 'Exception' Sites 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:

- (a) be local people in housing need, and
 - (b) benefit from the status of the dwellings as affordable housing in perpetuity
- 3. On sites that are outside of, but well related to, a sustainable village or a small village the inclusion of market housing on 'Exception' Sites will be supported where:**
- (a) it is demonstrated that there is insufficient subsidy for the scheme to go ahead without the inclusion of market housing; and
 - (b) it can be demonstrated through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development; and
 - (c) the majority of the homes provided are affordable
- 4 Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.**
- A Supplementary Planning Document will be produced to aid those submitting applications for rural exception sites for affordable housing.**

7.39 The District Council will work with the Leicestershire Rural Housing Partnership Group to facilitate the provision of affordable homes in our rural areas. We have a rolling programme of rural housing need surveys in the district. We will continue to identify the need for affordable housing in our Sustainable and Small Villages as part of the Partnership but by also in consultation with local communities, parish councils or other appropriate partners.

HOUSE TYPES AND MIX

7.40 The NPPF requires Local Planning Authorities to plan for a mix of housing to meet the different needs of the community including families with children, older people and people with disabilities. In order to ensure that the housing provision meets local housing needs of our current and future residents, it is important that a range of house types and sizes are provided as part of new developments within the district. We will therefore plan for a mix of housing on the basis of the different types of households that are likely to require housing over the plan period. The policy below relates to open market housing schemes. Affordable housing schemes are covered by Policies H4 and H5.

Policy H6: House types and mix

- (1) We will seek a mix of housing types, size and tenures in new housing developments of 10 or more dwellings, in order to meet the identified needs of the whole community.**
- (2) In considering proposals for developments of 10 or more dwellings we will have regard to the following:**
 - (a) evidence of housing needs including the most up to date Strategic Housing Market Assessment, Older People’s Housings Needs Study, local housing needs surveys, parish plans and other evidence of market demand;**
 - (b) the mix of house types and sizes already built and/or approved when compared to the available evidence;**
 - (c) the size of the proposed development in terms of numbers of dwellings proposed;**
 - (d) nature of the local housing sub-market;**
 - (e) needs and demands of all sectors of the community**
 - (f) character and context of the individual site; and**
 - (g) development viability and deliverability.**
- (3) Developments of 50 or more dwellings will provide:**
 - (a) A proportion of dwellings that are suitable for occupation by the elderly, including bungalows, having regard to factors (c) and (g) above; and**
 - (b) A proportion of dwellings which are suitable for occupation or easily adaptable for people with disabilities in accordance with Part M4 (2) of the Building Regulations.**

7.41 The Leicester and Leicestershire Strategic Housing Market Assessment (SHMA) indicates a need for various types and sizes of housing, but particularly smaller housing e.g. 1 and 2 bedroom properties as well as 3 bedroom properties. As such the SHMA recommends that in terms of housing size, the following mix should be supported within the district.

Table 3 – dwelling mix suggested by SHMA

Type of Housing	Dwelling size			
	1 bed	2 bed	3 bed	4 bed
Market	5-10%	35-40%	45-50%	10-15%
Affordable	33.3%	35.2%	28.9%	2.5%

7.42 It is recognised that there may be a need for local variations and therefore the above percentages are not intended to be prescriptively applied to every site. Other relevant factors include population profiles, location, balancing recent local delivery, rebalancing the current mix and the turnover of properties at the local level as well as the nature of the development site and the character of the area.

7.43 In respect of local delivery Table 4 below identifies the dwelling sizes permitted (where known, as many dwellings are only approved in outline) since 1 April 2011 within the district, whether in the form of houses, flats or bungalows. This shows that in respect of market housing there are significantly more 4 bed houses with planning permission than the SHMA suggests is required, less 3 bed and significantly less 2 bed properties. In respect of affordable housing there are more 2 bed and less 1 bed properties than suggested by the SHMA, although this partly reflects the fact that 1 bed properties are generally not regarded as providing sufficient flexibility for changing household composition and are therefore not considered sustainable in the long term.

Table 4 – dwelling mix based on current planning permissions

Type of Housing	Dwelling size				Total
	1 bed	2 bed	3 bed	4+ bed	
Market	182(5.2%)	588(16.9%)	1167(33.5%)	1546(44.4%)	3483
Affordable	90(14.3%)	339(53.7%)	195(31%)	7(1 %)	631

7.44 As a result when compared to the SHMA there is a need now to ensure that future developments, including those sites where only outline planning permission has been granted (on which there are 7,210 dwellings), need to focus on delivering 2 and 3 bedroom properties in order to provide a better balance in the housing market.

PROVISION FOR GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE.

7.45 In helping to provide decent housing for all, we must also meet the accommodation needs of gypsies and travellers and travelling showpeople. The Planning Policy for Traveller Sites (PPTS) (March 2012), which relates to Gypsies, Travellers and Travelling Showpeople, sets out the Government’s planning policy and should be read in conjunction with the NPPF.

Policy H7: Provision for Gypsies and Travellers and Travelling Showpeople

(1) Provision will be made to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople between 2012- 2031 for a minimum of:

- 2012 – 2017: 27 pitches plus 20 transit pitches
 - 2017 – 2022: 11 pitches plus 3 plots for showpeople
 - 2022- 2027: 14 pitches plus 3 plots for showpeople
 - 2027- 2031: 16 pitches plus 3 plots for showpeople
- (2) The required provision 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 Accommodations Needs Assessment.
- (3) A five year supply of deliverable sites will be identified as well as a supply of developable sites or broad locations for the following years. The following criteria will be used to guide the site allocation process, and for the purposes of considering planning applications for such sites.
- (4) Proposals for new sites or extensions to existing sites should meet the following requirements:
- (a) Be located with reasonable access to a range of services, such as shops, schools, welfare facilities or public transport
 - (b) Be proportionate to the scale of the nearest settlement, its local services and infrastructure
 - (c) Have suitable highway access, and is not detrimental to public highway safety
 - (d) Provides for adequate on-site parking and turning of vehicles as well as appropriate facilities for servicing and storage
 - (e) Be capable of being provided with adequate services including water supply, power, drainage, sewage disposal, and waste disposal facilities
 - (f) Be compatible with landscape, environment, heritage and biodiversity as well as the physical and visual character of the area,
 - (g) Be compatible with the amenities of neighbouring properties and land uses.
- (5) Authorised, existing and new, sites will be safeguarded for Gypsy and Travellers and Travelling Showpeople groups unless they are no longer required to meet an identified need.
- (6) Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

- 7.46 The Leicestershire, Leicester and Rutland Gypsy and Traveller's Accommodation Needs Assessment (GTAA) (2007) identified the existing level of provision and provided a reliable estimate of future needs for the period 2006-2016. However the PPTS 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.
- 7.47 In light of this, and to ensure that evidence is up to date, a 2013 refresh of the original 2007 GTAA Study has been undertaken. This has assessed the need for pitches and plots for Gypsies and Travellers and Travelling Showpeople respectively, up to 2031, taking into account any unmet need identified in the initial GTAA. These GTAA requirements for the period 2012-2031 are set out in the policy above. This study also identified that a significant proportion of new accommodation provided should be for social rented pitches.
- 7.48 In light of the time that has passed since the 2013 refresh was prepared and published it is considered beneficial for this work to be updated in order to ensure a robust evidence base is maintained. Therefore we, along with Leicester City Council and the majority of the other Leicestershire authorities, are seeking to commission consultants to complete a new GTAA, for which the policy accommodates.
- 7.49 The amount of accommodation needed for Gypsies, Travellers and Travelling Showpeople may be small in comparison to wider housing needs but the Council has a responsibility to address the need. Permitting new pitches to meet need will help avoid unauthorised encampments and developments.
- 7.50 In order to provide for a range of sites to meet identified need the local authority is committed to producing a Gypsy and Traveller Site Allocations Development Plan. When developing this planning document and its policies the authority, under its duty to co-operate obligations, may need to discuss the distribution of pitch provision with neighbouring local authorities if it is found that the district's need cannot be fully met within its boundaries.

8 ECONOMIC

INTRODUCTION

- 8.1 The NPPF requires that “significant weight should be placed on the need to support economic growth through the planning system”. It goes on to note that “to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of businesses and support an economy fit for the 21st century”.
- 8.2 The district benefits from its central location at the heart of England with good motorway connections and has the added benefit of East Midlands Airport which provides international links for both people and freight. There are a number of town and local centres which provide for a range of shopping and other needs, although the proximity of major centres such as Derby, Leicester and Nottingham provides significant competition which affects their performance.
- 8.3 The district lies at the heart of the National Forest with about 55% of the district being within the Forest area. This provides a range of economic opportunities including tourism and leisure, as well as emerging economic opportunities such as the woodland economy.
- 8.4 The District Council is committed to supporting the creation of a sustainable local economy which provides a variety of job opportunities and meets the needs of our communities.
- 8.5 The Leicester and Leicestershire Local Enterprise Partnership Strategic Economic Plan identifies five growth areas across Leicester and Leicestershire, two of which are located in the district; the East Midlands Enterprise Gateway and the Coalville Growth Corridor (see Appendix 3).
- 8.6 The East Midlands Enterprise Gateway is focussed upon a number of existing major economic activities in the north of the district (principally East Midlands Airport, East Midlands Distribution Centre and Donington Park) and potential major employment opportunities associated with the development of a Strategic Rail Freight Interchange (SRFI) west of Junction 24 of the M1 and north of East Midlands Airport (referred to as Roxhill).
- 8.7 The job opportunities associated with these existing and potential developments not only benefit the immediate locality, but also the district and further afield such that the area is of considerable importance to the wider regional economy. We need to ensure that in addition to a significant amount of new housing development already planned for Castle Donington and Kegworth (over 1,500 dwellings) that the area is as accessible as possible by public transport to potential employees from elsewhere, including the Coalville Urban Area and other centres in the district.

- 8.8 The planning system has an important role to play in delivering some aspects of the Enterprise Gateway, for example future growth at East Midlands Airport and Donington Park which are covered by policies Ec4 and Ec7 respectively and a range of infrastructure. However, others measures will be delivered outside of the planning system as they are not directly related to development. This includes matters such as training, access to job opportunities at existing places of work and the delivery of Broadband to existing businesses. We are currently working with a range of partners, including the Leicester and Leicestershire Local Enterprise Partnership and East Midlands Airport, to address these issues.
- 8.9 The Coalville Growth Corridor is focussed on the A511 from Junction 22 of the M1 to Junction 13 of the A42. The Growth Corridor recognises the potential for housing and economic opportunities, especially in the Coalville area, many of which already benefit from planning permission. Such development will assist in meeting the Council's aim to revitalise Coalville Town Centre.
- 8.10 However, road improvements along the A511 corridor are required to support this development. The District Council is working with the highway authorities (Highways England and Leicestershire County Council) together with Hinckley and Bosworth Borough Council to prepare a strategy to bring forward these improvements.
- 8.11 We have also developed our own Local Growth Plan to complement the Strategic Economic Plan. This identifies a range of actions to address the Council's growth and investment priorities to 2018. Many of these actions are associated with issues such as training and skills and about how the Council interacts with businesses. In terms of headline outcomes these include:
- the potential to create over 15,000 new jobs within the District,
 - halve youth unemployment by 2019; and
 - Increase female participation and wage rates to the regional average.
- 8.12 The figure of 15,000 jobs is higher than that suggested by the PACEC study referred to in chapter 5 because it post-dates the effect of the recent recession and takes account of the potential job creation associated with the East Midlands Gateway.
- 8.13 Other features of our strategy for the economy include seeking to protect key employment areas from non-employment uses, promoting and protecting our town and local centres for shopping and other related uses and supporting the development of other complementary sectors such as the National Forest.

Employment Land provision - current position

- 8.15 In considering employment land needs we mean those uses falling within Use Classes B1, B2 and B8 of the Use Classes Order 2015.
- 8.16 The PACEC study, which has been used to inform our future employment needs, identified that in 2010 just under half of all jobs were provided by the employment

sector. It is by far the most significant sector for job opportunities and the creation of prosperity. It is important therefore, that the local plan ensures the provision of sufficient land for such uses. This requires not only the provision of new land but also the protection of key employment areas against non-employment uses.

- 8.17 As noted in policy S2, provision needs to be made for a minimum of 96 Hectares of land for employment purposes during the plan period. As with housing, we are not starting with a blank sheet of paper; a number of developments have taken place since 2011 and there are also a number of sites where planning permission has previously been granted for some form of employment development.
- 8.18 In addition to the existing provision, we need to consider whether some land currently in use for employment purposes could be lost to other uses. For example, older stock which may become not-fit-for purpose during the plan period. Over the period 1991-2011 a total of 23.54 hectares of employment land was lost to housing. This equates to 1.18 hectares each year. If this rate were to be repeated over the period of this plan then there would be a loss of about 24 hectares (i.e. 20×1.18). More recently for 2011-14 some 8.53 hectares of employment land has been lost to housing (an annual average of 2.84 hectares). If this rate were to be repeated during the remainder of the plan period (17 years) then about 48 hectares of employment land would be lost.
- 8.19 It is not possible to predict with any great certainty as to how much existing employment land might be lost in the future. The fact that the average figure for 2011-14 is higher than the previous 20 years possibly reflects the state of the economy (i.e. limited demand for employment space) and the governments stated aim of boosting housing supply (i.e. competing alternative uses which are more commercially viable). The average figure for 2011-14 may, therefore, be considered too high. However, we have only considered employment land lost to housing. It is likely that employment land will be lost other uses as well. Whilst these uses may generate jobs in their own right, they would be non-employment uses.
- 8.20 Having considered these factors it would be prudent to be cautious and so a figure of 45 hectares of employment land lost to other uses is assumed for the purpose of calculating the need for additional employment land.
- 8.21 Table 5 below identifies what the residual requirement is when taking account of completions since 2011, existing commitments and the loss allowance outlined above.

Table 5 – Employment land provision as at 1 October 2015

Requirement 2011-31	96 Ha	A
Starts 2011-15	7.75Ha	B
Commitments	127.04	C
Residual requirement (A-B-C)	-38.79	D
Allowance for potential loss of employment land	45	E
Residual requirement (D-E)	-6.21	

- 8.22 It can be seen that the effect of this allowance is that there is a small shortfall of about 6 hectares. This shortfall is addressed at Policy Ec2.
- 8.23 It should be noted that the employment land requirement and provision figures are net of land occupied by major peripheral structural landscaping and main distributor roads. Other on-site infrastructure, such as access roads, ancillary landscaping, car parking and buildings are all included in the net figure

EMPLOYMENT PROVISION, PERMISSIONS

- 8.24 As with housing there are a number of sites where the Council has granted planning permission for some form of employment use but where development has yet to commence. It is possible that some of these permissions could lapse. It is appropriate to indicate the likely response in such circumstances.
- 8.25 In addition to those sites listed below, it should be noted that there are a number of other sites with outstanding planning permission but where development has already commenced and are protected under policy Ec3 (e.g. East Midlands Distribution Centre).

Policy Ec1 - Employment provision: permissions

The following sites have the benefit of planning permission for employment development and where development has yet to commence. In the event that planning permission lapses on these sites it will be renewed subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability of any particular site.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Site Area (Hectares)	Use Class
EC1a	Former Lounge disposal point, Ashby de la Zouch	25.5	B8
EC1b	Rear of Charnwood Arms, Bardon	1.2	B1
EC1c	Off Beveridge Lane/South Lane, Bardon	3.9	B1, 2.8
EC1d	Off Beveridge Lane, Ellistown	25.0	B2,8
EC1e	Land at Sawley crossroads, Sawley	24.88	B1, B8

Planning permission has also been granted for a Strategic Rail Freight Interchange on land north of East Midlands Airport/west of Junction 24 of the M1 (site EC1f on the policies map). In the event that the permission lapses the Council will support its renewal through the Nationally Significant Infrastructure Project process (or any equivalent replacement process) subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability.

EMPLOYMENT PROVISION, ALLOCATIONS

- 8.26 As noted at Table 5 there is a shortfall in employment provision of about 6 hectares. In deciding which site (or sites) should be allocated to address this shortfall we have had regard to a range of sites which have previously been notified to as part of an Employment Land Availability Assessment (ELAA) we undertook in 2013/14.
- 8.27 Having regard to the settlement hierarchy this identifies Coalville Urban Area as the Main Town and so was the first place to be looked at. However, no suitable sites were considered to be available in Coalville. In addition, as noted in Policy Ec1 there is a supply of land of employment land in Coalville.
- 8.28 In accordance with the settlement hierarchy the next places to consider were Ashby de la Zouch and Castle Donington. Whilst the ELAA identifies a number of potential sites in the vicinity of Castle Donington it is considered that in view of the fact that there is already a significant amount of employment in this area, along with the

Strategic Rail Freight Interchange that additional employment would represent an imbalance with housing provision in the locality.

- 8.29 In terms of Ashby de la Zouch two potential sites are included in the ELAA – south of Ashby and north of Ashby. It is considered that land at north of Ashby (Money Hill) would be the more appropriate of the two sites.
- 8.30 An issue in recent years in Ashby de la Zouch has been the loss of employment land to other uses, principally housing. Therefore, it is considered that making further provision in Ashby de la Zouch would help to offset some of these losses. On the basis of this assessment we concluded that it would be appropriate to allocate land north of Ashby de la Zouch as part of a comprehensive, mixed use development involving housing.

Policy Ec2 – Employment allocations: new allocations

Land north of Ashby de la Zouch (Money Hill) is allocated for employment development up to 16 Ha subject to the following:

- (a) The provision of vehicular access to the A511 in conjunction with the adjoining housing development proposed under policy H3a and ;**
- (b) The provision of employment units of varying sizes to meet the needs of a wide range of employers and;**
- (c) The provision of appropriate landscaping, planting and other features so as to minimise the impact upon the adjoining housing development proposed under Policy H3a as well as the impacts on the wider landscape and biodiversity and ;**
- (d) design and layout of the proposed development should minimise the impact upon the setting of Ashby de la Zouch Conservation Area and the Ashby Castle Scheduled Ancient Monument;**
- (e) The provision of cycle and walking links to the adjoining housing development proposed under Policy H3a and;**
- (f) The provision of green infrastructure links, providing both a ecological connectivity and footpath and cycle links, within the development and to the wider area and;**
- (g) provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted until a second ‘development window’ for the Developer Contributions Scheme has been agreed.’**

EXISTING EMPLOYMENT AREAS

- 8.31 Objective 5 of the Local Plan seeks to support the continued economic growth of the district. Whilst this can be partly achieved through the provision of new sites, there are already a large number of sites and buildings across the district in use for employment purposes.
- 8.32 It is important to seek to maintain the existing stock of land and buildings in order to provide a basis for the continuing economic prosperity of the area.
- 8.33 Whilst it is important to seek to maintain the existing stock of employment land and buildings, in order to provide a basis for continuing economic prosperity of the area, the NPPF advises against the “long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose”.
- 8.34 A qualitative assessment of employment sites was undertaken in 2010 by Roger Tym and Partners working with Lambert Smith Hampton. This looked at sites in terms of a number of factors to assess whether the sites continued to meet market requirements:
- accessibility by road,
 - accessibility by public transport,
 - external environment and
 - internal environment
- 8.35 The assessment concluded that whilst most sites were still relevant from an employment point of view and should therefore be retained in employment use, there were some sites where this was not the case and so release to another use would be appropriate. Those sites identified in the study as being worthy of retention for employment use are accordingly identified as Primary Employment Areas in policy Ec3.
- 8.36 It should be noted that some of these Primary Employment Areas have yet to be completed. The remaining parts of these sites which have yet to be built are included in the commitments figure set out in table 5.
- 8.37 In respect of other sites not identified as Primary Employment Areas it is recognised that notwithstanding role they play in the local economy it may sometimes be appropriate to allow their redevelopment for non-employment uses. Often such sites were built some time ago and can no longer meet the needs of modern businesses, or it may be that the site was built for a specific employment use which is no longer appropriate. In other cases it may be that the surrounding area has changed in terms of the predominant use and continuation for employment would be likely to be detrimental to the local amenity. In such cases the Council will want to ensure that the potential for reuse for employment purposes has been fully explored before agreeing to release the site for non-employment use.

8.38 Land at Ashby Business Park was originally allocated for the development of a High Quality Business Park in the adopted North West Leicestershire Local Plan. The initial permission included a condition which sought to restrict the use of the site to B1 and B2 uses only, in order to maintain a Business Park environment. Development commenced in the 1990's but in recent years there has been limited progress in developing the remainder of the site. There have been previous planning applications for other uses including retail, hotel and public houses. These have been resisted for various reasons, including non-compatibility with the original aims of the adopted Local Plan. A study undertaken in 2010 of existing and proposed employment areas concluded that whilst the site should continue to be protected for employment use that it would be appropriate to consider allowing some B8 development to the rear of the site so as to add value to the site.

Policy Ec3: Existing employment areas

(1) The Primary Employment Areas defined on the Policies map will be retained for employment generating uses within the Use Classes B1, B2 and B8.

Planning permission will be given for Class B1 (light industrial and office), B2 (General industrial) and B8 (Storage and distribution) uses subject to the proposed development not resulting in:

- (a) significant harm to the amenity of any nearby residents, and**
- (b) significant harm to the general environment.**

Regard will also be had to its impact on infrastructure requirements and the merits of the proposal in terms of other Local Plan policies.

(2) Other uses will only be permitted within the Primary Employment Areas where they:

- (a) are small scale or ancillary to the above uses, or**
- (b) maximise job outputs and are compatible with the character and function of the area and with other nearby uses and policies in this Local Plan.**

(3) In other employment areas proposals for non-employment development will be supported subject to it being demonstrated that one of the following criteria is satisfied:

- (a) The property has been vacant for at least 6 months and has been the subject of genuine marketing for commercial (B class) uses for at least that period of time, at reasonable market values, and which has proved unsuccessful, or, where the use is no longer economically viable;**
- (b) The site is no longer capable of meeting the needs of modern businesses;**
- (c) Continuation in employment use would be inappropriate in terms of adjoining uses or the amenity of the wider area**

- (4) The Council will, notwithstanding previous permissions for B1 and B2 uses commensurate with a high quality Business Park environment, allow some B8 development on land at Ashby Business Park as identified on the Policies map (Policy Ec3(4)), on those parts of the site not adjoining the A42 or A511**
- (5) Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted. In addition, new development provided for within this policy (i.e. that which does not already have planning permission) will not be permitted until a second 'development window' for the Developer Contributions Scheme has been agreed.'**

EAST MIDLANDS AIRPORT

- 8.39 The NPPF recognises that airports have a role to play in creating a successful economy. It notes that “plans should take account of their [ports, airports and airfields] growth and role in serving business, leisure, training and emergency service needs”.
- 8.40 East Midlands Airport, which forms part of the East Midlands Enterprise Gateway, is a nationally important asset providing domestic and international flight connections, a hub for air freight and a vital contribution to the growth of the regional economy. East Midlands Airport is:
- The 11th busiest passenger airport in the UK handling 4,332,000 passengers in 2013
 - The UK’s largest pure cargo airport handling 300,000 tonnes in 2013 and the 15th largest cargo airport in Europe
 - The UK’s major air mail hub
 - The UK’s leading airport for express freight, with three of the major global integrated freight airlines based at the airport
- 8.41 In January 2013 the Government published revised aviation forecasts to inform long-term strategic aviation policy, including the development of its Aviation Policy Framework and the work of the Airports Commission. The central forecasts of passenger numbers in 2030 have been reduced by around 7% from levels forecast in August 2011 reflecting revised forecasts for the UK economy and changed projections of oil prices. Demand for air travel is forecast to be between 1% and 3% over the next 15 years, which is lower than the previous annual growth of 5%.
- 8.42 The Aviation Policy Framework has provided a framework for the East Midlands Airport Sustainable Development Plan prepared by the airport company and which was finalised in 2015. The Sustainable Development Plan sets out objectives for the

growth and development of East Midlands Airport and is supported by four detailed plans that cover:

- Community
- Economy and Surface Access
- Environment
- Land Use

- 8.43 The Land Use Plan identifies the development that is needed to support the growth of the airport so that it is capable of handling 10 million of passengers annually and 1.2 million tonnes of cargo. There are no plans for the development of a second runway but the airport does want to extend the life of the planning permission that was granted in 2011 for the construction of a 190 metre runway extension. The airport also want to bring forward commercial development proposals associated with the airport, including offices, logistics, general warehousing and hotels at Pegasus Business Park. Pegasus Business Park covers some 26 hectares in the south-west corner of the airport site and there is around 10 hectares still available for development.
- 8.44 The Council wants to support these growth plans but needs to balance the economic benefits they will bring against their local impacts, particularly with regards to noise and transport.
- 8.45 Aircraft and airport operations at East Midlands Airport result in high levels of noise disturbance, particularly at night when background noise is generally lower. There are no restrictions on night flights even though we have asked the Government to introduce restrictions. We consider the current noise climate at night to be unacceptable and better noise protection to local residents is required, particularly for those living in areas above noise thresholds who would suffer sleep disruption at night. As part of the approval of the planning application to extend the airport's runway, the airport entered into an agreement that details the provisions of a Sound Insulation Grant Scheme for local communities. In addition the planning consent for the runway development includes a condition that an Environmental Management Plan be agreed that sets out the airport's environmental controls, mitigation measures and the extent of the airport's night noise contour.
- 8.46 The airport is very well connected by road, with direct access to the M1 and A42 and very close to the A453, A50 and A52. There is a 24-hour a day, 7 days a week bus network connecting the airport to Derby, Nottingham, Leicester and other centres. There is no direct rail link although East Midlands Parkway rail station is approximately 6 miles away.
- 8.47 Whilst improving public transport remains a key priority, the need for access to the strategic highway network is important, particularly for cargo and freight distribution. East Midlands Airport is the main UK base for DHL and UPS, along with significant operations by TNT. It is also the major mail airport in the UK. The express freight

operators provide an international next-day delivery service that relies on excellent road connectivity along with the ability to operate aircraft at night. There are in the region of 500 HGV movements to and from East Midlands Airport on a typical weekday, but with freight aircraft flying overnight, the vast majority of these vehicle movements take place very late at night and very early in the morning and as such have no impact on peak motorway traffic levels.

- 8.48 The private car will continue to be the primary mode of airport access, but we want to encourage wider public transport use by developing the network of bus routes and services. We will work with the Airport and its partners to do this.

Policy Ec4: East Midlands Airport

- (1) The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity:**
- (a) is limited to that necessary to support an airport capable of handling up to 10 million passenger and 1.2 million tonnes of cargo per year;**
 - (b) incorporates measures that will reduce the number of local residents affected by noise as a result of the airport's operation, as well as the impact of noise on the wider landscape;**
 - (c) incorporates measures to ensure that local air quality satisfies relevant standards; and**
 - (d) is accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger); and**
 - (e) will protect and enhance heritage assets within the vicinity of the airport.**
- (2) Within the boundaries of the airport, as defined on the Policies Map, development will be limited to:**
- (a) Operational facilities and infrastructure;**
 - (b) Passenger and terminal facilities;**
 - (c) Cargo facilities;**
 - (d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship;**
 - (e) Landscape works; and**

- (f) Internal highways and infrastructure; and**
- (g) Improvements to public transport and airport customer car parking.**

East Midlands Airport - Safeguarding

- 8.49 Major airports, because of their importance to the UK air traffic system are also protected through a process known as aerodrome safeguarding. An officially safeguarded area has been established for East Midlands Airport and we are required to consult the airport operator on those developments that could potentially affect the safety of aircraft and air traffic control operations. These developments can include the construction of tall structures, developments that have the potential to attract birds and wind turbines because they can interfere with radar and navigation systems.
- 8.50 Guidance on aerodrome safeguarding is set out in Circular 1/2003 that details the process and the consultation requirements.

Policy Ec5: East Midlands Airport: Safeguarding

- (1) Development which would adversely affect the operation, safety or planned growth of East Midlands Airport will not be permitted.**
- (2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation with East Midlands Airport is required on the following proposals:**
 - (a) all buildings, structures, erections and works that exceed the height specified on the safeguarding map;**
 - (b) any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;**
 - (c) the lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;**
 - (d) any proposal for an aviation use within a 13km circle centred on East Midlands Airport;**
 - (e) any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:**

- (i) significant landscaping or tree planting;
 - (ii) minerals extraction or quarrying;
 - (iii) waste disposal or management;
 - (iv) reservoirs or other significant water bodies;
 - (v) land restoration schemes;
 - (vi) sewage works;
 - (vii) nature reserves; and
 - (viii) bird sanctuaries; and
- (f) any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.

East Midlands Airport - Public Safety Zones

- 8.51 Public Safety Zones are areas of land at the end of runways at the busiest airports in the UK, within which certain planning restrictions apply. These aim to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing.
- 8.52 East Midlands Airport's Public Safety Zones extend over part of Donington Park to the west and a small area on the southern edge of Kegworth. The extent of the Public Safety Zones may be reviewed to reflect changes in aircraft technology and changes in the numbers of aircraft movements.

Policy Ec6: East Midlands Airport Public Safety Zones

- (1) **There will be a general presumption against new or replacement development or changes of use of existing buildings within the designated East Midlands Airport Public Safety Zones identified on the Policies Map. Within those areas of the Public Safety Zones lying outside the identified 1 in 10,000 risk contours, the following developments may be permitted:**
- (a) an extension or alteration to a dwelling house which is for the purpose of enlarging or improving the living accommodation for the benefit of the people living in it, such people forming a single household, or which is for the purpose of a 'granny annex';
 - (b) an extension or alteration to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to increase the number of people working

- or congregating in or at the property beyond the current level, or, if greater, the number authorised by an extant planning permission;
- (c) a change of use of a building or of land which could not reasonably be expected to increase the number of people living, working or congregating in or at the property or land beyond the current level or, if greater, the number authorised by any extant planning permission;
 - (d) other forms of new or replacement development which would involve a low density of people living, working or congregating within the site, such as:
 - (e) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);
 - (f) open storage and other forms of storage and distribution use (excluding those, such as distribution centres, sorting depots and retail warehouses) which would result in very few, if any, people being present on a site at any given time, and subject to conditions to prevent the future intensification of the use of the site and limit the number of employees present;
 - (g) development likely to introduce very few or no people on to a site on a regular basis, such as unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to dwelling house use, and buildings for storage purposes ancillary to existing industrial development;
 - (h) public open space, where there is a reasonable expectation of low intensity use, but excluding such uses as children's playgrounds, playing fields or sports grounds which would be likely to attract significant numbers of people on a regular basis;
 - (i) golf courses, but not clubhouses; and
 - (j) allotments.
- (2) Within the identified 1:10,000 risk contours only development which would involve a very low density of people coming and going may be permitted as exceptions to the above general presumption, such as:
- (a) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);
 - (b) built development for the purpose of housing plant or machinery,

and which would entail no people on site on a regular basis, such as boiler houses, electricity switching stations or installations associated with the supply or treatment of waste; and

(c) golf courses, but not clubhouses.

DONINGTON PARK

- 8.53 Donington Park racetrack dates back to 1931 and was originally part of the Donington Hall estate. It now hosts a wide range of national and international motorsport events and is used extensively for vehicle testing and by track day operators. The track, associated buildings and infrastructure are contained within a “10 foot wall”. There is also an exhibition centre which is used for a wide range of events.
- 8.54 Complementing the race circuit, Donington Park is used by many different businesses for vehicle related activities. This includes:
- vehicle launches by car manufacturers,
 - driver training for commercial vehicles, cars and motorbikes;
 - various types of off-road and 4x4 use, including a purpose built 4x4 track;
 - Operational centre for track day operators and
 - Use of the Western Paddock as the International Head Quarters for a new electrically powered global race championship- FIA Formula E.
- 8.55 Other activities within the estate include a large long-term car park for East Midlands Airport, a plant & machinery auction site and the Museum housing the Grand Prix as well as, now, the Wheatcroft Military Collections. In June of each year Donington hosts the Download music festival. There has been a weekly Sunday Market in operation on the tarmac areas to the west of the race track for a number of years.
- 8.56 The ongoing investment required to manage and operate a race circuit to an international standard is significant and without income generation from other uses on site the circuit alone would not be viable. As a consequence, Donington Park Racing’s growth plans include a 10ha western extension to the racetrack area to provide for motorsport development and related activities such as research.
- 8.57 As noted already Donington Park lies within the area of the East Midlands Enterprise Gateway and the Council wants to support these growth plans but needs to balance the economic benefits they will bring against their local impacts, particularly with regard to noise, transport and impact on heritage assets.
- 8.58 Motorsport is a noisy activity and this is part of the enjoyment of the sport for many enthusiasts. However, noise from the racetrack has been the source of complaint, particularly from the communities of Weston on Trent and Aston on Trent in South

Derbyshire. Noise from racetrack activity is controlled by the conditions contained in the current planning permissions for the racetrack, and a Noise Abatement Notice issued in 2010. These conditions allow Donington Park Racing to maximise the business opportunities available to the racetrack whilst limiting the number of events per year which are likely to give rise to local annoyance as well as limiting the duration of noisy events and limiting the noise produced by each individual vehicle during an event.

- 8.59 The circuit is located about 4km from Junction 23A of the M1 and is connected to the M1 and the A42 via the A453. At weekends the traffic flows in its vicinity are particularly high due to the combination of visitors attracted to the circuit and East Midlands Airport. From time to time there has been various traffic problems associated with the events at the racetrack. In particular, problems of excessive traffic have affected Castle Donington and, on occasions with very high attendance, there has been severe congestion on the wider network including A453 and junctions 24 and 23A on the M1. The nearest train station to Donington Park is East Midlands Parkway, through which East Midlands Trains operate regular trains, but there is no regular bus service linking it to Donington Park.

Policy Ec7: Donington Park

- (1) The development of Donington Park as a national and international racing circuit will be supported provided development that gives rise to a material increase in the use of the racetrack or number of visitors:**
- (a) incorporates measures to reduce the impact of noise as a result of the racetrack’s operation on local residents and the wider area;**
 - (b) ensures that existing mature trees and woodland are retained and incorporated into a landscaping scheme that mitigates the effects of the development on the local landscape;**
 - (c) is accompanied by improvements in public transport access to the racetrack and other measures that will reduce the impact of event traffic on the local and strategic road network; and**
 - (d) conserves or enhances the site’s racing and parkland heritage.**
- (2) Within the boundaries of the Donington Park Racetrack, as defined on the Policies Map, development will be limited to:**
- (a) facilities and infrastructure meeting the operational needs of the racetrack including motorsport and spectator facilities;**
 - (b) facilities and infrastructure for driver training and driving experiences;**
 - (c) motorsport and automotive ancillary infrastructure where the**

proposed development has a clear functional relationship with the racetrack and is of a scale that is appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles;

(d) landscape works; and

(e) Internal highways and infrastructure

Subject to:

(f) The provision of improvements in public transport accessibility and other measures that will reduce the impact of event traffic on the local and strategic road network;

(g) Any buildings being located, oriented and designed to reduce the impact of noise, especially for residents living in settlements to the west of Donington Park;

(h) The incorporation of appropriate landscaping to mitigate the effects of the development on the local landscape; and

(i) The incorporation of appropriate measures to mitigate the effects on heritage assets.

TOWN AND LOCAL CENTRES

INTRODUCTION

8.60 The NPPF identifies that “town centres should be seen as the heart of communities” and where policies should “support their viability and vitality”. It suggests that a network and hierarchy of centres should be defined along with the extent of town centres and primary shopping areas and that policies should set out what uses will be permitted in these locations. It also requires that in considering proposals for development of what are termed main town centre uses (i.e. retail uses, leisure and entertainment facilities) that a sequential test be applied whereby the preference is for developments to be located within town centres, then in edge of centre locations and only if suitable sites are not available in either of these locations should out-of-centre locations be considered.

8.61 The retail offer in North West Leicestershire is mainly located in the town and village centres of Coalville, Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham. These centres not only provide important shopping facilities and services, but also provide a focal point for communities and meet the day to day needs of local residents.

8.62 Our town centres face competition from other centres as well as other forms of shopping. In particular, shopping from home has grown rapidly and with the continued expansion of superfast broadband to more rural and remote areas, it is suggested that this form of retail offer could continue to grow.

8.63 A Retail Capacity Study was undertaken in 2012 which assessed the health and role of the above centres and the contribution they make towards meeting future retail needs, apart from Kegworth due to the size of its centre and the smaller range of shops. In addition, a household survey of shopping habits was undertaken to inform a forecast of future shopping needs. A summary of the main findings in respect of the health of the centres is set out below:

Table 6 – Summary of main findings of the health of town centres

Town Centre	Summary of comments
Coalville	<ul style="list-style-type: none"> • the district’s principal shopping area and should support the convenience and comparison shopping needs of a wider area; • struggling with vitality and viability and there is a clear need for improvement particularly if it is to fulfil its role as the district’s principal shopping centre and meet the needs of existing residents and an increased population in future years.
Ashby de la Zouch	<ul style="list-style-type: none"> • An historic market town which although smaller in scale than Coalville offers a good variety of retailers, restaurants and service providers and has a good level of diversity of uses and provides for day to day shopping needs.
Castle Donington	<ul style="list-style-type: none"> • A healthy district centre that meets local resident’s day-to-day needs well with low vacancy rates and a range of local retail and service uses, including a number of convenience stores, and a good offer of independent retailers, financial services, hairdressers and restaurants.
Ibstock	<ul style="list-style-type: none"> • A local centre that provides day to day goods and services, primarily to meet the local needs of its residents. • Retailing is low key due a high proportion of its units are occupied by non-shop uses, in particular take away premises, as well as residential properties.
Measham	<ul style="list-style-type: none"> • A local centre that provides day to day goods and services, primarily to meet the local needs of its residents; • Retailing is low key due to a strong residential element and is considered relatively poorly served by food store provision.

- 8.64 As noted a healthcheck of Kegworth was not included in the 2012 study. It is the smallest of the centres and its role is of one that serves a more limited range of day to day needs. This local centre provides a limited mix of retail uses and only a small number of financial and professional services. Over half of the uses perform a non-retail function with strongest representation from residential properties, contributing to the low key retail character of the centre.
- 8.65 This study was updated in 2014 in terms of assessing future retail requirements. The outcome of this is considered at paragraph 5.12 in respect of Policy S2 (Future housing and economic development needs) which identifies a need for an additional 7,300 sq metres of comparison retail floorspace.
- 8.66 The 2016 assessment of retail operator demand identifies Coalville to be the main focus of interest from national and regional retail operators. New development would assist in the centre's regeneration and help reduce 'leakage' of comparison retail expenditure. However intervention will be needed to improve operator demand and retail representation in the town centre. The Council has initiated the Coalville Project, as set out in paragraph 8.73 to address this need for intervention.
- 8.67 The 2016 assessment also identifies that Ashby receives good levels of interest from local retail operators, as and when units become available. However opportunities for modern retail floorspace development will be limited in this centre.

RETAIL HIERARCHY

- 8.68 Having regard to the advice in the NPPF we have identified a hierarchy of retail centres. For the purposes of town centre policies this identifies both Coalville and Ashby de la Zouch as town centres in view both of their scale and function serving a more than local area. The smaller centres of Castle Donington, Ibstock, Kegworth and Measham are identified as Local Centres.

Policy Ec8– Town and Local Centres: Hierarchy and Management of Development

(1) The Council will support retail and main town centre development in accordance with the following hierarchy of centres:

- **Town Centres: Coalville and Ashby de la Zouch**
- **Local Centres: Castle Donington, Ibstock, Kegworth and Measham**

Proposals for retail and other main town centre uses will be expected to be located within the town and local centres, as defined on the Policies map. Development outside of the defined town and local centres will only be permitted if it can be demonstrated that a sequential approach has been

followed which favours sites in a defined centre, then edge of centre and then out-of-centre.

(2) Coalville is the district's principal shopping area and is the Council's preferred location for additional retail development to ensure that it continues to fulfil this role and to assist in the regeneration of the Town Centre. The Council will work with landowners, developers and businesses to bring forward proposals for up to 7,300 square metres of comparison (non-food) retail floorspace in accordance with the hierarchy set out in this policy. In addition, improvements to the public realm will be sought, either in association with new development or as standalone schemes

(3) New retail and town centre uses development should:

- be of a scale appropriate to the role, function and character of the settlement and not undermine the balance of the hierarchy;**
- conserve and enhance the character and distinctiveness of each centre in terms of design, and protect and enhance the built and historical assets of the centre, and their wider setting.**

8.69 The main Town and Local Centres uses as referred to in the NPPF are those uses listed below (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)):

- A1 Shops,
- A2 Financial and Professional,
- A3 Restaurants and Cafes,
- A4 Drinking Establishments,
- A5 Hot Food Takeaways,
- B1 Offices,
- D2 Assembly and Leisure Uses recreation uses (including nightclubs and casinos) and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

8.70 Notwithstanding the fact that Coalville and Ashby de la Zouch are both identified as Town Centres, our priority for further retail development, as advised in the Retail Capacity Study, is in Coalville Town Centre.

8.71 Coalville is the largest town in the district which is reflected in the number of retail outlets and town centre uses that are located there. However, as noted in the 2012 retail study (paragraph 4.4) *"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"*.

- 8.72 The Council has initiated the Coalville Project as a means to address some of these issues. The Coalville Project is being led by the District Council but will involve a wide range of partners to deliver improvements. Some steps have already been undertaken including the redevelopment of the former Pick and Shovel at the corner of the High Street and Belvoir Road and the designation of a conservation area.
- 8.73 A key focus of the Coalville Project is something referred to as the “Four squares proposal”; an aim to link Stenson Square (where the Council Offices are located) with Marlborough Square, Memorial Square and the Belvoir Shopping centre area via vibrant streets, including the regeneration of rundown buildings and areas and new development.
- 8.74 In order to deliver on these aspirations the Council will work with landowners and developers to realise potential opportunities, including new retail floorspace. It is too early in the lifetime of the Coalville Project for any firm proposals for new development to have been progressed and so no specific proposals are included in the Local Plan, but Policy Ec8 (2) sets out the Council’s aim to see additional floorspace provision made in Coalville to meet the need identified in Policy S2.
- 8.75 The 2016 retail assessment suggests that the delivery of the identified comparison floorspace requirement could be challenging. It recommends supporting the implementation of existing retail commitments in Coalville, as well as other interventions to promote investment in the centre, such as addressing funding gaps, improvement to accessibility and creating a stronger sense of place.

IMPACT ASSESSMENT THRESHOLD

- 8.76 Proposals for main town centre uses that are not in a centre should be assessed having regard to their impact on centres. The NPPF requires such an assessment particularly for developments over 2,500 square metres gross but does allow for us to set a local threshold for the scale of development which should be subject to an impact assessment. The 2012 Retail Study advised that the thresholds set out below in Policy Ec10 should, be used to require proposals outside of the defined centres.

Policy Ec9 – Town and Local Centres: Thresholds for Impact Assessments

For retail, leisure and office development proposed outside of the town and local centres as defined on the Policies map, an impact assessment will be required based on the following thresholds.

<u>Centre where development proposed</u>	<u>Development Threshold</u>
Coalville and Ashby de la Zouch	1,000 sqm gross
Castle Donington, Ibstock, Kegworth and Measham	500 sqm gross

PRIMARY SHOPPING AREAS

- 8.77 The NPPF suggest that in addition to defining its town centres, local planning authorities should identify primary shopping areas. These are an area where shopping development is principally concentrated. This area can also include those adjoining and closely related areas where a more diverse range of other main town centre uses, such as restaurants, public houses and businesses, can be found.
- 8.78 We have researched the type and spread of uses within and around the various town and local centres. Having regard to this and the NPPF definitions, a Primary Shopping Area is proposed within the centres of Coalville and Ashby de la Zouch and the totality of our Local Centres. These Primary Shopping Areas are defined on the Policies map.

Policy Ec10 – Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses

(1) Shops (Use Class A1) will be the predominant ground floor use within the defined Primary Shopping Areas of our Town and Local Centres, as identified on the Policies map. Development for other main town centre uses within the Primary Shopping Area will be acceptable where all the following criteria are met at the time that an application is determined;

- they make a positive contribution to the diversity of uses on offer;
- the proposal, along with any committed planning permission, does not undermine the shopping element within the immediate area of the site;
- it would not result in a cluster or over-concentration of non-shop uses; and
- it would not lead to a negative impact on the retail character and vitality and viability of the Primary Shopping Area.

(2)The residential use of the uppers floors of properties within these defined

Primary Shopping Area will be supported subject to parking and amenity considerations.

- 8.79 Whilst the predominant use within the primary shopping area will be shopping it is recognised that residential development within our centres can provide a range of economic, environmental, social and financial benefits. It can assist with a centre's regeneration and add to its vitality, especially at night. However residential development within the Primary Shopping Area should be restricted to the upper floors of premises, so as not to undermine the shopping function.
- 8.80 In considering applications for a change of use from shopping to non-shopping regard will be had to various factors including:
- The need to maintain an appropriate balance between shopping and non-shopping uses;
 - The type and characteristics of other uses within proximity of the application site;
 - Where the property is vacant the length of time that the premises have been vacant and marketed for retail purposes.

HOT FOOD TAKEAWAY USES

- 8.81 Take away uses can serve the needs of local communities and contribute to the diversity of uses that a centre can offer, as well as provide an active frontage during the evening. However harmful impacts, particularly if a number of these uses are sited within close proximity to one another, can include noise and disturbance, negative impact on amenity, anti-social behaviour and undermining the shopping function of a centre.
- 8.82 Specific issues exist in Ashby de La Zouch with reference to the clustering of hot food take away uses within parts of its Primary Shopping Area whilst in Ibstock there is a high number of hot food takeaways located within the local centre.

Policy Ec11 – Town and Local Centres: Primary Shopping Areas – Hot Food Takeaway Balance

(1) In considering applications for a proposed hot food takeaway use, within the defined Primary Shopping Areas of our Town and Local Centres, as identified on the Policies map, regard will be had to the following factors at the time that an application is determined:

- **The number of existing take away establishments in the immediate area as related to the application site and their proximity to each other, in order to avoid clusters of takeaway uses;**

- **Impact on the amenity of the immediate area (including smells, fumes and noise) , traffic or safety issues arising from the proposal itself or cumulatively with the existing uses in the area;**
 - **The potential impact upon the health of local residents where it can be demonstrated that the proposal will raise health issues.**
- (2) Proposals for a hot food takeaway use should also include the provision of a litterbin on land within the premises, of which the property will be responsible for its maintenance, emptying on a regular basis and for the area adjacent to the premise to be kept clear. Where a litterbin cannot be provided within the curtilage of the premises, a commuted sum will be sought towards the provision of a litterbin within the locality.**
- (3) Within the Market Street frontage of Ashby de la Zouch, Nos 67 to 89 and Nos 76 to 108, the Council will resist applications for new hot food takeaway uses over and above those in existence, or permitted, at the time of the adoption of this Local Plan.**
- (4) The concentration of hot food takeaway uses within the defined local centre of Ibstock, as identified on the policies map, will not be permitted to increase above the existing number of those in existence, or permitted, at the time of the adoption of this Local Plan.**

LOCAL CENTRES

8.83 Castle Donington, Ibstock, Kegworth and Measham are local centres providing a valuable service in providing for day to day needs. These local centres, as defined on the Policies map, also comprise their defined Primary Shopping Area and this policy should be read in conjunction with Policies Ec9 and Ec10. It is important that the shopping and services function that these local centres provide is protected. It is also recognised these local centres have a comparatively stronger residential character.

Policy Ec12 – Local Centres

Planning permission will only be granted for the loss of shopping and other main town centres uses, within the defined local centre if the premises have been vacant for at least 6 months with evidence of marketing. The following factors will also be taken into account:

- **The need to maintain an appropriate balance between main town centre and non-main town centre uses;**
- **The contribution the unit makes to the function of the centre in terms of**

its size and location within the centre;

- **The nature and characteristics of the proposed use and the type and characteristics of other uses within proximity of the application site and**
- **The impact of the proposal on the shopping and service character and function of the local centre for example, would it create an active frontage, would the use bring visitors to the centre?**

The residential use of the uppers floors of properties within these defined Local Centres will be supported subject to parking and amenity considerations.

TOURISM DEVELOPMENT

- 8.84 As a district which benefits from a number of established tourist attractions, the tourism industry forms an important part of the local economy and can support the provision of local services and facilities.
- 8.85 The district has a range of attractions aimed at those attending specific events or day visits. These include Ashby de la Zouch Castle, the Ashby Canal, Donington Park and Grand Prix Collection as well as a number of destinations located within the National Forest including Moira Furnace, Sence Valley Country Park and the award winning Conkers Visitors Centre. The National Forest is overseen by the National Forest Company, and is a growing tourist destination. The National Forest Strategy 2014 – 2024 seeks to improve the visitor experience and future plans are being developed for further development in the District through the National Forest Company's Destination Development Plan. This seeks to advance the profile of the National Forest as a tourist destination, encourage the development of overnight visitor accommodation and attract high profile events to the National Forest.
- 8.86 Business travel also makes a contribution to the local visitor economy with hotels in the north of the district catering for business travellers, supported by the presence of conference and exhibition space, as well as those visiting the district for leisure purposes.
- 8.87 The Council will continue to work with other organisations to best provide the tourism that is on offer in the district. We will continue to be actively engaged with bodies representing the National Forest as well as retain a working relationship with the Leicestershire Promotions Ltd and its Tourism Strategy for Leicester and Leicestershire 2011-2016.
- 8.88 The emerging North West Leicestershire: Local Growth Plan 2014-2018, supports the development and enhancement of the local tourism offer in the district, and seeks to increase the number of visitors as well as the number of overnight stays, alongside increased private investment and employment opportunities in visitor related facilities.

Policy Ec13: Tourism development

- (1) We will maximise the potential of tourism in the District and increase tourist opportunities for visitors by supporting the:**
 - (a) Retention of existing tourist attractions and accommodation which contribute to the local economy;**
 - (b) Enhancement of existing tourist attractions and accommodation, including their expansion, where it accords with the principles of sustainable development and is not detrimental to the surrounding area;**
 - (c) Development of new tourist attractions, including the provision of new accommodation to facilitate the opportunity for overnight stays;**
 - (d) Development of attractions and accommodation that are well connected to other tourist destinations and amenities, particularly by public transport, walking and cycling;**
 - (e) Enhancement of the environment and local distinctiveness, including heritage and landscapes, which will increase the attractiveness of the district to visitors.**
- (2) New tourist attractions and accommodation will be directed to the Limits to Development where it can make use of existing infrastructure. It is recognised however there may be instances where an initiative requires a countryside location or setting or is directly related to a specific tourist destination. Outside of the Limits to Development preference would be for tourism and tourism related development to make the re-use of land and buildings.**
- (3) Tourism in rural areas, which benefits business, communities and visitors, and respects the character of the countryside, will be supported. Its scale should be appropriate to the local landscape and its surrounding environment and not adversely affect local transport infrastructure.**
- (4) When assessing new provision for rural tourism or the expansion of facilities, consideration will be given to whether needs can be met by existing facilities.**
- (5) The Council will work with the National Forest Company and other tourist organisations to maximise the opportunities for tourism and cultural development within the district.**

9 INFRASTRUCTURE AND FACILITIES

INTRODUCTION

- 9.1 When development takes place it makes additional demands on infrastructure, including water and energy supply, wastewater disposal, transport, education and health care as well as open space, and green infrastructure. Therefore it is important to ensure that appropriate levels of infrastructure are provided to support the growth required in this Local Plan.
- 9.2 This chapter sets out our general approach to securing the provision of infrastructure and more specific requirements for different types of infrastructure.

DEVELOPMENT AND INFRASTRUCTURE

- 9.3 Infrastructure is critical to support the provision of all development. Whether transport infrastructure, Information Communication Technology (particularly superfast Broadband), utilities such as water supply or sewerage (wastewater) systems, or energy generation, such supporting infrastructure must be in place for new development. This is not only to ensure that the new development is properly served in respect of essential day-to-day infrastructure required by the occupants of any new development (for example superfast Broadband which many businesses rely on) but also to minimise the impact upon existing infrastructure.
- 9.4 In accordance with the NPPF the need for infrastructure as part of new development needs to have regard to the viability of development
- 9.5 Policy IF1 sets out how we will ensure that new development includes the provision of new infrastructure.

Policy IF1: Development and Infrastructure

Development will be supported by, and make contributions to as appropriate, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities. Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule in to effect.

The type of infrastructure required to support new development includes, but is not limited to:

- **Affordable housing;**
- **Community Infrastructure including education, health, cultural facilities and other public services;**
- **Transport including highways, footpaths and cycleways, public transport**

and associated facilities;

- **Green infrastructure including open space, sport and recreation, National Forest planting (either new provision or enhancement of existing sites) and provision of or improvements to sites of nature conservation value;**
- **The provision of superfast broadband communications;**
- **Utilities and waste and;**
- **Flood prevention and sustainable drainage**

The infrastructure secured (on or off-site) will be provided either as part of the development or through a financial contribution to the appropriate service provider and may include the long-term management and maintenance of the infrastructure.

In negotiating the provision of infrastructure the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification.

The District Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.

- 9.6 As noted elsewhere the majority of new development that the district requires is already committed as a result of planning permissions. These permissions include for the provision of infrastructure to mitigate the impact of development and support future residents and users of the proposed developments, where appropriate and necessary. However, any further development which comes forward will still need to ensure that the impact on existing infrastructure is acceptable and where it is not additional infrastructure will need to be provided.
- 9.7 The planning system and in particular the policies set by this Local Plan, will play a key role in helping to ensure that key strategic, local and site-specific infrastructure is provided at the right time and in the right place to absorb the impact of and provide for new development. The provision of such infrastructure will require the involvement of a wide range of other organisations and mechanisms. The Council will co-ordinate this activity.
- 9.8 An Infrastructure Delivery Plan has been prepared which highlights the key infrastructure which is proposed or required. This will be kept up to date and added to as new requirements or needs are identified and will be used to inform negotiations on proposed developments as well as discussions with other organisations in respect of funding and delivery of infrastructure. It is also recognised that the consideration of

infrastructure contributions early on in the planning application process can be beneficial for all parties involved.

- 9.9 The provision of new infrastructure is currently secured using a legal agreement (referred to as planning obligations or Section 106 Agreement). This agreement will be signed by the Council and the applicant, together with any other parties who may be involved in the delivery of specific infrastructure. Contributions agreed as part of the S106 Agreement can only be spent on these services and facilities specified in the S106 Agreement. Monies cannot be diverted to other facilities or areas. For the foreseeable future this how we will continue to secure infrastructure provision. However, another option is for the Council to introduce a Community Infrastructure Levy (or CIL), whereby the Council would specify the amount of money which would be charged for different types and sizes of development. This money would then be used to pay for identified new infrastructure. A CIL would have to go through a separate, detailed process including a public examination. We will consider whether to adopt a CIL approach once this Local Plan is adopted.

COMMUNITY AND CULTURAL FACILITIES

- 9.10 Local shops, community facilities, pubs, cultural buildings, places of worship and other services provide the infrastructure required to meet the everyday needs of communities, which reduces the need to travel and provides opportunities for social interaction helping to maintain active and socially inclusive communities. Generally a community facility is a building or space where community led facilities for community benefit is the primary use. They can include cultural facilities such as public libraries and museums. It is also viewed that community safety is a form of community infrastructure.
- 9.11 Access to community facilities is important for both urban and rural communities. Community facility provision needs to reflect the needs of the population both existing and new and also reflect how the population will change over time, this particularly important giving the ageing population of the district.

Policy IF2: Community and Cultural Facilities

The loss of key services and facilities will be resisted unless an appropriate alternative is provided, or there is demonstrable evidence that the facility is no longer required and/or viable and that suitable alternative community uses have been considered.

Community and cultural services and facilities should be retained and wherever possible improvements facilitated to the quality, accessibility and levels of provision by:

- a) Supporting the development of new community and cultural services and facilities where deficiencies in provision would be addressed, provided that**

adverse impacts on the environment and the settlement concerned can be avoided or mitigated;

- b) Allowing the expansion/ or enhancement of existing community and cultural facilities to assist continuing viability, particularly in areas where new development will increase the demand for facilities**
- c) Guarding against the loss of land or buildings belonging to existing facilities wherever possible to ensure sites are retained for other form of community or cultural use. Should the loss of a facility result in an equally beneficial replacement or enhanced existing facility for the local community consideration will be given to this matter.**

New development will be required to provide or contribute to community facilities and other local services to enhance communities and the residential environment, as part of the development, or if appropriate off-site, where no facilities exist or where existing facilities are deficient.

9.12 The loss of local services or facilities can have a serious impact upon people's quality of life and the overall vitality and sustainability of communities. With an ageing population access to locally based services will become increasingly important. The council will require that proposals demonstrate that a particular facility or service is no longer viable and explain the options that have been investigated to maintain the facility or service. In relation to commercial services, such as public houses and shops. marketing of the property for a minimum of 6 months with an appropriate price will be required. For other types of facilities, appropriate forms of evidence maybe the internal processes that have been undertaken by the disposal bodies when identifying the future role of the facility.

9.13 The Localism Act 2011 introduced the Community Right to Bid; this allows communities and parish councils to nominate a facility or land for listing as an asset of community value. An asset can be listed if its principal use furthers their communities' social well-being or social interests and is likely to do so in the future. If a listed asset comes to be sold, a moratorium on the sale of up to six months maybe invoked providing the local community with a better chance to raise finance, develop a business and to make a bid to buy the asset on the open market, in order to save the asset that they value. However it should be noted that the seller doesn't have to sell to the local community. The register of community assets can be viewed on the council's website.

OPEN SPACES AND SPORT AND RECREATION

9.14 It is important that local communities have access to high quality open spaces and opportunities for sport and recreation as this makes an important contribution to the health and well-being of communities. Open spaces can provide benefits for

recreation and biodiversity and contribute to the wider network of Green Infrastructure. Open space can provide for a range of users and uses, and can comprise for example, parks and gardens, informal recreation areas, outdoor sports facilities, and equipped play areas and allotments. It is therefore important to both protect our existing open spaces and sport and recreational facilities but to also improve provision, either through new or enhanced facilities.

- 9.15 There are various national standards of provision which relate to the different types of open space. For example, the National Society of Allotment and Leisure Gardeners (NSLAG) has produced a national allotment standard for a minimum provision of 20 standard plots of 250 square meters per 1,000 households or 0.5 ha per 1,000 household.
- 9.16 The Fields in Trust (FIT) recommend benchmark standards for playing fields as part of the 'Planning and Design for Outdoor Sport and Play', which concludes that the total recommended standard for outdoor sport is 1.6ha per 1,000 population. In addition to the quality standards the document also recommends standards for children's playing space, for 0.8ha of children's play space is recommended per 1,000 population. This is then split into 0.25 ha of designated equipped play space and a further 0.55 ha of informal playing space.
- 9.17 In addition work undertaken on a Playing Pitch Strategy and Sports Facility Modelling will be used to inform and understand the need for indoor and outdoor sports facilities for our local communities.

Policy IF3: Open Space, Sport and Recreation facilities

- (1) In order to meet the needs of the community, provision of open space, sport and recreation facilities will be sought as part of new housing development of 50 or more dwellings having regard to:**
- (a) The scale of the proposed development and the mix and type of dwellings to be provided;**
 - (b) The nature and scale of existing open space, sport and recreation provision within the locality of the proposed site;**
 - (c) The likely population characteristics resulting from the proposed development as well as that of the existing population in the locality;**
 - (d) Local evidence of need , including (but not limited to) a Playing Pitch Strategy, open space assessment of need or equivalent sources**
- (2) Any open space, sport and recreation provision should be designed as an integral part of the proposed development in accordance with Policy S5 in respect of Design**
- (3) Provision of open space, sports and recreation facilities should be located**

on-site unless off-site or partial off-site contribution would result in an equally beneficial enhancement to an existing open space, sports and /or recreation facility which is of benefit to the local community.

Loss of Open Space

(4) In assessing the appropriateness of development which would result in the loss of a site which at the time the development proposes is considered, is an open space, sports or recreation facility within the Limits to Development, the following principle will be taken into consideration:

(a)The developer/ applicant will need to provide clear evidence that the open space, sports or recreation facility is surplus to the applicable quantitative standard;

(b)The loss of the open space , sports or recreation facility results in an equally beneficial replacement or enhanced existing facility for the local community;

(c)The loss of the open space, sports and recreation facility is for the purpose of providing an ancillary development which improves the functioning, usability or viability of the open space, sport and recreation uses e.g. changing rooms, toilets, assembly and function uses.

(d)The loss of the open space, sports or recreation facility will not result in the fragmentation or isolation of a site which is part of a green infrastructure corridor.

(5) Proposals involving the potential loss of an open space, sports or recreation facility outside of the limits to development will be considered under the provisions of the Countryside policy (Policy S4).

(6) Any proposals resulting in a loss of an open space, sports or recreation facility should be able to clearly demonstrate that the facility is not only currently surplus to requirements, but taking into account the population needs of the community over the plan period.

Further guidance will be set out within a Supplementary Planning Document to be prepared by the Council.

9.18 We will have regard to the national standards referred to above when assessing the need for new or enhanced provision as part of new housing proposals. However, we also need to have regard to a range of other factors as it is not a case of 'one size fits all'. For example, the size and type of properties being provided will influence the type and amount of open space which may be needed; family homes are more likely to require more open space than one where the development is aimed at more elderly

people. Similarly there may already sufficient provision in the locality such that further provision is not required or is limited.

TRANSPORT INFRASTRUCTURE

- 9.19 Economic growth relies on an effective and efficient transport system to move goods and people from one place to another. Land use and transport must be planned together to give people genuine choice of travel and so reduce the number of journeys using private cars. New and improved transport infrastructure, and making the best use of existing infrastructure, is vital to achieving the objective of sustainable development.

Policy IF4: Transport Infrastructure and new development

- (1) The Council, working with the highway authorities, will ensure that development takes account of the impact upon the highway network and the environment and incorporates safe and accessible connections to the transport network to enable travel choice for residents and commuters. In assessing proposals regard will be had to any Transport Assessment/Statement and Travel Plan prepared to support the application.**
- (2) New development will be expected to contribute towards improvement of the following where there is a demonstrable impact as a result of the proposed development:**
 - (a) The provision of cycle links within and beyond sites so as to create a network of cycleways across the district, including linkages to key Green Infrastructure**
 - (b) The provision of public footpath links within and beyond sites so as to enhance the network of footpaths across the district, including linkages to key Green Infrastructure**
 - (c) The provision of new public transport services, or the enhancement of existing services, to serve new developments so that accessibility by non-car modes is maximised**
 - (d) Strategic road improvements**
 - J22 of M1
 - J13 of A42
 - (e) Local road improvements**
 - the A511 corridor between J22 of the M1 and J13 of the A42

- 9.20 The NPPF places considerable emphasis upon ensuring that new development is “located where the need to travel is minimised and the use of sustainable transport modes can be maximised”. Our settlement hierarchy (Policy S3) seeks to reduce the need to travel by locating development in the most sustainable locations. The policy above seeks to ensure that new development considers and makes provision for access to new development by all modes of transport.
- 9.21 The provision of cycling and walking links within and beyond a development should be an important element in the design of the development and so should be an integral part of the design process.
- 9.22 It is recognised that access to new development by private car will remain essential. Whilst the district council is not the highway authority, the impact of development upon the highway network is an important consideration in determining proposals for new development. For motorways and trunk roads the highway authority is the Highways Agency, whilst for all other roads Leicestershire County Council is the highway authority. As part of the preparation of this Local plan and in determining planning applications we consult and work with the two authorities.
- 9.23 Leicestershire County Council’s third Local Transport Plan (LTP3) provides the transport policy framework for North West Leicestershire. This sets out how they will seek to ensure that transport continues to play its important role in helping Leicestershire to continue to be a prosperous, safe and attractive County and covers the period 2011-2026.
- 9.24 The LTP3 is made up of a long-term transport strategy supported by a rolling three year Implementation Plan, the second of which runs from 2014-2017. This identifies a range of actions that impact upon North West Leicestershire, including:
- Various low cost schemes to deal with congestion and parking issues around Coalville Town Centre;
 - Implementation of schemes around Coalville as part of the Government’s Local Sustainable Transport Fund; and
 - Various schemes to resolve safety issues or as routine maintenance

Travel Plans, Transport Assessments and Statements also form part of the decision-making process.

- 9.25 A number of key highway improvement schemes have been identified (through the LTP3 and work in preparing this local plan) which both impact on and are impacted by new development, particularly in the Coalville urban Area and Ashby de la Zouch. These include Junction 22 of the M1 and junction 13 of the A42 as well junctions along the A511 corridor between these two junctions. In addition, it is recognised that the Hugglescote crossroads requires improvements. A further significant piece of transport infrastructure in the district is the construction of the Kegworth Bypass that will accompany the East Midlands Gateway – Strategic Rail Freight Interchange (SRFI).

RAIL INFRASTRUCTURE

- 9.26 There are no passenger rail services in North West Leicestershire although a freight-only rail line connects Leicester with Burton-on-Trent via Coalville and another within the district that runs from Long Eaton to Willington.
- 9.27 The Government believes that a national high speed rail network offers a once-in-a-generation opportunity to transform the way we travel in Britain. On 28 January 2013, the Secretary of State for Transport announced the preferred route and stations for extending High Speed Rail line (HS2) routes beyond Birmingham to Manchester and to Leeds (known as phase 2). The initial proposed route for the Birmingham to Leeds leg of HS2 passes through North West Leicestershire. It mainly follows the A42 corridor and then through a tunnel under the East Midlands Airport and across the M1 and River Trent Valley to a new station at Toton near Long Eaton.
- 9.28 A decision on HS2 is expected later in 2016. At the present time it does not have any formal planning status.

Policy IF5: Leicester to Burton rail line

The Council will support the provision of public transport services on the Leicester to Burton rail line.

New development will not be permitted which would prejudice the route of the Leicester to Burton rail line.

The provision of stations, together with ancillary car parking and facilities such as platforms and shelters, at appropriate locations, including Coalville and Ashby de la Zouch, will be supported.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted. In addition, development will not be permitted until a second 'development window' for the Developer Contributions Scheme has been agreed.'

- 9.29 The Leicester to Burton rail line closed to passenger traffic in the 1960's. In the early 1990's it was proposed to re-open the line to passenger services (initially promoted as the Ivanhoe Line) linking Loughborough to Derby via Leicester and Burton on Trent. The project was split into two stages and Ivanhoe Stage I was implemented in May 1994 running between Loughborough and Leicester. The Stage II section between Leicester and Burton on Trent was not progressed partially due to rail privatisation in the mid 1990's, and structural alterations in the make-up of the UK rail industry. Following a scheme re-appraisal in October 1996, which concluded there would be an annual operating deficit of £0.8million, the project was not progressed any further.

- 9.30 In response to planned housing growth west of Leicester and the potential to increase passenger traffic on the line, Leicestershire County Council commissioned a study in 2009 to give an indication of the impact of growth on the viability of a reopened line (now referred to as the National Forest Line). The re-appraisal concluded that the scheme would not be good value for money and that the project would be unlikely to cover its operating costs without some form of ongoing subsidy.
- 9.31 In view of the time that had elapsed since this study the District Council together with the County Council commissioned further work in 2015 to look at the potential for the re-introduction of a passenger rail service along the former route. The study once again concluded that such a service would not be viable without a significant public subsidy. Nevertheless, the re-instatement of passenger services on the National Forest Line has been a long-term ambition of North West Leicestershire District Council and remains as such, although it is recognised that this may need to take the form of some other form of public transport rather than traditional rail.
- 9.32 As part of the Council's response to the proposals for HS2 the Council has requested that consideration be given to the potential for re-opening the Leicester to Burton line. A decision on HS2 is expected later in 2015. Even if the current route is confirmed and it is agreed to re-open the Leicester-Burton railway to passenger traffic it is likely that it would be some time before it came operational.

ASHBY CANAL

- 9.33 The Ashby Canal is a 31-mile (50 km) long canal which connected the mining district around Moira with the Coventry Canal at Bedworth in Warwickshire. It was opened in 1804 to convey coal and limestone from the extensive deposits in the Ashby Wolds. The canal suffered from mining subsidence during the first half of the 20th century, and was progressively closed to the current terminus at Snarestone in 1966.
- 9.34 Leicestershire County Council is now leading the restoration of the Ashby Canal from its current terminus at Snarestone to the Heart of the National Forest at Moira.

Policy IF6: Ashby Canal

Development which would prejudice the restoration of the Ashby Canal and its historic route, as identified on the policies map, or the provision of canal side facilities will not be permitted.

The reconstruction of the Ashby Canal from Snarestone to Measham, to include the construction of a new canal wharf at Measham, is supported.

The principle of the provision of an alternative route for the Ashby Canal will be supported where it can be demonstrated that the existing historic route is no longer appropriate.

- 9.35 To date the northern section of the canal has been restored from Moira to Donisthorpe and links Conkers, Moira Furnace and Donisthorpe Country Park in an area that is developing as a tourist destination.
- 9.36 Restoration is now focused on extending the current terminus of the canal from Snarestone northwards for a distance of 4.5km to a new canal wharf at Measham. The power to acquire the necessary land and to construct and maintain the canal was provided in October 2005 when the Secretary of State for the Environment, Food and Rural Affairs confirmed the Leicestershire County Council (Ashby de la Zouch Canal Extension) Order made under the powers of the Transport and Works Act 1992. In making the Order the Secretary of State noted that “the scheme is consistent with national, regional and local policies, would contribute significantly to regeneration objectives and would produce considerable economic, environmental and social benefits”.
- 9.37 The main objectives of the next phase of restoration are to:
- Advance and accelerate continuing economic regeneration of the area and contribute to rural diversification and social inclusion through opportunities for employment, leisure, recreation, learning and skills.
 - Provide a green gateway to the National Forest and develop and link the recreational tourism facilities.
 - Improve the environmental quality of the area.
 - Provide a recreational, cultural and social resource for the local community.
 - Connect Measham, and ultimately Moira, to the national waterways network.
- 9.38 Since the Transport and Works Order was made in 2005 a great deal has been achieved; the necessary site investigations and studies have been carried out, planning requirements have been met, land acquisition has been secured and development proposals have been prepared. The first phase of construction, the Snarestone connection and the first of three nature reserves was completed in August 2009. The restored section has since been extended to 600 metres with a new bridge and temporary terminus completed in 2015. The canal is proposed to be constructed in further phases northwards to Ilott Wharf and then to Measham. Ultimately it is proposed to extend the canal further north from Measham to connect to the restored canal at Donisthorpe.
- 9.39 The Ashby Canal Trust has since proposed an alternative route option for the Ashby Canal. Advantages of this alternative route include a shorter route, a lot of which is on Leicestershire County Council land, as well avoiding most of the areas where there is uncertainty over mining subsidence. Detailed work, such as consultation and feasibility, has not been carried out on this option, and has not been identified as the chosen route. However the above policy has been worded to allow for the support of an alternative route to the existing historic and identified route, should this be an option that is ultimately pursued further by the Ashby Canal Trust.

PARKING AND NEW DEVELOPMENT

- 9.40 The availability of car parking can have a significant effect on people's choice of transport. It is important to ensure that parking provision in new developments is designed to meet expected demand whilst making the most efficient use of land and maintaining the principles of sustainable development.
- 9.41 Given the rural nature of the District and the limited availability of public transport in parts of the District, it is considered inappropriate to under-provide for parking. Insufficient parking associated with new development can lead to inappropriate parking on streets and verges creating highway safety problems and unsightly environments.
- 9.42 The promotion of cycling as a travel opportunity is part of the drive to promote alternatives to the private car and encourage more sustainable means of travel. Therefore improvements to the provision, safety, convenience and general environment for cycling by ensuring that the needs of cyclists are fully taken into account in the development process. To help promote cycle use the amount of good quality cycle parking needs to be increased. It is important therefore that secure cycle parking is provided as an integral part of new development.

Policy IF7: Parking provision and new development

- (1) Development should incorporate adequate parking provision for vehicles and cycles in order to avoid highway safety problems and to minimise the impact upon the local environment and should be designed so that it is an integral part of the development and does not dominate the public realm;**
- (2) In considering the provision of parking , both vehicles and cycling, as part of new development the Council will:**
 - (a) Have regard to local highway and parking conditions;**
 - (b) Have regard to the most up-to-date 6C's Design Guidance or equivalent issued by the County Highway Authority in respect of parking standards;**
 - (c) Have regard to any transport assessment/statement and travel plan associated with a proposed development and, in appropriate circumstances, agree to reduce the required car parking provision where the proposed development has, or is, proposed to have good access to other modes of transport;**
 - (d) In terms of cycle parking seek the minimum requirements specified in the 6C's Design Guidance (or equivalent issued by the County Highway Authority). Where it is not possible to provide cycle parking on-site a financial requirement will normally be sought towards providing public facilities where such provision is possible.**

- 9.43 The 6C's Design Guide provides the starting point for proposals which affect transport in the District and includes car parking standards to be applied in new developments, as well as advice on cycle parking provision.
- 9.44 In respect of housing developments developers are required to assess the likely demand for parking using a research method published by the Department for Local Communities and Government ([Residential Car Parking Research](#)). In assessing demand regard is to be had to various factors including car ownership levels and the size and type of housing to be provided.
- 9.45 Given the car ownership levels in the district as well as the low level of public transport and instances in the past where new developments have been dominated by cars parked on roads, due to the lack of off-street parking, the Council wish to ensure that new development creates attractive places to live and work and is not dominated by parked cars. Therefore, to ensure that car parking provision is adequate the provision of 2 car parking spaces per dwelling, increasing to 3 spaces per dwelling for four or more bed properties will be appropriate in many instances.
- 9.46 In respect of non-housing development the 6C's Guidance sets out the normal parking requirements for those developments over identified thresholds. This is set out at Appendix 4 of the Local Plan for information purposes. For developments below the threshold, the standards contained in the document Highway Requirements for Development (HRfD) will continue to be applied as the normal maximum standards.
- 9.47 We will seek to improve the quality of car parking in the district's town centres to ensure it is convenient, safe and secure. To enable us to do this there is currently a review underway of town centre car parking provision. We will use the results of the review to identify where and what improvements are required.
- 9.48 In any new development it is important that car parking is sensitively designed in order to not be obtrusive or damaging to the character of an area or the development and should be an integral part of the design process.

10 ENVIRONMENT

INTRODUCTION

- 10.1 The NPPF recognises the need to ensure that planning contributes to conserving and enhancing the natural environment, including valued landscapes and areas of biodiversity and geological importance.

GREEN INFRASTRUCTURE

- 10.2 Different types of high quality green spaces and connections between them are known as 'Green Infrastructure'. Green Infrastructure is used for recreation and leisure, provides routes for walking and cycling, supports wildlife and helps us to manage flooding.

- 10.3 Green Infrastructure is important because it can provide many social, economic and environmental benefits close to where people live and work including:

- Places for outdoor relaxation and play
- Space and habitat for wildlife with access to nature for people
- Climate change adaptation – for example flood alleviation – they also counter the 'heat island' effect in urban areas by cooling the heat retained in buildings and streets
- Improving air quality
- Environmental education
- Local food production – in allotments, gardens and agriculture
- Improved health and well-being – lowering stress levels and providing opportunities for exercise
- Attract economic investment

- 10.4 It is therefore important that Green Infrastructure is upgraded and expanded in line with any growth, in the same way that grey infrastructure (e.g. roads and sewers) is required to be developed or enhanced in line with the community's needs. This is allowed for in policies IF1 and IF3. Policies En1 to En6 set out our approach in respect of specific aspects of the Green Infrastructure network.

- 10.5 The Government has declared its intention to give local communities the power to designate green spaces valued by local people; local green spaces are a way to provide special protection against development.

- 10.6 Local Green Spaces can be designated through either local or neighbourhood plans, providing that they meet the criteria set out within paragraph 77 of the National Planning Policy Framework. We do not propose to designate any Local Green Spaces as part of this Local Plan but instead leave such designations to be considered as part of Neighbourhood Plans.

NATURE CONSERVATION

- 10.7 The 2011 White Paper 'The Natural Choice' highlighted the important role a healthy, properly functioning natural environment has in sustained economic growth, prosperous communities and personal wellbeing. This is recognised in the NPPF, which seeks to minimise the potential impacts of development on areas of biodiversity importance and, where possible, achieve net gains in biodiversity.

Policy En1: Nature Conservation

- (1) Proposals for development will be supported which conserve, restore or enhance the biodiversity in the district.**
- (2) Where a proposal for development would result in significant harm to one of the following and which cannot be avoided, or mitigated or compensated for, then planning permission will be refused:**
 - **Special Areas of Conservation (SAC);**
 - **Sites of Special Scientific Interest (SSSI)**
 - **Local and Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS)**
 - **Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and candidate Local Wildlife Sites (cLWSs) which meet the Leicester, Leicestershire and Rutland LWS criteria;**
 - **Local and National Biodiversity Action Plan-related (BAP) priority habitats;**
 - **River corridors;**
 - **Irreplaceable habitats (defined as Ancient woodlands; Mature plantation or secondary woodland; Species –rich ancient hedgerows; Aged or veteran trees; Species –rich neutral grassland; Acid grassland and heath grassland; Dry and wet heathland; Bogs and Sphagnum pools and Rock outcrops)**
- (3) New development will be expected to maintain existing ecological networks, hotspots and landscape features (such as water courses and waterways, disused railway lines, trees and hedgerows) for biodiversity, as well as for other green infrastructure and recreational uses.**
- (4) Where a proposed development would attract additional visitors to an area or facility it should be demonstrated how any potential impact upon an area or feature of biodiversity interest will be managed as part of the new development.**
- (5) The use of Sustainable Urban drainage Systems (SUDs) to create wetland and**

marshland habitats will be encouraged subject to the provisions of Policy Cc4

(6) We will prepare a Supplementary Planning Document to provide more guidance on this issue.

- 10.8 Biodiversity information about the District is available from the Leicestershire and Rutland Environmental Records Centre (LRERC). LRERC can also provide information about the status of protected species in the District.
- 10.9 There are 17 Sites of Special Scientific Interest (SSSIs) within the district, of which 2 have further designations; Charnwood Lodge, which is also a National Nature Reserve, and the river Mease, which is also a Special Area of Conservation.
- 10.10 New sites are still being identified and this will continue; especially post –industrial and former mineral land, which can naturally regenerate very quickly after activity ceases.
- 10.11 An Ecological Network report for North West Leicestershire has also been prepared. This was a comprehensive survey of the area, attempting to categorise all land parcels. This also revealed clusters and groups of designated sites in areas of high biodiversity value and low intensity management. These clusters form the ‘hotspots’ and ‘stepping stones’, which are the main areas for priority nature conservation and are linked to a variety of wildlife corridors such as hedges, watercourses, canals, railways and roads.
- 10.12 It is important to look beyond the boundaries of the development site to identify corridors that link habitats in the site, to those outside. The priority for retention of hedges and other habitats within the site should be:
- Those that have connectivity beyond, the site;
 - Those that link to important habitats within for foraging bats and birds
 - Those that are species rich and or meet the local wildlife criteria
- 10.13 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 (cRIGS). RIGS and cRIGS do not have statutory protection but are encouraged to be protected in the planning process.

RIVER MEASE SPECIAL AREA OF CONSERVATION

- 10.14 Special Areas of Conservation (SACs) are areas which have been given special protection under the European Union’s Habitats Directive. They provide protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world’s biodiversity.

- 10.15 The river Mease SAC includes the river Mease and its tributaries, parts of which are in North West Leicestershire although it also encompasses parts of Staffordshire and Derbyshire as well. The North West Leicestershire Parishes wholly located within the River Mease Catchment include Ashby Woulds, Oakthorpe and Donisthorpe, Chilcote, Stretton en le Field. Appleby, Measham, Packington and Snarestone. The following Parishes are partly located within the catchment – Ashby Town, Coleorton, Heather, Normanton le Heath, Ravenstone and Swepstone.
- 10.16 The SAC is also a Site of Special Scientific Interest (SSSI).
- 10.17 Survey work carried out by the Environment Agency revealed that the quality of the water in the river was poor, mainly due to high phosphorous levels. Agriculture contributes to the phosphate issues from organic (farm yard manure) and inorganic (manmade fertilisers). These can directly end up in watercourses via different pathways or when soil with phosphate and other nutrients bound to it are washed into a watercourse.
- 10.18 We have worked with a range of partner organisations (The Environment Agency; Natural England; Severn Trent; South Derbyshire District Council; and Lichfield District Council) to address this problem, including plans and strategies which will allow development to take place within the river Mease catchment area whilst ensuring that the integrity of the river Mease is protected. The policy below reflects the approach we have agreed together.

Policy En2: River Mease Special Area of Conservation

- (1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the river Mease Special Area of Conservation.**
- (2) In order to achieve this, new development within the River Mease catchment will be allowed where:**
- (a) There is sufficient headroom capacity available at the Wastewater Treatment Works to which it is proposed that flows from the development will go; and**
- (b) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme.**
- (3) In the event that there is no headroom capacity available at the appropriate wastewater treatment works, or exceptionally where as part of the development it is proposed to use a non-mains drainage solution for the disposal of foul water and this is supported by the Environment Agency, development will only be allowed where it can be demonstrated that the**

proposed development, on its own and cumulatively with other development, will not have an adverse impact, directly or indirectly, upon the integrity of the river Mease Special Area of Conservation.

- 10.19 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 (both surface and foul water).
- 10.20 Unless an applicant can demonstrate no adverse impact on the River Mease SAC, a planning application must be refused.
- 10.21 A Water Quality Management Plan (WQMP) identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the Conservation Objectives for the SAC and is brought back into favourable condition.
- 10.22 In addition, a Developer Contribution Scheme (DCS1) was adopted by the District Council on 22 November 2012. This sets out the level of financial contribution expected from new developments within the river Mease catchment. These contributions are to be used to implement measures in the WQMP designed to reduce phosphorous levels thereby ensuring that new development does not lead to deterioration in water quality, or cause a net increase in phosphorous levels.
- 10.23 The DCS estimates the amount of phosphorous likely to be generated by new development. This is used to create a 'Development Window' – the total amount of phosphorous which will need to be removed from the river Mease via a range of measures to ensure that new development will not adversely impact upon the SAC. These measures are to be funded by contributions from new development. The contribution will depend on the number of properties built, their size and the water efficiency of each new home. Commercial developments will also be expected to pay a contribution dependent on the size and scale of the development proposed.
- 10.24 The first Development Window was set at 700 grams of phosphorous per day which equates to 2,400 3 bed dwellings. As the amount of phosphorous from new development is now approaching the capacity of the Development Window, a second Development Window has been identified. A DCS2 has been prepared and is currently going through the process of consultation before being adopted by the relevant local authorities. Once adopted DCS2 will ensure that there is sufficient capacity available to accommodate the development proposed in this Local Plan without affecting the integrity of the river Mease SAC.

- 10.25 As noted in DCS2 there is now agreement by Severn Trent, the Environment Agency and Natural England that in order to meet the conservation objectives the most effective long term solution involves pumping all sewage effluent out of the catchment. This will not be funded by new development and will need to be included in Severn Trent's period review in 2019. This will need to be approved by OFWAT. When pumping out has been achieved this will mean that future development will not need to be restricted in terms of numbers as has been the case over the last few years.
- 10.26 The implementation of the DCS and the WQMP are overseen by a Programme Board comprising of representatives from the partner organisations who will also be responsible for subsequent reviews and amendments as deemed necessary.

THE NATIONAL FOREST

- 10.27 The National Forest covers 52,000 hectares of the Midlands and includes parts of Derbyshire, Leicestershire and Staffordshire. It was established in the 1990's to transform the landscape and link two ancient woodlands - Charnwood Forest on its eastern fringe and Needwood Forest to its west. At December 2014 there was some 20% woodland cover, but the aim is to increase cover to about a third of all the land within the National Forest boundary.
- 10.28 The creation of the National Forest is overseen by The National Forest Company which is responsible for the production, implementation and monitoring of the National Forest Strategy.
- 10.29 About 56% of North West Leicestershire lies within The National Forest; this includes the Coalville Urban Area, and the Rural Centres of Ashby de la Zouch, Ibstock and Measham.
- 10.30 In addition to enhancing the physical appearance of the landscape, The National Forest also provides a range of other benefits including enhanced biodiversity; recreation, leisure, tourism and economic opportunities. It also provides a "carbon sink" which helps store CO₂; forest carbon sinks are considered the best natural mitigation measure against global warming. There is also evidence that woodland creation and woodland management can help in reducing flood flows, particularly in smaller catchments
- 10.31 One of the main ways of increasing woodland cover across the National Forest has been to include tree planting as part of new developments, both on- and off-site in accordance with National Forest Planting Guidelines. This helps to create an attractive forest setting for the development as well as green space for the local community. We will continue with this approach and applicants are advised to discuss their proposals with the National Forest Company as part of their pre-application preparations. Furthermore the National Forest is not just about planting woodlands but increasing tree cover within urban areas; large trees with space to grow are required for community wellbeing and health as well as for their intrinsic beauty and cultural

heritage. We will also work with The National Forest Company and others to exploit other ways of providing additional planting and to help deliver The National Forest Strategy 2014-24.

- 10.32 The National Forest Charitable Trust is a charity which aims to create a vibrant heart in the midst of The National Forest. This will include a 400 hectare woodland park, in which Conkers has already been created, with opportunities for walking, cycling and discovery in the emerging woodland environment.

Policy En3: The National Forest

(1) Within the area of the National Forest, as defined on the Policies map, North West Leicestershire District Council will work with The National Forest Company, other local authorities and partners to:

- (a) Provide opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including overnight accommodation;**
- (b) Create an attractive, sustainable environment;**
- (c) Enhance its role as a natural carbon sink;**
- (d) Provide a range of leisure opportunities for local communities and visitors; and**
- (e) Achieve the National Forest Company's woodland cover target**

(2) 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 in place at the time an application is determined. Landscaping will generally involve resilient woodland planting, but can also include the creation and management of other appropriate habitats, open space provision associated with woodland and the provision of new recreational facilities. Landscaping does not just include woodland planting and the appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents.

(3) 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.

(4) Within the National Forest new development should ensure that:

- (a) the siting and scale of the proposed development is appropriately**

related to its setting within the Forest, and

(b) the proposed development respects and does not adversely affect the character and appearance of the wider countryside.

(5) 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.

CHARNWOOD FOREST

- 10.33 Charnwood Forest is a distinctive area of rugged upland landscape towards the north-west of Leicester. It is valued for its geological importance, rich biodiversity, landscape beauty, historical importance, and recreational role. It is also a traditional working landscape with a high proportion of land in agricultural use and, in some parts of the area, mineral working.
- 10.34 About 8% of it lies in North West Leicestershire. The area is surrounded by growing urban centres such as Leicester, Loughborough and Coalville, as well as by other smaller settlements. It is therefore exposed to the pressures which this growth brings. However, development could also provide opportunities to improve parts of the area and develop stronger green links to the surrounding towns, villages and landscapes, and linkages beyond this to other green areas such as the National Forest.
- 10.35 Previous strategic plans and the existing local plan all have recognised the importance of the area due its unique character and appearance. The former East Midlands Regional Plan recognised the importance of the Charnwood Forest as key Green Infrastructure asset and proposed the creation of a Charnwood Forest Regional Park.
- 10.36 A Charnwood Forest Regional Park Steering Group has been established comprising of the North West Leicestershire District Council, Leicestershire County Council, Charnwood Borough Council, Hinckley & Bosworth Borough Council and other key stakeholders such as the National Forest Company, Natural England and the Leicestershire Local Access Forum. This has agreed a vision for the Charnwood Forest Regional Park. The agreed vision is that “The unique natural and cultural heritage features of the Charnwood Forest will be managed and promoted through the Charnwood Forest Regional Park. The Regional Park will be recognised as an essential part of the growing communities in the Derby, Leicester and Nottingham area, now and in the future”.

- 10.37 To achieve the Vision, the overall aim is the retention, enhancement and, where necessary, protection, of the resource and its important landscape, ecological, geological and historical features, to maintain the integrity of the Charnwood Forest.
- 10.38 A detailed landscape appraisal has been undertaken to define the extent of the Regional Park in landscape terms. The boundary results in some parts of the Coalville Urban Area being within the Regional Park.
- 10.39 The Charnwood area is recognised as one of a number of National Character Areas which cover North West Leicestershire. The National Character Area profile for the Charnwood Forest recognises that “There is great scope to build on and support the partnership work of the Charnwood Forest Regional Park to protect and enhance this area, and the work of The National Forest in promoting sustainable woodland management and extending woodland (where appropriate)”.
- 10.40 It is not the intention that the Charnwood Forest Regional Park should be a barrier to new development in its own right. Therefore, the provisions of the policy below have to be read in conjunction with the countryside policy (Policy S4). Instead we want to maintain the traditional working landscape of Charnwood Forest while supporting rural diversification that encourages sustainable tourism. In some areas mineral workings are a part of this landscape (for example at Bardon Quarry) and can provide biodiversity, geodiversity and access opportunities.
- 10.41 It is important that the design and construction of any new development which is considered to be appropriate should pay particular attention to the need to maintain and enhance the character and appearance of the area.
- 10.42 That part of the Charnwood Forest which is in North West Leicestershire is also within the National Forest. The aim of increasing woodland coverage across The National Forest may not always be appropriate within the Charnwood Forest having regard to landscape character and biodiversity. In these instances, the provision of alternative habitats or the protection/enhancement of existing habitats will be expected in lieu of the woodland creation expected by Policy En3.

Policy En4: Charnwood Forest Regional Park

- (1) 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 protect and enhance the landscape, biodiversity, natural history and cultural heritage of the Charnwood Forest Regional Park (CFRP).**
- (2) Priority will be given to those proposals that:**
- (a) Maintain the traditional working landscape of the forest, particularly those which involve farming or rural diversification or tourism, including green tourism initiatives;**

- (b) Enhance the biodiversity of the CFRP, consistent with the aims of the Charnwood National Character Area profile (SEO3);
 - (c) Provide new recreation facilities appropriate to the character of the area; and
 - (d) Provide access to and from the rural areas into and within the Regional Park by non-vehicular means.
- (3) Any new development within the CFRP will be expected to respect the character and appearance of area in terms of design and materials used.

AREAS OF SEPARATION

10.43 It is important to ensure that individual settlements retain their own character and identity. This is recognised in the Countryside policy (policy S4) where the potential impact upon the separation between settlements is an important consideration in determining proposals for development. However, in the Coalville Urban Area there are two large, open, undeveloped areas of land which are within the Limits to Development and not subject to the countryside policies, as they are surrounded by built development, but which perform a very important role in maintaining the physical separation between Coalville and Whitwick. Development in this area, if permitted, would result in the physical coalescence of Coalville and Whitwick and the loss of the separate identity of the two settlements. Therefore, these open areas are identified as Areas of Separation and subject to the policy below.

Policy En5: Areas of Separation

- (1) Land between Coalville and Whitwick, as identified on the Policies Map, is designated as an Area of Separation where only agricultural, forestry, nature conservation, leisure and sport and recreation uses will be allowed. Any other proposed uses will need to demonstrate why they cannot be accommodated elsewhere within the District.
- (2) Development will not be permitted which, either individually or cumulatively, would demonstrably adversely affect or diminish the present open and undeveloped character of the area.

LAND AND AIR QUALITY

10.44 The NPPF advises that in meeting development needs planning should “prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”.

10.45 Policy En 6 sets out our approach to ensure that the aim of the NPPF is achieved.

Policy En6: Land and air quality

Proposals for development on land that is (or suspected of being) subject to land instability issues or contamination, or is located within the defined Development High Risk Area or within or close to an Air Quality Management Area or close to a known source of noise will be supported where:

- (a) A planning application is accompanied by a detailed investigation and assessment of the issues; and**
- (b) Appropriate mitigation measures are identified which avoid any adverse impacts upon the site or adjacent areas, including groundwater quality.**

Development should avoid any adverse impact upon soils of high environmental value (for example wetland and other specific soils) and ensure that soil resources are conserved and managed in a sustainable way.

- 10.46 North West Leicestershire has a long history of coal mining and heavy industry. This has left a legacy of potential land instability and contamination issues. The Coal Authority has defined a 'Development High Risk Area' that covers most of the district. In this area the potential land instability and other safety risks associated with former coal mining activities are likely to be greatest. They include, for example, areas of known or suspected shallow coal mining, recorded mine entries and areas of former surface mining. Other than householder developments and those exceptions as identified on the Coal Authority's exemptions list, all new development proposals within the defined Development High Risk Area must be supported by a Coal Mining Risk Assessment, or equivalent, in order to identify any potential risks to the new development and any required remediation measures required. These assessments must be carried out by a suitably qualified person to the current British Standards and approved guidance.
- 10.47 The responsibility for determining the extent and effects of such constraints lies with the developer.
- 10.48 Groundwater provides a third of our drinking water in England and Wales, and it also maintains the flow in many of our rivers. It is crucial that we look after these sources and ensure that water is completely safe to drink.
- 10.49 Sometimes a proposed development may be located near to a known source of noise. Such noise could potentially impact upon the users of a proposed development, particularly residential development. It is important therefore to ensure that the likely impact is fully understood and, where necessary, mitigated to protect the future occupiers. Furthermore, implementing appropriate mitigation should ensure that an existing use is not subject to complaints in the future which could require the implementation of measures by the existing user at their expense.

10.50 The Council has a duty to assess the present and future air quality of the area in relation to the requirements of the National Air Quality Strategy and to identify the main sources of the pollutants affecting air quality. Within the district there are five Air Quality Management Areas (AQMAs):

- M1 Mole Hill Kegworth;
- High Street Kegworth;
- Stephenson Way/Bardon Road Coalville;
- High Street/Bondgate Castle Donington and
- Copt Oak Road Copt Oak.

10.51 An annual assessment and review of the AQMAs is undertaken and published. The planning system has an important role to play by ensuring that new development does not contribute or exacerbate existing air quality issues.

11 HISTORIC ENVIRONMENT

INTRODUCTION

- 11.1 The Council is committed to conserving the significance of designated and non – designated heritage assets, and the important contribution that they make to the quality of the environment so that they can be enjoyed by future generations. Once a heritage asset is lost it cannot be replaced.
- 11.2 Heritage assets are the valued components of the historic environment which have been identified as having a degree of ‘significance’ i.e. archaeological, architectural, artistic or historic. They can include for example buildings, monuments, sites, places, area or landscapes. Designated Heritage assets include listed buildings, conservation areas, World Heritage Sites, registered parks and gardens and scheduled monuments. The term heritage assets also cover those assets that have not been designated and afforded protection by separate legislation. The significance of these ‘non-designated heritage assets’ is a material consideration in determining planning applications as identified in the NPPF.
- 11.3 The NPPF defines significance as ‘the value’ of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage assets physical presence, but also from its setting.

HISTORIC ENVIRONMENT NORTH WEST LEICESTERSHIRE

- 11.4 The heritage of North West Leicestershire is characterised by pre-industrial settlements that range in size from hamlets to market towns; about twenty of these settlements have been designated as conservation areas. The Conservation Areas are mainly representative of rural, agricultural areas with traditional houses, cottages and farm buildings. Also represented are areas characterised by the industrial revolution (Measham Canal) Georgian Architecture (Ashby de la Zouch and Castle Donington) and country homes (Staunton Harold and Coleorton Hall). For example the District still shows signs of its industrial heritage including the Midland Railway signal box, former collieries, bridges and cottages.

There is also evidence of earlier settlement in the area, including an Iron Age hill fort at Breedon-on-the-Hill (‘The Bulwarks’) and a Roman villa near Lockington.

- 11.5 The landscapes at Coleorton Hall, Staunton Harold Hall and Whatton House are included on the national register of parks and gardens. The remains of farming practices on the landscape with evidence of ridge and furrow within Appleby Magna also make the local landscape an important heritage asset.
- 11.6 Ashby de la Zouch is the primary historic settlement in the district. The settlement core is a designated conservation area; it covers about 35ha and contains to date about 140 listed buildings, including six grade II* listed buildings. Castle Donington is

the secondary historic settlement in the district. The settlement core is a designated conservation area; it covers about 35ha and contains to date about 50 listed buildings.

- 11.7 North West Leicestershire is recognised for the survival of castles and moated sites, including the castles at Ashby-de-la-Zouch, Castle Donington and Whitwick and the moated manor houses at Appleby Magna and Hemington. It is also significant for the survival of religious houses including Grace Dieu Priory, Langley Priory and the Priory Church of St Mary and St Hardulph at Breedon-on-the-Hill.
- 11.8 Coal was mined in North West Leicestershire from the medieval period; early coal mining remains at Coleorton and Lount have been designated as scheduled monuments. North West Leicestershire is recognised for the survival of industrial structures including the Ashby Canal, Moira Blast Furnace and Snibston Colliery. The conservation of assets which reflect the districts industrial and coalmining heritage will be a particular priority for the Council.
- 11.9 There are also other key heritage assets that have not been designated that have not been designated that are still of significance to the architectural, social and cultural history of the district. A number of these important assets are listed on the Leicestershire Historic Environment (HER). The identification of these buildings or features of local importance is often supported by parish councils, civic societies and historic interest groups as part of the preparation of a local list. They are also set out within Conservation Area Appraisals.
- 11.10 There will be a particular focus on Coalville town centre as Historic England described Coalville in response to the consultation on the designation of the Coalville conservation area ‘as a good example of the type of commercial and industrial settlement that grew up rapidly in the nineteenth century following the discovery of coal, but which in Leicestershire is somewhat unusual. Its value is also an ensemble it is more than the sum of its parts due to the extent of survival. This significance has in certain areas been masked by later alterations to buildings, but this provides a rich seam of enhancement opportunities would help to facilitate’.
- 11.11 When looking to protect and enhance the historic environment and heritage assets there is the opportunity to help deliver on other objectives, such as economic development and tourism. Conservation and sustainable economic growth are complementary objectives and should not generally be in conflict with one another. Conservation can play a key part in promoting economic prosperity by ensuring that an area offers attractive living and working conditions that will encourage inward investment.
- 11.12 The Council has a key role to play in the protection, conservation and enhancement of the heritage assets that exist throughout the district by:

- Supporting proposals for planning permission and listed building consent where the historic environment and heritage assets are conserved and enhanced in line with their significance;
- The use of planning obligations to secure the enhancement of the significance of any heritage asset, where development might impact on that significance
- Adopting a Local List
- Undertaking and Implementing Conservation Area Appraisals and Management Plans and using up to date evidence when determining planning applications. The most up to date evidence can be viewed at http://www.nwleics.gov.uk/pages/conservation_information
- Making use of Article 4 Directions and Local Development Orders where appropriate.
- The use of grant schemes, as resources permit, to safeguard heritage assets at risk and encourage sympathetic maintenance and restoration of listed buildings and historic shop fronts
- Strengthening the distinctive character of the District including:
 - a) Conserving and enhancing the character and appearance of the historic market towns of Ashby de la Zouch and Castle Donington as well as its rural settlements such as Snarestone.
 - b) Recognising and protecting the District's industrial, transport and recreational heritage such as coalmining heritage, canals and spa heritage.
 - c) Protecting the rural character and landscape including historic landscape features such as ancient or mature woodland, and ridge and furrow field patterns.

Policy He1: Conservation and enhancement of North West Leicestershire's historic environment

(1) To ensure the conservation and enhancement of North West Leicestershire's historic environment, proposals for development, including those designed to improve the environmental performance of a heritage asset, should :

- a) **Conserve or enhance the significance of heritage assets within the district, their setting , for instance significant views within and in and out of Conservation Areas;**
- b) **Retain buildings, settlement pattern, features and spaces, which form part of the significance of the heritage asset and its setting;**
- c) **Contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship;**
- d) **Demonstrate a clear understanding of the significance of the heritage asset and of the wider context in which the heritage asset sits, and that it**

would not result in harm to the heritage asset or its setting;

Where harm results a clear convincing justification for any works is required.

(2) There will be a presumption against development that will lead to substantial harm to, or total loss of significance of a designated heritage asset. Proposals will be refused consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss or all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

(3) Where permission is granted, where relevant the Council will secure appropriate conditions and/or seek to negotiate a Section 106 Obligation to ensure that all heritage assets are appropriately managed and conserved.

(4) The district council will support development that conserves the significance of non-designated heritage assets including archaeological remains.

11.13 The Council will continue to produce and revise Conservation Area Appraisals for all designated conservation areas within the district. Conservation Area Appraisals offer an opportunity to identify ways in which their significance can be reinforced and strengthened. Such appraisal can help resist the removal of elements within the built environment which have a negative impact on surrounding heritage assets.

11.14 In certain areas including Staunton Harold conservation area and Lockington conservation area Article 4 directions to remove permitted development rights are adopted. A Local Development Order is in place for Coalville Town Centre to help facilitate the Coalville shop front improvement scheme, by streamlining the planning process.

- 11.15 At October 2015 there were 6 heritage assets listed on the Historic England Heritage at Risk Register. We will continue to monitor these and work with Historic England and other stakeholders to address the future of these buildings. The Risk Register includes grade I, grade II* and grade II places of worship, therefore a comprehensive survey of grade II listed buildings will be required at a district level.
- 11.16 The reuse of historic buildings for a use other than their original use represents a sustainable use of resources. However, it will be necessary to ensure that any physical changes to the fabric of the building do not detract from the heritage asset. Similarly, physical changes to a building designed to improve the buildings energy efficiency will also require careful attention in order to not detract from the quality of the heritage asset. There are opportunities in most historic buildings to improve energy conservation without causing harm through measures such as secondary glazing, improved loft insulation using natural materials, low energy lighting and the use of fuel efficient boilers.
- 11.17 Where conflict is unavoidable the benefits of energy conservation measures should be weighed against the extent of harm to the significance.

SHOP FRONTS

- 11.18 The towns and villages of North West Leicestershire also have some very good examples of old shop fronts, a shop front serves a number of purposes to provide an attractive frame for goods displayed, to advertise the presence of the shop, and to project an image for the business inside.
- 11.19 The shop fronts within Ashby de la Zouch town centre are predominately of late nineteenth century, often inserted into former dwellings of an earlier date. They typically have a stall riser below their display window along with architrave and cornice above. Many premises also have pilasters which frame the overall shop frontage and a number retain elaborate consoles.
- 11.20 With regard to advertisement signage to traditional shop frontages, the introduction of signs which project beyond fascias, the installation of internally illuminated box and fascia signs and the use and means of illumination such as cowl lamps or projecting strip lighting are all considered to have been detrimental to the streetscape.
- 11.21 Due to the overall character and historic interest of the core shopping area within Ashby de la Zouch it is important to conserve, protect and enhance where appropriate the historic shop fronts.

Policy He2: Shopfront Design

Shop front design, signage and proposal to improve shop front security should:

- a) Retain existing historic shop fronts and features of architectural and historic interest;**
- b) Respect the scale, proportions, character and materials of the whole building and where appropriate, adjoining buildings and the wider street scene;**
- c) Incorporate materials appropriate to the age and character of the building;
and**
- d) Have regard to the guidance on shop fronts and signage.**

12 CLIMATE CHANGE

INTRODUCTION

12.1 The NPPF notes that planning has a key role to play in helping to minimise vulnerability and providing resilience to the impacts of climate change. It also calls for planning to support a low carbon future. Low carbon living means reducing the carbon emitted as a result of our lifestyles and to achieve this requires wide ranging changes to people's behaviour and the economy. The NPPF provides clear national guidance on how planning policy should be implemented and decisions taken to ensure a sustainable, low carbon future.

BACKGROUND

12.2 The overwhelming scientific consensus is that the planet is warming, and that this warming is largely a result of increasing concentrations of "greenhouse gases" in the atmosphere which trap solar radiation in the atmosphere. These "greenhouse gases" are largely attributed to human activities linked to the use of fossil fuels.

12.3 To help reduce the impacts of climate change we must:

- Mitigate : reducing greenhouse gas emissions; and
- Adapt: helping the built and natural environment to be resilient to future climatic conditions, including extreme weather events and periods of water shortage

12.4 This Local Plan includes a number of policies which are designed to help tackle climate change including:

- Ensuring a sustainable pattern of development, including improvement to the self-containment levels of the principal town, key service centres and local service centres and a reduction in the need to travel (see Policy S3);
- Supporting the supply of energy and heat from renewable and low carbon sources (Policy Cc1);
- Ensuring that new development incorporates sustainable building practices and where possible will contribute to improving the existing building stock (Policy Cc2);
- Ensuring that new development incorporates water efficiency measures (Policy Cc2);
- Ensuring the incorporation of high energy efficiency into new development;
- Ensuring that new developments incorporate appropriate adaptation and mitigation for climate change, particularly risk from flooding and rising sea levels (Policy Cc3).

RENEWABLE ENERGY

- 12.5 The NPPF notes that all communities have a responsibility to “contribute to energy generation from renewable or low carbon sources”. A Ministerial Statement of 9 April 2014 states that the need for renewable energy does not automatically override environmental protections and the planning concerns of local communities and this will also be a consideration in determining any proposals. A further Ministerial State of the 28 June 2015 states that proposals for wind energy development should only be granted planning permission if the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and following consultation; it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.
- 12.6 Proposals for wind energy development will be supported in principle, cumulative impacts of existing operational, consented and proposed developments must be assessed, and suitable mitigation measures proposed, to minimise the impacts on biodiversity and landscape character. Developers must demonstrate that cumulative impacts do not become significant or defining characteristics of the wider landscape, including across administrative boundaries and different landscape character types.
- 12.7 Pre- application consultation must be undertaken in accordance with national legislation. Detailed technical assessments will be expected to demonstrate that the proposed siting is appropriate and does not result in any unacceptable impacts in terms of noise, highway safety, bats shadow flicker when assessed against relevant standing advice

Policy Cc1: Renewable Energy

- (1) Planning applications for renewable energy including any new grid connection lines and any ancillary infrastructure and buildings associated with the development will be supported where:**
- (a) There is no unacceptable impact on residential amenity in terms of noise, shadow flicker, vibration and visual dominance ;and**
 - (b) There is no adverse impact on the landscape character taking account of the special qualities set out within the individual National Character Areas; and**
 - (c) All impacts on, biodiversity have been adequately mitigated or enhanced ; and**
 - (d) The special qualities of all heritage designations including their settings are conserved or enhanced; and**
 - (e) Proposals take account of the cumulative effect that would result from**

the proposal in conjunction with permitted and existing renewable energy schemes; and

- (f) Proposals are accompanied by details to demonstrate how the site will be decommissioned to ensure the restoration of the site following cessation; and**
- (g) Proposals for large scale renewable energy should demonstrate that the economic, social and environmental benefits are for those communities closest to the proposed facility.**

We will consider the preparation of a Supplementary Planning Document to provide further guidance on this issue.

- (2) In addition to the above considerations, proposals for one or more wind turbines will be supported where:**
 - (a) The site lies within the ' Area Identified as potentially suitable for large or small scale turbines' as defined on the policies map.**
 - (b) It can be demonstrated there is support from the local community or is set out within an area defined as being suitable for wind energy development within an adopted Neighbourhood Plan and;**
 - (c) All impacts on air traffic safety as referred to in local plan policy Ec6 and radar and communications have been assessed and consulted upon.**

12.8 Government guidance sets out that:

- The need for renewable energy does not automatically override environmental protections and the planning concerns of local communities
- Decisions should take into account the cumulative impact of wind turbines and properly reflect the increasing impact on (a) the landscape and (b) local amenity as the number of turbines in an area increases
- Local topography should be a factor in assessing whether wind turbines have a damaging impact on the landscape (i.e. recognise that the impact on predominately flat landscapes can be as great or greater than as on hilly or mountain ones)
- Great care should be taken to ensure heritage assets are conserved in a manner appropriate to their significance, including the impact of their proposal on views important to their setting.

12.9 A Planning for Climate Change report which considered sources of potential renewable energy across Leicestershire (except Charnwood Borough) was published in 2008. The

report considered three specific sources of renewable energy –wind, water and biomass and made an assessment as to the potential for these to be harnessed.

12.10 The areas around the six main settlements in North West Leicestershire (Ashby de la Zouch, Castle Donington, Coalville, Ibstock, Kegworth and Measham) all performed well in terms of availability of wind resource and accessibility to woodland, and therefore the report considered that the opportunity for harnessing these resources is high. In addition, it identified the potential for hydro-power generation from two sites near Kegworth.

12.11 In order to determine potentially suitable areas for wind energy development, a further study has been prepared based upon the Department for Energy and Climate Change’s guidance “Renewable and Low Carbon Energy Capacity Methodology for the English Regions”. This identifies three key planning constraints:

- Wind Speed
- Environmental and Landscape Designations; and
- Proximity to Residential Properties.

The areas identified as potentially suitable would require a detailed assessment during the planning process and will be assessed on a site by site basis.

12.12 The study referred to above addresses the issues of wind speed and proximity to residential properties and the areas identified as potentially suitable on the policies map reflect the study’s conclusions. In respect of the issue of landscape designations this will require a detailed assessment during the planning process and will be assessed on a site by site basis having regard to the National Character Area profiles. More information about these can be found at paragraph 5.29 of this Local Plan.

12.13 Large scale renewable energy technologies can be contentious as they are often land – hungry and visually imposing. Early consultation with the local community, and pre – application discussions will be necessary to help ensure large-scale renewable energy installations are appropriately designed and located.

12.14 Micro renewable energy installations (such as solar panels) typically at the level of households are often permitted development and do not require a specific policy.

WATER – FLOOD RISK

12.15 Increased rainfall, which is one of the predicted consequences of climate change, will result in increasing the risk of flooding from rivers. A Strategic Flood Risk Assessment (SFRA) has been undertaken which identifies those parts of the district most at risk from flooding. In accordance with the NPPF we will apply a sequential, risk based approach to the location of development to avoid flood risk to people and property

where possible, and manage residual risk, taking into account the impacts of climate change.

12.16 Our approach is to use a Sequential Test so as to steer new development to areas with the lowest probability of flooding.

12.17 Where development needs to be in locations where there is a risk of flooding and alternative sites are not available, we will need to ensure that development is appropriately flood resilient and resistant ,safe for all of its users for the developments lifetime, and will not increase flood risk overall.

Policy Cc2: Flood Risk

(1) The risk and impact of flooding will be minimised through:

- **Directing new development to areas with the lowest probability of flooding**
- **Ensuring that all new development addresses the effective management of all sources of flood risk**
- **Ensuring that development does not increase the risk of flooding elsewhere, and**
- **Ensuring wider environmental benefits of development in relation to flood risk**

(2) A proposal will be supported where:

- **It is located in an area that is not at risk of flooding with reference to the Environment Agency flood risk maps and the Councils Strategic Flood Risk Assessment (SFRA), unless a Sequential Test, and if necessary an Exception Test, as set out in the National Planning Practice Guidance on flood risk, proves the development is acceptable;**
- **Site –specific Flood Risk Assessments should consider the issues of flooding from sewers, canal infrastructure failure and groundwater rising from former coal mining areas.**
- **Suitable flood protection/mitigation measures can be agreed as appropriate to the level and nature of flood risk and satisfactorily implemented and maintained; and**
- **There will be no increase in the risk of flooding for properties elsewhere. For previously undeveloped sites the rate of runoff from the development sites should be no greater than the existing (greenfield) rate of runoff from the site. For developments on previously developed (brownfield) sites the rate of runoff should not exceed the runoff of the site in its previously developed condition.**

WATER - SUSTAINABLE DRAINAGE SYSTEMS

- 12.18 Sustainable Drainage Systems (SuDS) aim to mimic the natural drainage process whilst also removing pollutants from urban runoff at the source before entering a watercourse. There are a wide range of SuDS techniques available, including green roofs, permeable paving swales, detention basins, ponds and wetlands. In addition to controlling run-off they also offer opportunities to enhance the biodiversity in an area, reduce flood risk and improve water quality.
- 12.19 Different solutions will call for different types of SuDS, according to their effectiveness and efficiency depending upon the local geology – a solution in one place may not be suitable somewhere else. Due to the variation of permeability across the district we propose to prepare an SPD to give greater detail on the delivery of SUDS within different areas within the district.
- 12.20 Leicestershire County Council is now the Lead Local Flood Authority and is the lead organisation for providing advice and guidance on surface water runoff and run off rates.
- 12.21 It is the intention to prepare an SPD to support the policy on the delivery of SuDS and other mitigation mechanisms.

Policy Cc3: Sustainable Drainage Systems

- (1) When assessing development proposals where it is necessary to manage surface water drainage, Sustainable Drainage Systems (SuDS) should be incorporated into developments in accordance with national and local standards unless it can be clearly demonstrated;**
- a) That SuDS are not technically, operationally or financially deliverable or viable and that surface water drainage issues from the development can be alternatively mitigated; or**
- b) That the SuDS schemes will itself adversely affect the environment of safety.**
- (2) Where appropriate, every effort should be made to link SuDS into wider initiative to enhance green infrastructure, improve water quality and benefit wildlife or contribute to the provision of the ecosystem service.**
- (3) Arrangements in accordance with national policy will need to be put in place for the management and maintenance of the SuDS over the whole period during which they are needed.**

13 IMPLEMENTATION AND MONITORING

- 13.1 The primary responsibility for implementing the policies in this Local Plan largely rest with the District Council as the Local Planning Authority. The Council will use the policies in the Local Plan, alongside any national policies and guidance to determine any planning application submitted. In addition, it is proposed to review and update the existing suite of Supplementary Planning Documents (SPD) as well as producing new ones where appropriate.
- 13.2 There will be other people and organisations that will have a key part to play in the implementation of the Local Plan, including developers, landowners, public utilities (e.g. water, gas, electricity, and broadband) and other public sector agencies such the Environment Agency, English Heritage and Natural England and the respective highway authorities. The private sector will be mainly responsible for the delivery of individual developments, whether for housing, employment, retail or other forms of development. The Council is committed to working in partnership with these various organisations to ensure that the aims and objectives of the Local Plan are delivered.
- 13.3 A key aspect to ensure the implementation of the Local Plan is through regular and robust monitoring. The Council will regularly assess the performance of individual policies and overall progress in delivering the strategic objectives of the Local Plan. This will be done through the production of an Annual Monitoring Report (AMR). Results of monitoring will be used to inform any change to policies or additional actions considered to be required.
- 13.4 A Monitoring Framework has been prepared to outline how policies in the Local Plan will be monitored (see Appendix 5). The monitoring framework will provide the basis for the annual monitoring report. The majority of indicators will be monitored annually however where the District Council will need to rely on data from other organisations this will be monitored once the relevant data is made available. It is the intention to monitor the districts town and local centres on a bi –annual basis.

Policy IM1: Implementation and monitoring of the Local Plan

- (1) The Council will implement the policies and proposals of the Local Plan by:**
- **working with a range of organisations and individuals through various working arrangements;**
 - **the preparation of Supplementary Planning Documents as required to provide additional guidance in respect of specific policies in the Local Plan;**
 - **utilising development management powers, including pre-application discussions and involving other organisations where appropriate;**
 - **considering how the council can use its resources , including funding, to help implement and support the provisions of the Local Plan and**

seeking other monies for projects which support the Local Plan.

- (2) The Council will monitor the policies of this Local Plan annually (as at 31st March of each year). An Annual Monitoring Report (AMR) will be published by 31 December of each year.**
- (3) Where it is apparent that delivery rates are falling short of what was anticipated then the Council will take the necessary action to address any shortfall. Such actions may include (but are not limited to):**
- working with developers and site promoters to review the requirements and phasing of infrastructure provision, where such re-phasing would assist with viability; or**
 - working with developers, site promoters and other interested parties to help unlock potential sources of funding for identified infrastructure ; or**
 - considering the use of Compulsory Purchase Powers to help address known land acquisition issues; or**
 - bringing forward additional sites where it can be demonstrated that such sites will assist with delivery to address short term needs; or**
 - engaging with statutory consultees.**
- (4) Where additional housing sites need to be brought forward initial priority will be given to those sites identified within the most recent Strategic Housing Land Availability Assessment (SHLAA) and having regard to the settlement hierarchy set out in Policy S3. Sites not included in the SHLAA will only be supported where there are no sites within the SHLAA which are capable of contributing to supply in the next 5 year period and which accord with the settlement hierarchy.**

NEIGHBOURHOOD PLANS

- 13.5 Neighbourhood planning was introduced by the Localism Act 2011. Through producing a Neighbourhood Plan communities can take the lead on developing planning policies. However, any plans and policies must be in general conformity with the strategic policies contained in the adopted Local Plan in place at the time a Neighbourhood Plan is prepared.
- 13.8 Neighbourhood Plans attain the same legal status as the Local Plan once it has been agreed at a referendum and is made by North West Leicestershire District Council. Applications for planning permission must then be determined in accordance with the neighbourhood plan, unless, material considerations indicate otherwise.
- 13.9 There are currently two designated neighbourhood areas within the district:

- Ashby de la Zouch
- Ellistown

13.10 North West Leicestershire District Council will work with these communities and other communities wishing to prepare Neighbourhood Plans to ensure timetables, aspirations and evidence are aligned.

GLOSSARY

Affordable Housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provision to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above. As agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent income of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but no affordable housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</p>
Air Quality Management Areas (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient Woodland	An area of woodland that has been wooded consistently since at least 1600 AD.
Annual Monitoring Report (AMR):	A report that reviews the progress on plan preparation compared to the targets and milestones set out in the Local Development Scheme. The AMR also reviews the impact of policies contained in the Local Plan.
Appropriate Assessment (AA)	Habitat Regulations Assessment is commonly referred to as

Area of Separation	Appropriate Assessment (AA)
Article 4 Direction	An area of land that is not covered by the countryside policy, whose main purpose is preserving the separation between two or more settlements so as to preserve a settlements identity.
Biodiversity	A direction which withdraws automatic planning permission granted by the General Permitted Development Order. 'Biodiversity' is a term commonly used to describe the variety of life on earth which encompasses the whole of the natural world and all living things with which share the planet. It includes plants, animal's even invisible micro organisms and bacteria which, together interact in complex ways with the inanimate environment to create ecosystems.
Biodiversity Action Plan (BAP):	A Biodiversity Action Plan addresses threatened species and habitats and is designed to protect and restore biological systems.
Building for Life	Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods so that new development can be attractive, functional and be a sustainable place.
Building Research Establishment Environmental Assessment Method (BREEAM)	BREEAM sets out the standard for best practice in sustainable building design, construction and operation and has become one of the most comprehensive and widely recognised measures of a building's environmental performance.
Brownfield (Previously Developed Land)	See Previously Developed Land (PDL)
Coalville Urban Area	Coalville Urban Area comprises of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.
Conservation Areas	Areas of special architectural or historic interest. Conservation Areas designations do not prevent change but it does help preserve and enhance the character and appearance of an area.
Climate Change	The changes in the Earth's global or regional climate over time.
Coal Mining Development	An area which contains a range of specific mining legacy risks to the surface and a Coal Mining Risk Assessment is

Referral Area	required for non-householder planning applications. The Coal Authority will be consulted on all planning applications in these areas.
Community and Cultural Facilities.	A building or space where community led facilities for community benefit is the primary use. They can provide for the health and well being, social education, spiritual, recreational, leisure and cultural needs of the community. For example, public libraries, museums, place of worship.
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Countryside	Countryside is the largely undeveloped area beyond the defined limits of our towns and villages. It is home to farms, isolated and small groups of homes, including our smallest villages, and other rural enterprises.
Development Management	The management or control of development proposals through the planning system.
Development Plan	Comprises of Development Plan Documents (DPD) which form the legal basis for all future planning decisions in the district.
Development Plan Document (DPD)	Documents prepared by the local planning authority (including the Local Plan) setting out the main spatial planning strategy, policies and proposals for the area. These documents will be statutory documents and subject to an independent examination by an inspector. DPDs must be consistent with and have regard to national planning policy.
Duty to Cooperate	Introduced by the Localism Act 2011. It places a legal duty on all local planning authorities to engage constructively, actively and on an ongoing basis with certain specified bodies to maximize the effectiveness of Local Plan preparation relating to strategic cross boundary issues.
Edge of Centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town and local centers uses, a location within 300m of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land Availability Assessment (ELAA)	An assessment of employment land potential within North West Leicestershire.

Examination	An independent assessment of a Local Plan held by a Planning Inspector. The purpose of the Examination is to consider if the development plan is sound and is an opportunity for interested parties to put forward their views. The majority of representations made at Examination will usually be 'written representations'. However, in some instances a Planning Inspector may allow representations to be examined by way of oral hearings, for example round table discussions, informal hearing sessions and formal hearing sessions.
Floodplain	Generally low-lying areas adjacent to a watercourse, tidal lengths of a river, where water flows in times of flood or would flow but for the presence of flood defences.
Flood Zones	All land is split into different flood zones to indicate as to the likelihood of flooding occurring. There is a low probability of flooding in Flood Zone 1 and a medium probability of flooding in Flood Zone 2. There is a high probability that flooding will occur in land designated as part of Flood Zone 3a and Flood Zone 3b is the Functional Floodplain.
Functional Economic Market Area (FEMA)	The geography of commercial property markets should be thought of in terms of the requirements of the market in terms of the location of premises, and the spatial factors used in analyzing demand and supply- often referred to as the functional economic market area.
Geodiversity	The range of rocks, minerals fossils, soils and landforms
Greenfield Land	Greenfield land is land that has never been built on or landforms where the remains of any structure have blended into the landscape overtime, Greenfield land also include gardens. Greenfield land shouldn't be confused with Green Belt which is a term used for specifically designated land.
Green Infrastructure	The physical environment within and between our cities, towns and villages. It is a network of multi-functional green spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. This green space can be either urban or rural, and is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Gypsy and Traveller	An assessment of gypsy and traveller accommodation

Accommodation Needs Assessment (GTAA)	needs and wider demand of the Gypsy and Traveller communities.
Hamlets	Small groups of dwellings with no services or facilities.
Heat Island	The heating effect of urban areas upon air and surface temperatures. During periods of hot weather, heat islands increase the effects of heat stress and damage to infrastructure.
Housing Market Area (HMA)	<p>A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. It might be the case that housing markets overlap.</p> <p>The extent of the housing market areas identified will vary, and many as in the case for Leicestershire cut across various local planning authority boundaries.</p>
Intermediate Housing	Housing that is neither Market Housing nor Social Rented, but is available at a rent/cost falling between the two. Intermediate housing could comprise shared ownership accommodation for example.
Infrastructure	The basic requirements for the satisfactory development of an area and include roads, footpaths, sewers, schools, open space and other community facilities.
Infrastructure Delivery Plan	The purpose of an Infrastructure Delivery Plan is to set out the infrastructure requirements to support planned new development in the district.
Key Service Centre	Smaller than the principal town in terms of population and with a lesser range of services and facilities however they play an important role providing services and facilities to the surrounding area and are accessible by some public transport.
Leicester and Leicestershire Enterprise Partnership (LLEP)	The Leicester and Leicestershire Enterprise Partnership (LLEP) was formed in 2011 by public, private and third sector partners to lead sustainable economic growth.
Limits to Development	<p>Limits to Development provide clear, defensible boundaries around settlements within which development will normally be confined.</p> <p>Limits to Development distinguish between areas of development and development potential and areas of restraint, such as countryside.</p>
Listed Building	Statutory Listed Buildings are protected for their architectural and historic value as part of the nation's heritage.

Local Centre	Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities include hot food takeaway and eating establishments.
Local Development Document (LDD)	The collective term covering Development Plan Documents and Supplementary Planning Documents.
Local Development Scheme (LDS)	The Local Development Scheme is a document which sets out the local planning authority's programme for the production of Local Development Documents.
Local Nature Reserve (LNR)	Local Nature Reserves are places with wildlife or geological features of special interest locally. They are designated by local authorities.
Local Plan	The Local Plan sets out the future development of the area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.
Local Planning Authority (LPA)	The Local Planning Authority, in this case North West Leicestershire District Council, undertakes the town planning function at the local level (except minerals and waste planning which is undertaken at a County Council level).
Local Service Centre	Settlements which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place.
Local Transport Plan (LTP)	Local transport plans, divided into full local transport plans (LTP) and local implementation plans for transport (LIP) are an important part of transport planning in England. They are prepared by strategic transport authorities – in our case Leicestershire County Council.
Local Wildlife Sites	Local Wildlife Sites are defined areas identified and selected locally for their nature conservation value.
Low-Carbon energy/technologies	Energy which derives from sources that produce fewer greenhouse gases than do traditional means of power generation. Includes zero carbon power generation sources as well as sources with lower-level emissions such as natural gas, and technologies that prevent carbon dioxide from being emitted into the atmosphere, such as carbon capture and storage.

Masterplan	A strategic plan setting out the overall framework and key principles for the development of a site.
National Character Areas	National Character Areas are defined by Natural England and they are a natural subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity. They follow natural, rather than administrative, boundaries.
National Nature Reserve	Many of the finest sites in England for wildlife and geology are National Nature Reserves. Almost all are accessible and provide opportunities for people to experience nature.
National planning Policy Framework (NPPF)	Sets out the government's national planning requirements, policies and objectives. It is a material consideration in the preparation of Local Plan documents and when considering planning applications.
Neighbourhood Plan	A plan for the neighbourhood area which is prepared by an authorised community group. The plan must be in general agreement with the overall plan for the local authority area and can include general planning policies and allocations for new development.
Older people	People over retirement age, including the active, newly retired through to very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialized housing for those with support or care needs.
Open Space	Open space should be taken to mean all open space of public value, which offer important opportunities for sport and recreation and can also act as a visual amenity and is not just limited to land
Out of Centre	A location which is not in or on the edge of a town or local centre but not necessarily outside the urban area.
Planning Condition	A condition imposed on a grant of planning permission, for example, restricting what you can do on the premises, or requiring you to get specific approval for aspects of the development, such as the materials to be used, before you can proceed.
Planning Practice Guidance	An online resource and tool that sets out the government's planning guidance on a range of issues.
Photovoltaic/photovoltaic cells	Conversion of solar radiation (the sun's rays) to electricity by the effect of photons (tiny packets of light) on the electrons in a solar cell.
The Planning Inspectorate	The Planning Inspectorate is an executive agency for the Department of Communities and Local Government. It

	deals with planning appeals, national infrastructure planning applications and examination of local plans.
Policies Map	This will illustrate, on an Ordnance Survey Base Map, designations and proposals contained in the Development Plan Documents and Saved Policies. The Proposal Map is referred to as a policies map.
Previously Developed Land	Also known as Brownfield Land. Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for mineral extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary Employment Land	Sites identified, within the 'Qualitative Assessment of Employment Sites' undertaken by consultants in 2012, as being worthy of retention for employment use.
Primary Frontage	Primary frontages are located within town and local centres are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
Primary Shopping Area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontage which are adjoining and closely related to the primary shopping frontage).
Principal Town	The principle settlement in the district which provides an extensive range of services and facilities, and which is accessible by public transport from surrounding areas and to other large settlements in the district.
Public Safety Zones	Areas of land at the end of runways at the busiest airports in the UK, within which certain planning restrictions apply.
Regionally Important Geodiversity Sites	Sites selected for their geological or geomorphologic value and their interpretive use for earth science as well as cultural, educational, historical and aesthetic reasons.
Renewable Energy	Renewable energy is energy flows that occur naturally and

	repeatedly in the environment, for example from the wind, water flow, tides or the sun.
Rural 'Exception' Sites	Land which is identified as countryside that would not normally be released for housing but where an exception is made for affordable housing. These sites are usually managed by a housing association and can provide homes for existing residents or those with a family or employment connection to the local community.
Secondary Frontage	Secondary frontages are located within town and local centres and provide greater opportunities than primary shopping frontages for a diversity of uses such as restaurants and businesses.
Sites of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981. SSSIs are the country's very best wildlife and geological sites. They include some of the most spectacular and beautiful habitats: wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs.
Small Village	Settlements with very limited services and where development will be restricted to the conversions of existing buildings or the redevelopment of previously developed land.
Special Area of Conservation (SACs)	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
Statement of Community Involvement (SCI)	Outlines the approach of the authority to involving the community in preparing the Local Plan and planning applications.
Strategic Environmental Assessment (SEA)	A process for assessing environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of securing sustainable development.
Strategic Flood Risk Assessment (SFRA)	A Strategic Flood Risk Assessment (SFRA) provides information on the probability of flooding, such as that from rivers, groundwater sources and sewers. It also takes into account the impacts of climate change.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of housing supply potential within North West Leicestershire required by government policy. The SHLAA is updated on an annual basis.

Strategic Housing Market Assessment (SHMA)	An assessment of housing need and demand based on a Housing Market Area. The SHMA often defines the type of housing (including size, tenure and affordability) that is required to meet local needs.
Strategic Rail Freight Interchanges (SRFI)	A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-connected warehousing and container handling facilities and may also include manufacturing and processing activities.
Supplementary Planning Document (SPD)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further detail to the policies within the Local Plan. They can provide further guidance for development, or on particular issues such as design. Supplementary Planning Documents are capable of being material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	Sustainability Appraisal involves an assessment of the social, economic and environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of sustainable development in mind. The SA incorporates the requirements of the SEA.
Sustainability Appraisal Scoping Report	This is the first stage of the Sustainability Appraisal /Strategic Environmental Assessment. It sets out the context and objectives, establishes the baseline data, key sustainability issues and sets the framework by which Development Plan Documents will be appraised.
Sustainable Villages	Settlements which have a limited range of services and facilities and so are suitable for a limited amount of growth.
Sustainable Drainage Systems (SuDS)	Surface water drainage methods that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SuDS).
Town Centre Boundary	Town Centre boundaries are away in which we seek to control the types of uses that would be permitted in these specific areas.
Town and Local Centre Uses	The main Town and Local Centre Uses are A1 Shops, A2 Financial and Professional Services, A3 Restaurants and Cafes, A4 Drinking Establishments, A5 Hot Food Takeaways, D2 Assembly and Leisure uses (as defined by the Town and Country planning (Use Classes) order 1987

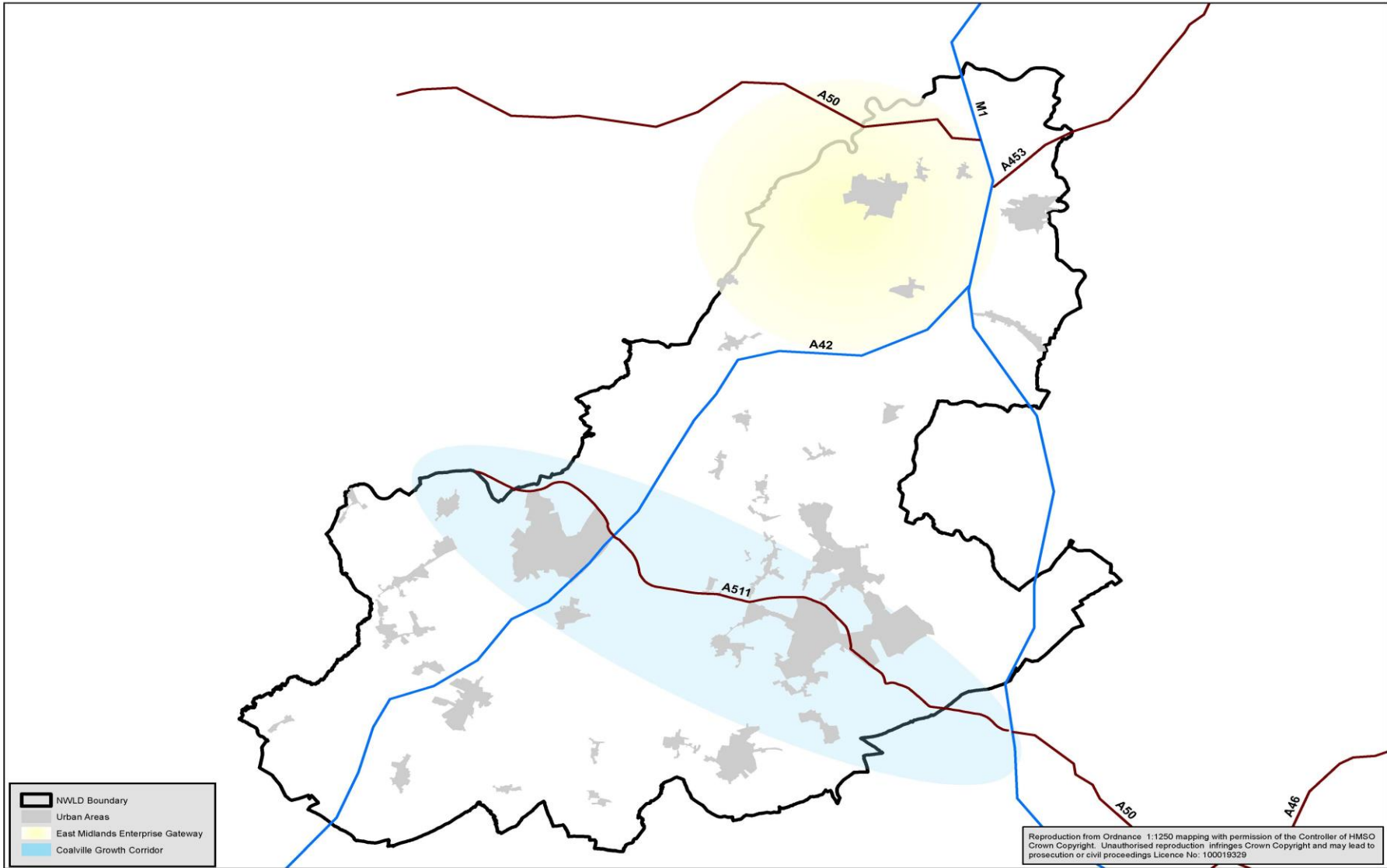
	(as amended), arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Town Centre	Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centers uses within or adjacent to the primary shopping area.
Travel Plans	A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
Water Quality Management Plan (WQMP)	The primary purpose of the Water Quality Management Plan (WQMP) is to reduce the levels of phosphate within the River Mease SAC, to enable the Conservation Objectives for the SAC to be met, and an adverse effect upon the SAC avoided.
Windfall sites	Sites which have not be specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.
Zero Carbon Development	A building or set of buildings with a net energy consumption of zero over a typical year.

APPENDIX 2

HOUSING TRAJECTORY AS AT 1 OCTOBER 2015

	2011/ 12	2012/ 13	2013/ 14	2014/ 15	1 April 2015 to 31 September 2015	1 October 2015 to 31 March 2016	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31	TOTAL	Post 2031
Past Completions (all sites)	234	365	429	678	466																		
All Projected completions Ashby						33	77	155	189	161	150	200	175	170	190	150	150	150	150	150	150	2400	250
Projected affordable housing completions Ashby						0	0	39	51	54	55	65	49	51	57	45	45	45	45	45	45	691	
All Projected completions Castle Donington						15	30	23	30	40	50	80	80	80	80	80	80	80	80	80	45	953	
Projected affordable housing completions Castle Donington						4	4	2	4	5	6	10	10	10	10	10	10	10	10	10	1	116	
All Projected completions Coalville Urban Area						44	172	345	355	358	307	237	205	225	225	225	180	150	150	150	150	3478	1565
Projected affordable housing completions Coalville Urban Area						19	56	71	30	33	30	22	25	30	30	15	11	11	11	11	11	435	
All Projected completions Ibstock						40	72	65	80	44	30	30	7	0	0	0	0	0	0	0	0	368	
Projected affordable housing completions Ibstock						5	9	9	20	14	12	9	0	0	0	0	0	0	0	0	0	78	
All Projected completions Kegworth						6	5	30	50	60	61	30	30	30	18	0	0	0	0	0	0	320	
Projected affordable housing completions Kegworth						0	0	10	10	10	12	0	0	0	0	0	0	0	0	0	0	42	
All Projected completions Measham						0	10	25	35	97	100	100	110	0	0	0	0	0	0	0	0	477	
Projected affordable housing completions Measham						0	0	8	15	0	0	0	0	0	0	0	0	0	0	0	0	23	
All Projected completions Rest of the district						30	171	181	167	52	0	0	0	0	0	0	0	0	0	0	0	601	
Projected affordable housing completions rest of the district						0	7	42	47	0	0	0	0	0	0	0	0	0	0	0	0	96	
All projected completions for district						168	537	824	906	812	698	677	607	505	513	455	410	380	380	345	345	8,597	
projected affordable housing completions for district						28	76	181	177	116	115	106	84	91	97	85	70	66	66	66	57	1,481	
Projected completions (annual)						168	537	824	906	812	698	677	607	505	513	455	410	380	380	380	345	8,597	
Projected Completions (cumulative) (A)	234	599	1,028	1,706	2,172	2,340	2,877	3,701	4,607	5,419	6,117	6,794	7,401	7,906	8,425	8,874	9,284	9,664	10,044	10,424	10,769		
Annual requirement	520	520	520	520	260	260	520	520	520	520	520	520	520	520	520	520	520	520	520	520	520		
Cumulative requirement (B)	520	1,040	1,560	2,080	2,340	2,600	3,120	3,640	4,160	4,680	5,200	5,720	6,240	6,760	7,280	7,800	8,320	8,840	9,360	9,880	10,400		
Monitor - number of dwellings above or below cumulative requirement (B - C)	-286	-441	-320	-374	-168	-260	-243	61	447	739	917	1,074	1,161	1,146	1,145	1,074	964	824	684	544	369		
Monitor - annual requirement taking account of past/projected completions	520	535	545	551	527	531	537	537	515	483	453	428	401	375	356	330	305	279	245	118	-24		

MAP OF COALVILLE GROWTH CORRIDOR AND EAST MIDLANDS ENTERPRISE GATEWAY



Off Street Parking Standards (excluding residential)

6C's Design Guide Table DG11: Normal Maximum Parking Standards

For developments below the threshold, the standards contained in the document Highway Requirements for Development (HRfD) will continue to be applied as the normal maximum standards.

Use ^(c)	Normal maximum parking standard based on one space for every square Metre (m ²) of gross floorspace unless otherwise stated	Threshold for applying the standard (gross floorspace) ^(d)
Food retail	One space for every 14m ²	1000m ²
Non food retail	One space for every 20m ²	1000m ²
B1 offices	<p>(see note e)</p> <p>Urban town centre or edge of centre; One space for every 60m²</p> <p>Rural town centre or edge of centre; One space for every 40m²</p> <p>Rest of rural town; One space for every 30m²</p> <p>Out of any town; One space for every 30m²</p>	2500m ²
B1 Non-office and B2 General industry ^(f)	<p>(see note e)</p> <p>Urban town centre or edge of centre; One space for every 130m²</p> <p>Rest of urban town; One space for every 80m²</p> <p>Rural town centre or edge of centre; One space for every 90m²</p> <p>Rest of rural town; One space for every 65m²</p> <p>Out of any town; One space for every 55m²</p>	2500m ²
B8 Warehousing	<p>(see note e)</p> <p>Urban town centre or edge of centre; One</p>	2500m ²

	<p>space for every 300m²</p> <p>Rest of urban town; One space for every 180m²</p> <p>Rural town centre/edge of centre; One space for every 200m²</p> <p>Rest of rural town; One space for every 150m²</p> <p>Out of any town; One space for every 120m²</p>	
Cinemas and conference facilities	One space for every five seats	1000m ²
D2 (other than cinemas, conference facilities and stadia)	One space for every 22m ²	1000m ²
Higher and further education	One space for every two staff plus one space for every 15 students ^(g)	2500m ²
Stadia	One space for every 15 seats ^(h)	1500 seats

APPENDIX 5
MONITORING FRAMEWORK

Policy	Objectives	Indicator	Target
S1: Future Housing and Economic Development Needs	2,5	<p>Number of years housing supply.</p> <p>Number of net dwellings completed over plan period.</p> <p>Number of net dwellings completed in current monitoring year.</p> <p>Sustained high level of applications approved contrary to policy.</p> <p>Type and amount of net employment floor space delivered from planning permissions in the current year and plan period.</p> <p>Amount of new retail floor space developed for the current monitoring year.</p> <p>Amount of new retail floor space developed for the plan period.</p> <p>Number of dwellings under construction.</p>	<p>A minimum of 10,400 dwellings to be built by 2031 (equates to 520 dwellings per year).</p> <p>A five year supply of deliverable housing land can be demonstrated.</p> <p>96 hectares of employment land to be developed by 2031.</p> <p>7,300sqm of comparison retail floor space to be developed by 2031.</p>

S2: Settlement Hierarchy	4	<p>Number and percentage of net dwelling completions and permissions in the:</p> <ul style="list-style-type: none"> • Principal Town (Coalville Urban Area); • Key Service Centres; • Local Service Centres; • Sustainable Villages; • Small Villages. <p>For the monitoring year and plan period.</p> <p>Percentage of new and converted dwellings on previously developed land.</p>	To direct the majority of new development to the most sustainable settlements within the district (Principal Town, Key Service Centre and Local Service Centre), in accordance with the Settlement Hierarchy.
S3: Countryside	12	<p>Number of applications approved contrary to policy within the monitoring and plan period.</p> <p>Number of applications supported at appeal when citing this policy within a reason for refusal.</p>	100% of relevant planning applications determined in accordance with this policy.
D1: Design of new Development	3,7,9	<p>Number of new residential developments scoring a 'green or amber rating using the 'Building for Life Assessment'.</p> <p>Number of non- residential schemes that meet the district councils place making principles.</p> <p>Adoption of a Design Supplementary Planning Document.</p>	<p>All new residential developments scoring green or amber using the Building for Life Assessment or its successor.</p> <p>All new non-residential developments scoring positively against the district councils place making principles.</p> <p>To adopt a Design Supplementary Planning Document.</p>
D2: Amenity	1, 3	Adoption of development guidelines.	To adopt development guidelines as part of the Design Supplementary Planning Document.

		Number of applications supported at appeal when citing this policy within a reason for refusal.	100% of relevant planning applications determined in accordance with this policy.
D3: Telecommunications	3, 10,11, 12	Number/proportion of applications granted that would not involve mast sharing or utilise existing telecommunications structures.	Majority of new development to be in the form of mast sharing or other existing structures.
H1: Housing provisions : Planning Permissions	2	Number of dwellings with planning permission Number of Dwellings Under Construction.	Meet the projected completions (for each approved development) as set out in the housing trajectory as set out in policy S2. A five year supply of deliverable housing land can be demonstrated.
Policy H2 – Housing provision: resolutions	2	Number of dwellings the subject of an outstanding planning resolution in the current monitoring period.	Meet the projected completions (for each approved development) as set out in the housing trajectory. As set out in within policy S2. A five year supply of deliverable housing land can be demonstrated.
Policy H3 – Housing provision: new allocations	2	Number of net dwellings remaining on allocated sites for the monitoring period and plan period. Progress on delivery of infrastructure identified in policy H3.	Meet the projected completions as set out in the housing trajectory. As set out within policy S2. A five year supply of deliverable housing land can be demonstrated. Delivery of supporting infrastructure as set out with policy H3.
H4: Affordable Housing requirements	1,2,3	The number of net affordable homes completed in the monitoring year. The number of net affordable homes completed within the plan period.	Deliver affordable housing dwellings in the district, in accordance with the specified minimum affordable housing contribution for each of its settlements, as detailed below:

		<p>The number of additional affordable homes provided, including bringing empty homes back into use, conversions and new builds.</p> <p>Number of people on the housing waiting list, in the monitoring period.</p> <p>Number of affordable homes granted planning permissions through:</p> <ul style="list-style-type: none"> • Sites of 15 or more, in Ashby de la Zouch or Castle Donington, with 30% or more affordable housing; • Sites of 15 or more, in Coalville Urban Area, with 20% or more affordable housing; • Sites of 11 or more (or 1000sqm (gross) floor space), in Ibstock, Kegworth or Measham, with 30% or more affordable housing; • Sites or 11 or more (or 1000sqm (gross) floor space), in all other settlements, with 30% or more affordable housing. 	<ul style="list-style-type: none"> • 30% of housing on sites of 15 or more, in Ashby de la Zouch or Castle Donington, as affordable housing; • 20% of housing on sites of 15 or more in the Coalville Urban Area, as affordable housing; • 30% of housing on sites of 11 or more (or 1000sqm (gross) floor space), in Ibstock, Kegworth or Measham, as affordable housing; • 30% of housing on sites of 11 or more (or 1000sqm (gross) floor space), in all other settlements, as affordable housing.
H5: Rural Exceptions Sites for Affordable Housing	2,3	<p>Number of Rural Exception sites completions within the current monitoring year and plan period.</p> <p>Number of schemes permitted that support Policy H5 over the plan and monitoring periods.</p> <p>Amount of market housing provided on Rural Exception Sites.</p>	<p>Deliver rural exception sites in appropriate locations in accordance with policy H5.</p> <p>Rural Exception Sites to comprise 100% affordable housing unless there is a satisfactory financial justification to provide an element of market housing.</p> <p>The number of people on the councils housing register reduces.</p>

		The number of people on the housing register, by settlement.																
H6: House types and mix	2,3	<p>Completions by house type, size and tenure within the current monitoring period and plan period.</p> <p>Number of dwellings with planning permission by house type, size and tenure.</p> <p>Number of bungalows, or other accommodation suitable for occupation by the elderly, delivered on sites of 50 dwellings or more.</p> <p>Number of dwellings, suitable for occupation or easily adaptable for people with disabilities, delivered on sites of 50 dwellings or more.</p> <p>Number of specific care facilities and special care units delivered over the monitoring and plan period.</p>	<p>The majority of all new housing developments to provide a mix of different types and tenures delivered consistent with the findings from the SHMA.</p> <table border="1" data-bbox="1467 622 1944 917"> <thead> <tr> <th>Type of Housing</th> <th>1 bed</th> <th>2 bed</th> <th>3 bed</th> <th>4 bed</th> </tr> </thead> <tbody> <tr> <td>Market</td> <td>5-10%</td> <td>35-40%</td> <td>45-50%</td> <td>10-15%</td> </tr> <tr> <td>Affordable</td> <td>33.3%</td> <td>35.2%</td> <td>28.9%</td> <td>2.5%</td> </tr> </tbody> </table>	Type of Housing	1 bed	2 bed	3 bed	4 bed	Market	5-10%	35-40%	45-50%	10-15%	Affordable	33.3%	35.2%	28.9%	2.5%
Type of Housing	1 bed	2 bed	3 bed	4 bed														
Market	5-10%	35-40%	45-50%	10-15%														
Affordable	33.3%	35.2%	28.9%	2.5%														
H7:Provision for Gypsies and Travellers and Travelling Showpeople	2	<p>Number of Gypsy and Traveller pitches provided over the monitoring and plan period.</p> <p>Number of Show People plots provided over the monitoring and plan period.</p> <p>Number of unauthorised developments in the monitoring year and plan period.</p>	<p>Delivery of the following provision:-</p> <p>Gypsy and Traveller pitches – 27 pitches by 2012-2017, 11 pitches by 2017-2022, 14 pitches by 2022-2027 and 16 pitches by 2027-2031.</p> <p>Travelling Showpeople plots – 3 plots by 2017-2022, 3 plots by 2022-2027 and 3 plots by 2027-2031.</p> <p>Transit Plots – 20 plots by 2021-2017.</p>															

		<p>Number of Gypsy and Traveller and Show People Transit sites delivered.</p> <p>A five year supply of deliverable sites.</p> <p>Adoption of a Gypsy and Traveller Development Plan Document.</p>	<p>Net increase in number of pitches and plots.</p> <p>A five year supply of Gypsy and Traveller and Travelling Showpeople sites based on an assessed need.</p> <p>To adopt a Gypsy and Traveller Development Plan Document.</p>
Ec1: Employment provisions : permissions	5	<p>Number of expired planning permissions in the current monitoring year.</p> <p>Outstanding supply of permitted employment sites.</p> <p>Type and amount of employment land with planning permission (Ha) (net).</p> <p>Amount and type of floorspace under construction for the monitoring period.</p> <p>Floorspace developed for employment use by use class and size.</p>	<p>Delivery of each of the Employment allocations that have permission in accordance with local plan policy S2.</p> <p>Maintain a supply of employment land.</p>
Ec2:Employment allocations: new allocations	5	<p>Amount of employment floor space remaining on allocated sites for the monitoring period and plan period.</p> <p>Amount of floor space provided on non allocated sites over the monitoring and plan period.</p> <p>Amount of employment land developed on unallocated sites (Ha).</p>	<p>Provision of 16Hectares of employment by 2031.</p>

Ec3:Existing employment areas	5	<p>Amount of primary employment land lost to other uses (Ha).</p> <p>Amount of primary employment floorspace lost to other uses (Ha).</p> <p>Amount of primary employment land with planning permission for alternative use (Ha).</p> <p>Amount of primary employment floorspace with planning permission for alternative use.</p> <p>Amount of employment land delivered on non allocated sites, within the monitoring period and plan period.</p> <p>Number of Vacant Units.</p>	Prevent loss of existing Primary Employment Areas.
Ec4:East Midlands Airport	5	<p>The number and type of permission granted contrary to policy.</p> <p>The number of people using public transport to access the airport.</p> <p>Number of jobs provided at the airport.</p> <p>Amount of cargo using the airport.</p> <p>Number of passengers using East Midlands Airport increases from 2011.</p> <p>Number of noise complaints made in relation to the airport.</p>	<p>Improvements made to public transport.</p> <p>Air quality associated with East Midlands Airport improves using the base date of 2011.</p> <p>The number of noise complaints does not increase, using the base date of 2011.</p> <p>Growth of passenger and freight services at East Midlands Airport from 2011.</p> <p>The East Midlands Airport Masterplan states the airport could achieve a passenger throughput of 10 million passengers per year between 2030 and 2040.</p> <p>The East Midlands Airport Master plan states that the forecast for future cargo tonnage is for some 618,000</p>

			tonnes in 2035 and some 700,000 tonnes in 2040.
Ec5:East Midlands Airport: Safeguarding	7	Number of applications within the safeguarding area approved contrary to advice.	No inappropriate form of development permitted contrary to airport operator's advice.
Ec6: East Midlands Airport: Public Safety Zones	7	Number of applications within Public Safety Zone. Number of applications approved contrary to policy.	No applications approved contrary to policy Ec6.
Ec7:Donington Park	5	Public transport links to Donington Park. Number of motor racing events held each year. Number of noise complaints made in relation to Donington Park. Amount of ancillary employment floor space developed.	Improved public transport to Donington Park. Motor sports events continue at Donington Park racetrack. The number of noise complaints from does not increase, using the base date 2011.
Ec8-Town and Local Centres: Hierarchy and Management of Development	6	Amount of comparison floor space delivered in Town and Local Centres, on the edge of a defined town and local centre and out of town and local centres. Amount of convenience floor space delivered in Town and Local Centres. Amount of comparison or convenience floor space with permission.	7,300 sqm of net retail floor space for comparison goods is delivered. Town Centre uses remain the focus for town centres. Most new retail floor space for Town Centre Uses takes place in Coalville. The hierarchy of centres is maintained.

		<p>Vacancy rates by town and local centres.</p> <p>Mix of uses at ground floor level by town and local centres.</p> <p>Number of shop front improvement schemes within the monitoring year.</p> <p>Number of public realm improvements.</p> <p>Number of car park tickets issued within Ashby de la Zouch and Coalville Town Centre.</p>	<p>The performance of our Town and Local Centres improve against a range of indicators including vacancy rates.</p> <p>New retail floor space created.</p>
Ec9-Town and Local Centres: Thresholds for Impact Assessments	6	<p>Number of applications above the threshold.</p> <p>Number of applications which include an impact assessment.</p>	<p>All applications above the threshold include an impact assessment.</p>
Ec10-Town and Local Centre: Primary Shopping Areas-Non Shopping Uses	6	<p>Permissions approved within town centre boundaries in monitoring and plan period by use class.</p> <p>Permissions implemented within town centre boundaries by use class in monitoring and plan period.</p> <p>Number of vacant units.</p>	<p>Shops are the predominant ground floor use within the defined Primary Shopping Areas of our Town and Local Centres.</p> <p>A reduction in vacant units in town centres based on the annual retail survey.</p>

Ec11:Town and Local Centres: Primary Shopping Areas- Hot Food Takeaway Balance	6	<p>Number of takeaway uses permitted within Primary Shopping Areas.</p> <p>Number of Takeaways in Ibstock local centre.</p> <p>Number of takeaways in Ashby at 67-89 and 76-108 Market Street.</p>	<p>No additional clustering of take away use.</p> <p>No percentage increase in take away uses with the defined Frontage of Numbers 67 -89 and Numbers 76-108 Market Street, Ashby de la Zouch.</p> <p>No percentage increase of take away uses within the defined local centre of Ibstock.</p>
Ec12-Local Centres	6	<p>Loss of retail units in the Local Centres.</p> <p>Number of vacant Units in the Local Centres.</p>	<p>Maintain an appropriate balance of shop and other main town centres uses within our local centres.</p> <p>A reduction in vacant units in Local Centres based on the annual retail surveys.</p>
Ec13:Tourism development	4,5	<p>Amount of Floor Space gained.</p> <p>Loss of Tourism Floor Space.</p> <p>Location of new tourism facilities.</p> <p>New Tourism accommodation i.e. hotels and other overnight accommodation.</p>	<p>Increased amount of tourism floorspace and facilities.</p> <p>No loss of tourism floorspace or facilities.</p> <p>Opportunities to enhance existing facilities.</p> <p>Increase the amount of accommodation.</p>
IF1: Development and Infrastructure	14	<p>Amount and type of infrastructure delivered over the monitoring and plan period.</p>	<p>New infrastructure is provided as part of new development.</p>

IF2: Community and Cultural Facilities	14	<p>New development resulting in the loss of community facilities.</p> <p>New development resulting in the loss of cultural facilities.</p> <p>Net gain of cultural facilities or floor space.</p> <p>Net gain of community facilities or floor space.</p>	<p>No net reduction of cultural facilities or community facilities.</p> <p>Provision of new community or cultural facilities increases.</p> <p>Expansion and enhancement of community and cultural facilities.</p>
IF3: Open Space, Sport and Recreation facilities	14	<p>New development resulting in the loss of existing areas of sport and recreation space.</p> <p>Provision of new sport and recreation facilities.</p> <p>Local standards adopted.</p>	<p>New housing development incorporates provision of formal and / or informal open space.</p> <p>No loss of open space, sports or recreation facilities contrary to policy.</p> <p>To adopt local standards.</p>
IF4: Transport Infrastructure and new development	4,14	<p>Identified Infrastructure Improvements delivered.</p> <p>The number of new services and facilities delivered by new development that is accessible by public transport.</p> <p>The number and length walkways delivered as part of new development.</p> <p>Number and length of cycle routes delivered in monitoring and plan period.</p>	<p>Delivery of new infrastructure as set out within policy IF4 as part of new development.</p>
IF5: Leicester to Burton rail line	14	<p>The reinstatement of the Leicester to Burton Line for public transport.</p>	<p>The Leicester to Burton Rail line is protected from development.</p>

IF6: Ashby Canal	14	The reinstatement of the Ashby Canal.	The Ashby Canal route is protected.
IF7: Parking provision and new development	3	<p>Number of spaces per type of dwelling and by type of dwelling .e.g. 4 bedroom dwelling should provide 3 parking spaces.</p> <p>Number of permissions which include parking provisions in accordance with policy IF7.</p> <p>Number of planning permissions approved to the 6C's standard.</p> <p>Number of car parking spaces provided on non-residential schemes compared to the maximum standards set out within the 6Cs design guidance or equivalent.</p>	Ensure that development incorporates adequate parking provision.
En1: Nature Conservation	11	<p>Creation of new wildlife sites.</p> <p>Number of Local wildlife sites.</p> <p>Number of candidate wildlife sites.</p> <p>Number of SSSIs.</p> <p>Number of Local Nature Reserves.</p> <p>Condition of SSSIs.</p> <p>Adoption of supporting Supplementary Planning Document.</p>	<p>Condition of SSSIs improves.</p> <p>To adopt the supporting supplementary planning document.</p> <p>No net reduction in local wildlife sites from the beginning of the plan period.</p>

En2: River Mease Special Area of Conservation	11	<p>Amount of Employment Land approved within the River Mease SAC catchment.</p> <p>Number of dwellings approved within the River Mease SAC catchment.</p> <p>Condition of the SAC</p> <p>Water quality status</p> <p>Amount of money secured through S106 agreements for DCS.</p>	<p>Water quality and volume targets are met.</p> <p>Condition of SAC improves.</p> <p>Developer Contribution Schemes Implemented.</p>
En3: The National Forest	11,12,14	<p>Amount of funding received for National Forest Planting.</p> <p>Amount of land within the National Forest Planted within the monitoring period and plan period.</p>	<p>Increase amount of National Forest planting across the district.</p>
En4: Charnwood Forest	11,12,14	<p>Number of approved applications for diversification.</p> <p>Creation of new biodiversity sites.</p>	<p>Charnwood Forest is recognised as a tourism and leisure destination.</p> <p>No net loss of biodiversity within the CFRP</p>
En5: Areas of Separation Policy	11	<p>The number and type of applications submitted within AOS.</p> <p>The type and number of developments permitted or refused within the Area of Separation.</p>	<p>No permissions granted in the Area of Separation which undermine the function of the Area of Separation.</p>

<p>En6: Land and air quality</p>	<p>11</p>	<p>Number of permissions granted in coal mining areas.</p> <p>Number of Permissions granted within Air Quality Management Areas.</p> <p>Number of properties within AQMA.</p> <p>Number permissions impacting on Air Quality Management Areas.</p> <p>Number of Permissions in Noise Zones.</p> <p>Number of Air Quality Management Areas.</p>	<p>New developments permitted are subject to appropriate conditions where required.</p> <p>No new development impacts on the quality of existing Air Quality Management Areas or results in the creation of new ones.</p>
<p>He1:Conservation and enhancement of North West Leicestershire's historic environment</p>	<p>10</p>	<p>Number of applications approved that are contrary to policy.</p> <p>Number of applications approved contrary to the advice of English Heritage.</p> <p>Number of Buildings on the Historic England at Risk Register.</p> <p>Number of Listed Buildings.</p> <p>Number of Conservation Areas and Conservation Area Appraisals.</p> <p>Number of Historic Parks and Gardens.</p>	<p>No loss of heritage assets.</p> <p>No net increase in the number of Heritage Assets at Risk.</p> <p>Restoration of all heritage assets and monuments identified as at risk.</p> <p>No net increase in the number heritage assets on the local heritage at risk register.</p> <p>Increase and adoption of Conservation Area Appraisals, Conservation Areas and Management Plans.</p> <p>To adopt a local list.</p>

		<p>Number of Scheduled Ancient Monuments.</p> <p>Adoption of a local list.</p>	
He2: Shopfront Design	3, 10	<p>Number of applications that are approved contrary to policy He2.</p> <p>Adoption of Supplementary Planning Document for Shop Fronts.</p> <p>Number of Shop Front Improvement Schemes that have been taken up on a heritage asset or within a Conservation Area.</p>	<p>Restoration of shop fronts.</p> <p>To adopt a Supplementary Planning Document for Shop Fronts.</p>
Cc1: Renewable Energy	8	<p>Number and type of permissions granted for renewable energy in monitoring period.</p> <p>Type and amount (MWe) of renewable energy that is delivered within the monitoring and plan period.</p> <p>Amount of MWe energy which has permission for the monitoring period.</p>	<p>The districts CO2 emissions reduce over the plan period.</p> <p>The amount of energy generated from renewable energy sources increases.</p>

Cc2: Flood Risk	9	Number of planning permission granted contrary to Environment Agency objections on water quality and flood risk grounds.	No permissions granted contrary to Environment Agency and Local Flood Authority advice. No development permitted for vulnerable uses in areas that are likely to flood (zones 3a and 3b) or that would result in flooding downstream of vulnerable developments.
Cc3:Flood Risk-Sustainable Drainage Systems	9	Number of sites incorporating SUDS. Type of SUDs delivered. Adoption of Sustainable Drainage System Supplementary Planning Document.	All major residential and commercial developments need to incorporate SUDs schemes. To adopt a Sustainable Drainage System Supplementary Planning Document.

SCHEDULE OF SAVED LOCAL PLAN POLICIES REPLACED BY POLICIES IN THIS LOCAL PLAN

Saved Local Plan Policy	Title	Replacement Local Plan Policy
Strategy		
S2	Limits To Development	Policy S3: Countryside
S3	Countryside	Policy S3: Countryside Policy EN3: The National Forest
Environment		
E1	Sensitive Areas	No equivalent replacement policy
E2	Landscaped amenity open space	Policy D1: Design of New Development
E3	Residential Amenities	Policy D2: Amenity
E4	Design	Policy D1: Design of New Development
E6	Comprehensive Development	Policy D1: Design of New Development
E7	Landscaping	Policy D1: Design of New Development
E8	Crime Prevention	Policy D1: Design of New Development
E9	Mobility	No equivalent replacement policy
E17	Historic Byways	No equivalent replacement policy
E20	Green Wedge	Policy S3: Countryside – applies to the western part of what was defined as Green Wedge Policy En5: Areas of Separation – applies to the remainder of land that was defined as Green Wedge
E21	Separation of Settlements	Policy S3: Countryside
E22 (a)	Areas of Particularly Attractive Countryside	Policy En4: Charnwood Forest
E22(b) & (c)	Areas of Particularly Attractive Countryside	No equivalent replacement policy.
E24	Re-Use and Adaptation of Rural Buildings	Policy S3: Countryside
E26	Sites of County or District Ecological or Geological Interest	Policy En1: Nature Conservation
E30	Floodplains	Policy Cc2: Water: Flood Risk
E36	Derelict Land	No equivalent replacement policy.
E37	Derelict Sites	No equivalent replacement policy.
National Forest		
F1	General Policy	Policy D1: Design of New Development Policy Ec13: Tourism Development

		Policy IF1: Development and Infrastructure Policy EN3: The National Forest
F2	Tree planting	Policy EN3: The National Forest
F3	Landscaping and Planting	Policy EN3: The National Forest
F5	Forest Related Development	Policy EN3: The National Forest
Transport		
T2	Road improvements	Policy IF4: Transport Infrastructure and New Development
T3	Highway Standards	Policy IF4: Transport Infrastructure and New Development
T4	Road Related Services	No equivalent replacement policy.
T5	Road Related Services at A50. /B6540 Junction	No equivalent replacement policy.
T8	Parking	Policy IF7: Parking Provision and New Development
T10	Public Transport	Policy IF1: Development and Infrastructure Policy IF4: Transport Infrastructure and New Development
T13	Cycle Parking	Policy IF7: Parking Provision and New Development
T14	Former Transport Routes	No equivalent replacement policy
T15	Moira-Measham Trail	No equivalent replacement policy
T16	Ashby Canal	Policy Ec13: Tourism Development Policy IF6: Ashby Canal
T17	Ashby Canal	Policy IF6: Ashby Canal
T18	East Midlands Airport	Policy Ec4: East Midlands Airport
T19	East Midlands Airport – Public Safety Zones	Policy Ec6: East Midlands Airport Public Safety Zones
T20	East Midlands – Airport Safeguarding	Policy Ec5: East Midlands Airport: Safeguarding
Housing		
H4	Housing Allocations	
H4(a)	Leicester Road, Ashby de la Zouch	In part replaced by Policy H1: Housing provision: planning permissions
H4(b)	East of Leicester Road, Ashby de la Zouch	In part replaced by Policy H1: Housing provision: planning permissions
H4(c)	Nottingham Road, Ashby de la Zouch	Site has been developed and there is no equivalent replacement policy
H4 (d)	Broom Leys Road, Coalville	Policy H3: Housing provisions: new allocations

H4(e)	Wentworth Road, Coalville	Site has been developed and there is no equivalent replacement policy
H4(f)	East of Whitehill Road, Ellistown	Site has been developed and there is no equivalent replacement policy
H4 (g)	Grange Road, Huggelscote	Policy H1: Housing provision: planning permissions Policy H2:Housing provision: resolutions
H4(h)	Brooks Lane, Whitwick	Site has been developed and there is no equivalent replacement policy
H4(i)	North of Park Lane, Castle Donington	Site has been developed and there is no equivalent replacement policy
H4 (j)	Station Road, Castle Donington	Site has been developed and there is no equivalent replacement policy
H4 (k)	High Street, Ibstock	Site has been developed and there is no equivalent replacement policy
H4 (l)	South of High Street, Ibstock	Site has not been developed. However there are outstanding issues regarding its deliverability. No equivalent replacement policy
H4 (m)	Leicester Road, Ibstock	Site has been developed and there is no equivalent replacement policy
H4 (n)	The Vicarage, Newbold	Site has been developed and there is no equivalent replacement policy
H4 (o)	Main Street, Oakthorpe	Policy H2: Housing Provision: resolutions
H4 (p)	East of Heather Road, Ravenstone	Site has been developed and there is no equivalent replacement policy
H4/1	Housing Land Release	Policy S3: Settlement Hierarchy
H6	Housing Density	No equivalent replacement policy
H7	Housing Design	Policy D1: Design of New Development
H8	Affordable housing	Policy H4: Affordable Housing
H10	Agricultural and Forestry Workers' accommodation	Policy S3: Countryside
H11	Replacement Dwellings	Policy S3: Countryside
H12	Exceptional Affordable Housing Sites	Policy H5: Rural exception sites for affordable housing
H13	Mobile Homes	No equivalent replacement policy
Employment		
J3	Employment Allocations	Policy Ec3: Existing Employment Areas
J3(a)	Land adjacent to Swainspark Industrial Estate, Ashby Woulds	Policy Ec3: Existing Employment Areas
J3(b)	Smisby Road, Ashby de la Zouch	Policy Ec3: Existing Employment Areas
J3 (c)	Extension to Hilltop Industrial estate, Bardon	Policy Ec3: Existing Employment Areas
J3 (d)	South of Coalville Brickworks	Policy Ec3: Existing Employment Areas

J3 (e)	Former Ellistown Colliery	Policy Ec3: Existing Employment Areas
J3 (f)	South of Trent Lane, Castle Donington	Policy Ec3: Existing Employment Areas
J3 (g)	Extension to Warminster Estate, Burton road, Measham	Policy Ec3: Existing Employment Areas
J3 (h)	Former Walton Way Drift Mine, Burton Road, Oakthorpe	Policy S3: Countryside
J4	High quality employment site at Finger Farm	Policy Ec3 – Existing employment Area Policy Ec4: East Midlands Airport
J5	High Quality Employment Site at Flagstaff	Policy Ec3: Existing Employment Areas
J8	ADT Car Auctions Site	No equivalent replacement policy
J14	Expansion and Existing Firms	No equivalent replacement policy
Central Areas and Retailing		
R1	Central Areas Shopping	Policy Ec8: Town and Local Centres: Hierarchy and Management of Development
R2	Belvoir Shopping Centre	No equivalent replacement policy
R4	Acceptable Uses in Town Centre Core Areas	Policy Ec10: Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses Policy Ec11: Town and Local Centres: Primary Shopping Areas – Hot Food takeaway Balance
R5	Financial and Professional Services in Core Areas	Policy Ec10: Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses
R6	Windows Display Frontages in North Street and South Street, Ashby de la Zouch	No equivalent replacement policy
R7	Other retail uses	No equivalent replacement policy
R8	Potential Redevelopment Areas	Policy Ec10: Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses
R9	Pedestrian Facilities	No equivalent replacement policy
R10	Bridge Road Link	No equivalent replacement policy
R11	Outer Area of Coalville Town Centre	No equivalent replacement policy

R12	Town Centre Services	No equivalent replacement policy
R13	Town Centre Services	No equivalent replacement policy
R14	Town Centre Services	No equivalent replacement policy
R15	Town Centre Services	No equivalent replacement policy
R16	Use of Upper Floors	Policy Ec10: Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses Policy Ec12: Local Centres
R19	Acceptable Uses in Local Centres	Policy Ec12: Local Centres
R20	Individual Shops	No equivalent replacement policy
R21	Village Shops	No equivalent replacement policy
Leisure and Tourism		
L2	Informal Recreation Facilities	No equivalent replacement policy
L3	Built Development of Recreational Sites Outside Limits to Development	Policy IF3: Open Space, Sport and Recreation facilities
L5	Tourist Accommodation	Policy Ec13- Tourism Development
L6	New Rural Recreation Facilities to Relieve Charnwood Forest	No equivalent replacement policy
L7	Land adjoining Hermitage Leisure Centres	Policy En5: Areas of Separation
L8	Snibston Colliery	No equivalent replacement policy
L9	Land north of Snibston Heritage Museum	No equivalent replacement policy
L10	Former Measham Railway Station	No equivalent replacement policy
L11	Moira Furnace	No equivalent replacement policy
L12	Sawley Marina	No equivalent replacement policy
L13	Swannington Incline	No equivalent replacement policy
L20	Donington Park Race Circuit	Policy Ec7: Donington Park
L21	Children's Play Area	Policy IF3: Open Space, Sport and Recreation Facilities
L22	Formal Recreation Provision	Policy IF3: Open Space, Sport and Recreation Facilities
Minerals		
M2	Redevelopment Potential	No equivalent replacement policy

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Evidence Base Documents – May 2016

Evidence	Date
PREVIOUS CONSULTATIONS	
Local Plan Regulation 18 consultation	July 2014
Summary of Regulation 18 consultation	November 2014
Reg 18 consultation	September 2015
Gypsy and Traveller allocations DPD – Reg 18 consultation	February 2016
LOCAL PLAN ADVISORY COMMITTEE REPORTS	
18 th March 2014	March 2014
29 th April 2014	April 2014
3 rd June 2014	June 2014
9 th September 2014	September 2014
15 th October 2014	October 2014
12 th November 2014	November 2014
20 th January 2015	January 2015
17 th February 2015	February 2015
4 th March 2015	March 2015
10 th June 2015	June 2015
29 th July 2015	July 2015
16 th December 2015	December 2015
20 th January 2016	January 2016
9 th March 2016	March 2016
18 th April 2016	April 2016
CABINET REPORTS	
14 th January 2014	January 2014
18 th November 2014	November 2014
21 st October 2014	October 2014
12 th January 2016 – Gypsy and Travellers Development Plan Document : Draft for consultation	January 2016
3 rd May 2016 – Housing Requirements Update	May 2016
FULL COUNCIL REPORTS	
25 th February 2014	February 2014
11 th November 2014	November 2014
24 th March 2015	March 2015
28 th June 2016	June 2016
SUSTAINABILITY APPRAISAL	
SA Scoping Report	February 2015
SA Draft Local Plan Non- Technical Summary	July 2015
SA of Draft Local Plan	July 2015
SA of publication Local Plan Non- Technical Summary	June 2016
SA of publication Local Plan	June 2016
VIABILITY	
Viability Assessment	July 2015
Viability Assessment	June 2016
HABITATS REGULATIONS ASSESSMENT	
Habitats Regulation Assessment of draft Local Plan	24 th June 2015

Habitats Regulation Assessment of proposed publication Local Plan	June 2016
SUPPORTING DOCUMENTS	
Local Development Scheme	June 2016
Statement of Community Involvement 2015	January 2015
TRANSPORT	
General	
Leicestershire Local Transport Plan (LTP3)	April 2011
Leicestershire County Council 6 C's Design Guide 2013	2013
Cycling	
North West Leicestershire Cycling Strategy Part 1- Coalville Final Draft	April 2012
Highways	
2009 PTOLEMY: Strategic Housing Growth Scenarios in North West Leicestershire Study	June 2009
Core Strategy LLITM report	March 2013
Core Strategy LLITM report – Appendices	March 2013
Statement from Leicestershire County Council regarding draft Local Plan	27 January 2016
Statement from Highways England regarding draft Local Plan	10 March 2016
East Midlands Airport	
UK Aviation Forecasts 2013	January 2013
Aviation Policy Framework	March 2013
East Midlands Airport Sustainable Development Plan 2015	2015
Rail	
High Speed Rail : Investing in Britain's Future – Phase Two: The Route to Leeds, Manchester and beyond	January 2013
2013 Further Assessment of Coalville AQMA Final	2013
HOUSING	
Leicester, Leicestershire and Rutland Gypsy and Traveller Assessment Refresh	May 2013
Gypsy and Traveller Site Allocations Development Plan Document – consultation	February 2016
Leicester and Leicestershire Strategic Housing Market Assessment	June 2014
Leicester and Leicestershire Housing Market Area - A Memorandum of Understanding relating to Objectively Assessed Need for Housing	July 2014
Strategic Housing Land Availability Schedule of Sites 2014	2014
Review of housing requirements 2011-31	April 2016
ECONOMIC	
Assessment of Employment Sites – August 2010	August 2010
Leicester and Leicestershire HMA Employment Land Study (PACEC) 2013	January 2013
Leicester and Leicestershire Economic Partnership Economic Growth Plan 2014-2020	March 2014
Leicester and Leicestershire Strategic Distribution Study 2014	November 2014

North West Leicestershire Local Growth Plan 2014 -2018	February 2015
Regeneration Strategy Coalville, The Prince's Foundation for the Built Environment	
Retail	
North West Leicestershire Retail Study -2012 Update	March 2013
North West Leicestershire Retail Study Update 2015	February 2015
Ashby de la Zouch and Coalville Town centres Assessment of Retail operator Demand	May 2016
Tourism	
Tourism Strategy Leicester and Leicestershire 2011-2016	2011
ENVIRONMENT	
River Mease	
River Mease SAC Water Quality (Phosphate) Management Plans	June 2011
River Mease SSSI/SAC Restoration Plan	May 2012
River Mease Special Area of Conservation Water Quality Management Plan Developer Contribution Scheme	October 2012
Measures to be funded through Developer Contributions Scheme (DCS1)	October 2012
Measures to be funded through Developer Contributions Scheme (DCS2)	June 2016
Charnwood Forest	
Charnwood Forest Landscape - Character Assessment	October 2008
Revised Vision Statement for a Charnwood Forest Regional Park	June 2009
Charnwood Forest Regional Park – Topic Paper 1 – Origins and Objectives	October 2010
Charnwood Forest Regional Park – Topic Paper 2: The Planning Process	October 2010
The National Forest	
National Forest Biodiversity Action Plan 2011	2011
National Forest Guide for Planners and Developers	November 2012
The National Forest Strategy 2014-2024	2014
Ecology	
Leicester Leicestershire and Rutland Biodiversity Action Plan 2010-2015	2010
Phase 1 habitats survey	2006
Ecological networks etc	
Hydrology	
Scoping and Outline Water Cycle Study	March 2010
Detailed Water Cycle Study	July 2012
Strategic Flood Risk Assessment 2015	February 2015
Climate Change	
Climate Change Study 2008	May 2008
DESIGN	
NWL 'Our Place'	
Design Supplementary Planning Document	
INFRASTRUCTURE	
Infrastructure Delivery Plan	June 2016

SETTELMENT PROFORMAS	
SETTLEMENT FRINGE ASSESSMENT	
Settlement Fringe Assessment	August 2010
Ashby Fringe Assessments	August 2010
Castle Donington Fringe Assessments	August 2010
Coalville Fringe Assessment	August 2010
Ibstock Fringe Assessment	August 2010
Kegworth Fringe Assessment	August 2010
Measham Fringe Assessment	August 2010
Ashby Sites	August 2010
Castle Donington Sites	August 2010
Coalville Sites	August 2010
Coalville (C) Sites	August 2010
Ibstock Sites	August 2010
Kegworth Sites	August 2010
Measahm sites	August 2010
Appendix A map 1 to 5	August 2010
Appendix A Maps 6 to 10	August 2010
Appendix A maps 11 to 15	August 2010
Appendix A Maps 16 to 20	August 2010

North West Leicestershire Emerging Local Plan

Prospects for 'soundness'

Update June 2016

1. INTRODUCTION

1.1 In September 2015 North West Leicestershire District Council (NWLDC/the Council) approved the draft Local Plan (LP) for formal consultation. It did so following consideration of a full report from its Director of Services and other background documents including a report from Malcolm Sharp of Sharp Planning Plus (SPP) and Simon Stanion of Shakespeare Martineau (formerly Marrons Shakespeares)(SM) on the prospects for the Plan being found 'sound' and to be legally compliant with the 'Duty to Co-operate' (DtC).

1.2 On 28 June 2016 the Council will be asked to agree to the publication of the LP development plan document together with the sustainability appraisal report and habitat regulation assessment, and to consult upon the same for a six week period following which the draft plan will be submitted to the Secretary of State for examination.

1.3 SPP and SM have been asked to update their advice to the Council on the prospects for the LP being found 'sound' and to be legally compliant with the DtC having regard to circumstances arising from the progress of the emerging plan through the public consultation process since September 2015, and any material changes in planning legislation and/or National policy or guidance in the intervening period.

2. REQUIREMENTS FOR SOUNDNESS AND THE DUTY TO CO-OPERATE

2.1 By way of reminder, the four policy tests as to whether a plan can be found sound are set out in NPPF as follows:

"Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;

Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.”

- 2.2 As regards the DtC (which is both a legal and policy requirement), the Council is reminded that whilst this is not a duty to agree, every effort should be made to secure the necessary co-operation on strategic cross boundary matters before the LP is submitted for examination.
- 2.3 Clearly, whether a plan is found ‘sound’ is a matter for interpretation against the above criteria, and as previously advised, continually evolving government planning policy can have a distinct bearing on that interpretation. In this regard, some important recent changes to National Planning Practice Guidance (NPPG), made in response to criticisms of the approach of examining Inspectors towards soundness issues, particularly in relation to the assessment of housing need and requirement (to which we alluded in our previous advice to Council¹), suggest a change in emphasis away from Inspectors recommending that ‘unsound’ plans be withdrawn, to giving local planning authorities every opportunity to respond to any concerns and address key issues that may lead the Inspector to conclude that the plan is not sound or that a legal requirement has not been met, and to suspension or partial suspension of an examination to give the local planning authority time to undertake further work to address the issues raised.
- 2.4 Indeed the recent changes to the NPPG include a requirement for an Inspector to work proactively with the local planning authority, and not only to fully consider the potential of suspending an examination, but also the option of the local planning authority making a commitment to review the plan or particular policies in the plan within an agreed period, where this would enable the Inspector to conclude that the plan is sound and meets the other legal requirements.
- 2.5 Whilst these changes should not lead the Council into complacency, we do consider that they are likely to herald a more flexible approach on the part of the Planning Inspectorate with an emphasis on getting more LPs adopted sooner than has hitherto been the case. The risk of this draft LP ultimately being found unsound, or, like the previous draft Core Strategy, having to be withdrawn, should, therefore be reduced as a result.

¹ See para 2.7 of our previous advice, referring to the report of Nathaniel Lichfield & Partners (“Signal Failure”: 2015 i.e. “There does not appear to be any firm pattern as to which components are considered by Inspectors when arriving at conclusions on OAN”).

2.6 Notwithstanding, the Council continues to follow best practice in keeping and regularly reviewing a risk register, and in identifying risks within which context the updated prospects for soundness and compliance with the DtC set out below are made.

3 SOUNDNESS

- 3.1 Undoubtedly a key area of risk of the draft LP being found unsound (in its current form) revolves around the housing requirement figure. This is because national planning policy requires local planning authorities to use their evidence base to ensure that their LP meets “the full objectively assessed needs for market and affordable housing in the housing market area”² and “should prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries”³.
- 3.2 As matters stand, the housing requirement figure in the draft LP is not derived from an up to date HMA wide assessment of need but upon the Council’s own assessment of need based upon additional work carried out by an independent consultant, Justin Gardner who has also been involved in the emerging HMA assessment (“HEDNA”). Whilst the HEDNA is in the course of preparation, the timescale for being able to rely upon the outcome of the Assessment as a robust evidence base for the calculation of the housing requirement in this Plan, is uncertain.
- 3.3 The Council’s decision hitherto to continue to progress (and ultimately to submit for examination) the LP in advance of the publication of the HEDNA has met with opposition from a number of the other HMA local authorities including Charnwood Borough Council, Leicester City Council, Oadby & Wigston Borough Council and Harborough District Council, and it should therefore be anticipated that the proposed housing requirement figure is likely to be challenged both as to its soundness and on the basis of the Council’s compliance or otherwise with the DtC.
- 3.4 As to soundness, although national planning policy anticipates that housing requirements in LPs will be informed by an up to date SHMA the NPPG recognises that identifying a housing requirement is not an exact science, and as the timescale for the completion of the HEDNA is uncertain, the Council has also had to consider the impact of any delay in the publication of this information on its ability to submit its LP for examination by early 2017⁴ and has, in our view, reasonably concluded that the balance of the planning advantage lies in getting the LP approved as quickly as possible.

² NPPF para 47

³ Ibid para 159

⁴ Or face the possibility of intervention by the Secretary of State – see Ministerial Statement of Brandon Lewis, Minister for Housing and Planning July 2015

- 3.5 In taking this decision the Council has fully recognised the need to support the housing requirement figure in the draft LP with robust up to date evidence of housing need, hence the work undertaken by Justin Gardner (referred to above) which applies the same data currently being used to inform the HEDNA and adopts the same methodology and approach to that used in the SHMA and emerging HEDNA, albeit to derive a OAN figure specific only to North West Leicestershire District and solely for the purposes of informing the housing requirement in the LP, rather than across the whole of the HMA.
- 3.6 The Council has also committed itself in the draft LP to an early review in the event that its housing requirement is found to be significantly out of line with the HEDNA's OAN for the District in due course - which is consistent with the NPPG endorsed by the Housing and Planning Minister in a ministerial statement in July 2015.⁵
- 3.7 In our previous report we referred to the issue at Great Maldon in Essex where an Inspector had challenged the way an emerging Plan had approached issues relating to Gypsies and Traveller housing need. The approach was similar to that adopted in the NWLDC Local Plan.⁶ However, the Maldon Plan had, at the time, been 'called in' by the Secretary of State. Subsequently, the Secretary of State has endorsed the approach taken as proportionate. Whilst that view is specific to the Maldon Plan it is considered that the risk of this Plan being found unsound on this issue is lessened.
- 3.8 In our conclusion in the previous report we made three recommendations relation to soundness,⁷ - the need to keep the risk register up to date; the need to complete an infrastructure delivery plan (IDP) and the advisability of completing the PAS soundness checklist. We are pleased to note good progress on all these points. In respect of the IDP it will be important to ensure that it continues to be a 'live' up to date document and that the Council puts in place appropriate project and governance arrangements so that this is the case. It is noted that in this context further work updating the IDP in advance of submission will be required in order that the Council can fully demonstrate the deliverability of the Local Plan.
- 3.9 We would make one further comment regarding soundness to the effect that, as the plan progresses through the next stages. the Council should satisfy itself that all of the allocations in the Plan, including those already benefitting from planning permission or with resolutions to grant, remain realistically deliverable during the Plan period. Regular monitoring of

⁵ "As we have made clear in planning guidance a commitment to an early review of a Local Plan may be appropriate as a way of ensuring that a Local Plan is not unnecessarily delayed by seeking to resolve matters which are not critical to the plan's soundness or legal competence as a whole"

⁶ Prospects for soundness report para 3.5

⁷ Ibid paras 5.2 – 5.4

deliverability is advised to include, for example, progress with Section 106 Agreements relating to those sites that are subject to resolutions.

4 DUTY TO COOPERATE

- 4.1 In our previous report we alluded to the Charnwood Core Strategy Examination Inspector being satisfied that Charnwood Borough Council (CBC) had demonstrated a history of co-operation and joint working with the other authorities in the Leicestershire HMA in relation to strategic housing matters, and had found that there had been clear and ongoing mechanisms for co-operation between authorities at both member and officer level, and was satisfied that during the preparation of the Core Strategy, CBC had also shown a continued willingness, in principle, to plan positively for the housing needs of the wider HMA, illustrated by the fact that in June 2013 it had joined with the other authorities in the HMA to commission a new SHMA.
- 4.2 The Inspector had therefore been satisfied that CBC had engaged constructively, actively, and on an ongoing basis in terms of overall housing provision, and indeed other strategic matters, and concluded that CBC had complied with the DtC. We advised that inasmuch as the approach of NWLDC towards the DtC was closely aligned to that of CBC particularly in relation to the SHMA published in 2014 and the subsequent MOU there should be a reasonable expectation of the Council similarly being found to have so complied in preparing the draft LP.
- 4.3 The fact nevertheless remains that a number of the other HMA authorities have taken exception to the Council progressing its LP, and in particular its intention to submit a housing requirement figure for examination in advance of the publication of the HEDNA, and those Councils are likely to frame their opposition to the Council's strategy in terms of a failure to comply with the DtC.
- 4.4 As we have already noted above, the DtC is exactly that – it is not a duty to agree. The Council has co-operated at all levels with the other HMA authorities, and continues to do so, i.e. in explaining to those authorities its intended strategy and the reasons for it, and it has sought to obtain their agreement to the same. The lack of agreement to that strategy is not for the want of co-operation with those authorities on the part of the Council in the preparation of the LP.
- 4.5 Furthermore, as has already been mentioned above in the context of soundness, the Council has had to weigh in the balance waiting for the HEDNA before identifying its housing requirement and submitting the LP, with getting the Plan approved as soon as possible and in particular submitted for examination by 'early 2017' to avoid the possibility of intervention by the Secretary of State.

4.6 In all the circumstances, whilst it cannot of course be guaranteed that the Inspector will conclude that the Council has complied with the legal and policy DtC, we have no reason to change our original assessment that the Council should have a reasonable expectation of being found to have so complied in preparing the draft LP.

5 CONCLUSIONS

5.1 Subject to our comments, particularly in relation to housing need and the attitude of some other HMA authorities, we see no reason to depart from our previous conclusion that in preparing its emerging Local Plan NWLDC has been proactively managing risk to ensure that it has a good prospect of being found to have complied with the DtC and of the Plan being found 'sound' on examination

5.2 The government has recently published revised guidance as part of the National Planning Practice Guidance in which there is significant emphasis upon Inspectors seeking to work proactively with local planning authorities to try and ensure that plans can be found sound. Where necessary, this can include suspension of examinations and the Guidance also requires that consideration should be given to the option of the local planning authority making a commitment to review the plan or particular policies in the plan within an agreed period, where this would enable the Inspector to conclude that the plan is sound and meets the other legal requirements.

5.3 If, despite our optimism over the plan being found sound, the Inspector concludes that further work is required to enable such a finding to be made and that the examination should be suspended for this work to be undertaken, whilst this would not be the Council's preferred outcome, it would obviously be preferable to a finding of unsoundness and certainly would not be fatal to the plan's eventual adoption. Furthermore, the Council's commitment to an early review of the Plan if the housing requirement figure materially fails to meet the housing need identified in the emerging HEDNA should, in our view, be sufficient to persuade the Inspector that the Plan can be found sound on the basis of the currently proposed figure, although again this cannot be guaranteed.

5.4 In the meantime, the Council should, continue to demonstrate its willingness to co-operate and consult with the other HMA Authorities regarding its proposed housing strategy (even if it is unable to secure (all of) their agreement to the same) in line with the statutory DtC.

5.5 The Council should put in place appropriate project and governance arrangements in respect of the Infrastructure Delivery Plan and undertake

such updating as is necessary to demonstrate the deliverability of the Local Plan in advance of submission.

5.6 The Council should satisfy itself through regular monitoring that all of the allocations in the Plan, including those already benefitting from planning permission or with resolutions to grant, remain realistically deliverable during the Plan period.

15 June 2016



Malcolm Sharp

SHARP PLANNING PLUS
People & Places



Simon Stanion

 SHAKESPEAREMARTINEAU

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MINUTES of a meeting of the LOCAL PLAN ADVISORY COMMITTEE held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 29 JULY 2015

Present: Councillor J Legrys (in the Chair)

Councillors R Adams (Substitute for Councillor R Johnson), J Cotterill, J Hault (Substitute for Councillor R D Bayliss), G Jones (Substitute for Councillor J Bridges), V Richichi and M Specht

In Attendance: Councillors R Johnson, S McKendrick and A C Saffell

Officers: Mr S Bambrick, Mrs M Meredith, Mr I Nelson, Mr J Newton and Mr S Stanion

8. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors J Bridges and R Johnson.

9. DECLARATION OF INTERESTS

Councillor J Legrys declared a non pecuniary interest in any discussion relating to Coalville, as a volunteer at Hermitage FM.

10. MINUTES OF PREVIOUS MEETING

It was moved by Councillor M Specht, seconded by Councillor J Cotterill and

RESOLVED THAT:

The minutes of the meeting held on 10 June 2015 be approved and signed by the Chairman as a correct record.

11. COMMITTEE TERMS OF REFERENCE

RESOLVED THAT:

The Terms of Reference be noted.

12. LOCAL PLAN – UPDATE

The Director of Services presented the report to members, outlining the progress to date on the Local Plan and discussions at the Advisory Committee which had led to further work and engagement with Parish and Town Councils, particularly in respect of the town centre boundaries. He added that the draft Local Plan was underpinned by evidence which was available for members to view. He stated that the work to date had been leading to this point, where a draft Local Plan was available which contained all the policies that were proposed to be included in the Local Plan.

The Director of Services invited members to discuss the proposals and make any comments on the draft Local Plan, which would be reported to the Council meeting on 15 September. He added that it would be a matter for Council to determine the content of the final Local Plan. He explained that thereafter, the agreed Local Plan would go through a formal process of public consultation and examination by an independent Planning inspector who would be appointed by the Secretary of State. The inspector would then make a series of recommendations to the Council, and hopefully adoption of the Local Plan would follow. He advised that the Local Plan would carry full weight in the planning process at that point.

The Director of Services referred members to the draft Local Plan before them and highlighted the figures identified by policy S2 in the Strategy section. He advised that these figures represented the overall level of development proposed in the plan period up to 2031. He made reference to the previous discussions which had taken place in respect of the plan period, and advised that due to the work being done on the Housing Market Area it had been agreed to restrict the plan period to 2031. He added that the policies within the Local Plan gave substance to those figures.

In respect of employment, the Director of Services highlighted the overall requirement for 96 hectares, and pointed out that there was an existing commitment for 126 hectares, which exceeded this figure. He advised that taking into account the fact that there would be some employment land lost over the plan period, there was an overall shortfall of 13 hectares. Therefore it would be necessary to allocate at least 13 hectares of additional employment land to meet the allocated requirement. He added that there were sites already across the district with planning permission which would contribute to that requirement.

The Director of Services made reference to the previous discussion at the Advisory Committee in terms of the need for flexibility in respect of the housing requirement figure, allowing for an increase in employment, particularly taking into consideration the proposal for a major strategic distribution site in the north of the district. He advised that, taking into account the existing number of dwellings already with planning permission, it was proposed to allocate one additional strategic site at Money Hill which would meet the shortfall in the overall housing and employment requirement.

In respect of affordable housing, the Director of Services referred to the options previously identified and the viability testing which had now been undertaken. He advised that following the viability testing, the proposal in the draft Local Plan was that the current market conditions be used for the affordable housing policy. This meant that for sites with 15 or more dwellings, 20% affordable housing would be required in Coalville and Ibstock, with a 30% requirement in Ashby de la Zouch and Castle Donington. He added that elsewhere in the district, the threshold would be 11 dwellings with a 30% affordable housing requirement. He stated that this sought to meet the affordable housing needs in the district whilst remaining at a level which was still viable. He added that if the levels were set higher, this could have a detrimental impact upon growth within the district.

The Director of Services outlined the requirement to provide for the needs of the gypsy and traveller community. He added that the needs assessment showed that additional sites needed to be provided. He advised that in conjunction with other Leicestershire authorities, a revised needs assessment was being commissioned, and once this was updated, it would supplement the Local Plan. He highlighted that at this stage, the Council was not in a position to identify where those sites would be located, however it was worth noting that this work was to follow. He added that failing to commit to providing these sites could affect the viability of the whole Local Plan.

The Director of Services referred to the key issues and the natural environment section on page 18 of the agenda. He reiterated that when preparing the previous Core Strategy, members were keen to stress the importance of the area of separation between Coalville and Whitwick. He advised that it was still proposed to have a policy in the Local Plan to protect this land as an area of separation.

The Director of Services highlighted the timetable set out on page 19 of the agenda, which was based on the assumption that Council would agree the Local Plan in September. He pointed out that some of the stages in the timetable would depend upon others, and in particular this would be subject to the inspector's agreement, but the Council would be endeavouring to adopt the Local plan by 2017.

The Planning Policy Team Manager drew members' attention to the draft Local Plan which was accompanied by a policies map, setting out the key policies which applied across the district. He advised that there was one additional change proposed to the town centre boundary in Castle Donington.

Councillor A C Saffell was invited to speak at this point, as his concerns related particularly to the town centre boundary in Castle Donington.

Councillor A C Saffell advised that the Planning Policy Team Manager had met with Councillor Sowter, the Chairman of the Planning Committee at the Parish Council, and with the Clerk and had walked around the town centre, discussing the current and potential future location of shops. He advised that under the current proposal, some of the shops were outside of the town centre. He added that the main street which the Parish Council would like to see included within the town centre was Clapgun Street, as there were a number of business premises there already, and most of the houses could be easily converted for business use. He added that with the shops already full to capacity and the population in Castle Donington due to increase by 50% over the plan period, the Parish Council wanted an area to which new businesses could be directed. He stated that control would be lost under the current proposals. He felt that the simplest solution would be to revert back to the current plan which had been in place for a number of years, and included the business centre of Donington Manor. He stated that if this wasn't done, business opportunities would be strangled and this was against Government policy. He added that there should be room for growth, and there wasn't any at the moment. He asked for the officers' co-operation to achieve a sensible village boundary.

The Planning Policy Team Manager circulated a plan showing the existing boundary and the revised proposal following his meeting with the Parish Council. He stated that this was an issue the Advisory Committee had discussed on a number of occasions. He added that the aim was to get the balance right by having an area to accommodate potential future growth that wasn't too large at the same time. He advised that in most cases, a smaller town centre boundary was recommended given the changes in retail requirements. He stated that it was clear from walking around Clapgun Street that this was very much a residential area at the present time. He referred to the guidance which recommended that town centre boundaries should be drawn up taking into account existing uses. He added that it must be recognised that the plan period was up to 2031 and there would be an element of churn. He felt it was reasonable to assume that some additional retail uses would be possible as a result of this natural churn. He explained that in accordance with the policy, the town centre boundary was where business uses would be directed to initially, however this did not prohibit such uses elsewhere, as a sequential approach would be taken and consideration given to whether there were any other premises within the town centre area that would be suitable. He concluded that the proposed reduced town centre boundary would still allow some flexibility in the future. He added that a retail capacity study had been undertaken, and no major issues had been identified in Castle Donington. He felt the proposal struck an appropriate balance.

Councillor A C Saffell reiterated that there were no empty properties at all in the main town centre area, whereas there were empty properties in Clapgun Street. He added that with the forthcoming increase in population, he did not want to restrict jobs. He stated that he appreciated the sequential approach could be utilised, but this could result in shops on Bondgate. He suggested that this discussion be continued, and the Parish Council put forward its own proposal. He added that the Parish Council wanted to support the local businesses if possible.

The Chairman reiterated that the Local Plan would go out for public consultation after it was debated at Council. He thanked Councillor A C Saffell for his comments which would be reported to Council.

The Chairman encouraged everyone present at the meeting to study this document and how it affected the local area, and to get involved in the consultation.

In response to a question from Councillor V Richichi, the Director of Services advised that there would be no form of consultation prior to Council, and therefore the draft Local Plan before members would be considered by Council, and any comments made at this meeting by members would be taken into account in the covering report.

Councillor J Hoult sought clarification in respect of the Bardon Grange proposal as this did not appear to be mentioned in the report. The Director of Services advised that all sites which had received planning permission in the last 18 months were recorded in the draft Local Plan as commitments, and counted toward the housing requirement figures.

Councillor J Hoult asked if the Local Plan would override a neighbourhood plan. The Director of Services advised that a neighbourhood plan would need to conform with the Local Plan strategy. For example, if the Local Plan allocated land at Money Hill for development, the neighbourhood plan could not state that there should be no development at Money Hill. He clarified that there needed to be conformity between the two and if this was not the case, the neighbourhood plan would be tested and would be found unsound.

The Planning Policy Team Manager highlighted the section in respect of neighbourhood plans on page 140 of the agenda, and also appendix 5. He advised that officers had considered all the proposed policies in the draft Local Plan and identified whether they were considered to be strategic, local or both. He clarified that neighbourhood plans had to conform to the strategic aspects of the Local Plan. He added that officers had been in regular contact with the neighbourhood plan group to advise them, and would continue to do so in the hope that the two plans could move forward in parallel.

In response to questions from Councillor G Jones, the Planning Policy Team Manager advised that there was no specific policy in the draft Local Plan for the provision of self build units as this was Government policy in any case. He added that it would be difficult to demonstrate the number of people wishing to undertake a self build, and the considerations that would apply would be the same as for any other planning application. In terms of retirement and care homes, the Planning Policy Team Manager advised that there was no specific policy, however policy H6 set out on page 69 of the agenda was concerned with housing types and mix, ensuring a balance and including provision for all sections of the community, which would include elderly persons. He added that there was no policy partly because there were no issues that the Council was aware of at this stage.

Councillor G Jones stated that he would like to see a policy in the Local Plan in respect of a minimum square footage. He added that he would have liked to see something in the draft Local Plan about self build due to the percentage of people undertaking this.

The Planning Policy Team Manager advised that there was nothing in the draft Local Plan in respect of square footage in order to retain flexibility and to avoid being prescriptive.

Councillor R Adams referred to the comments in respect of the Leicester to Burton line on page 17 of the agenda and noted that a report had been commissioned. He sought clarification on the timescales for the publication of this report.

The Planning Policy Team Manager advised that the report was due this summer; however it was not known whether it would be finalised and publicised prior to the consideration of the Local Plan at the Council meeting in September.

Councillor R Adams sought clarification on the site on Waterworks Road referred to on page 59 of the agenda. The Planning Policy Team Manager advised that it was proposed to continue with the existing allocation for housing.

The Chairman stated that he recalled a petition to the Council from children on the Greenhill estate calling for the land to be kept for recreational use. He thought that the Council had made a commitment subsequent to this petition. He asked that officers look into this matter.

Councillor R Adams referred the commitment by the Government to build affordable housing, and asked how the figures in our policy fit in with the Government proposals.

The Planning Policy Team Manager advised that the Council had to set its own policy, and added that there may well be other means of delivering affordable housing, for example through developments from housing associations. He added that the Government was keen to bring forward more public sector land. He advised the policy was set in order to establish a target figure should any major developments come forward.

Councillor R Adams felt that the affordable housing figure for Coalville was too low given the need in the area.

The Planning Policy Team Manager commented that the need was not disputed; however the policy was concerned with viability. He reiterated that an assessment had been undertaken which had advised that 20% was the maximum that was affordable at this time.

In response to a comment from Councillor R Adams, the Planning Policy Team Manager highlighted policy H6 on page 69 of the agenda, part 3 of which made reference to the fact that properties for the elderly would be provided, including bungalows.

The Director of Services added that the affordable housing policy set out on page 63 of the agenda also made the point that where bungalow provision was made, the Council would consider a reduction in the overall affordable housing requirement to encourage the provision of bungalows.

In response a question from Councillor M Specht, the Director of Services advised that under the previous process, there was an opportunity for a pre-meeting with the planning inspectorate. That opportunity no longer existed, and therefore the Council had sought advice from Malcolm Sharp, who is a nationally renowned planning advisor, and also Simon Stanion, legal advisor. He stated that both would be providing external assurance to the process and would be advising the Council on the soundness of the Local Plan.

The Legal Advisor explained that the advice to the Council was work in progress at the moment, and That this would address both the issue of soundness and the legal duty to co-operate with neighbouring authorities on strategic cross-boundary issues.

In response to a question from Councillor M Specht, the Planning Policy Team Manager advised that there were instances elsewhere where a neighbourhood plan had been adopted prior to a Local Plan.

Councillor M Specht commented that he was somewhat shocked at the previous Advisory Committee meeting that the housing allocation had increased from 7,000 to 10,700 dwellings; however it appeared that this was a good thing for North West Leicestershire as this was only due to the number of jobs anticipated.

In response to a question from Councillor M Specht, the Planning Policy Team Manager advised that a specific site had been identified on the policies map for Measham as a reserved site for the Measham Waterside proposal.

The Chairman asked the Ashby members to comment on the proposal to double the housing numbers at Money Hill.

Councillor J Hoult commented that the number of dwellings was not a concern; local residents were worried about the Nottingham Road entrance.

Councillor G Jones felt that the general view of the Ashby Town Councillors was that this would be the preferred route for the expansion. He commented that he would like to think there would be a fair bit of imagination used on the Money Hill site and hoped the planners could think outside the box, as something different was wanted. He added that perhaps serious consideration needed to be given to relocating Ivanhoe college, and perhaps using this area for affordable housing for the elderly. He added that this needed a lot of thought. He considered that most people in Ashby de la Zouch were not too much against the development itself, but just the traffic onto Nottingham Road.

The Director of Services referred to policy H3 outlined on page 60 of the agenda and clarified that in respect of the access the policy made it clear that there should be three accesses, the primary being off the A511, the secondary being Smisby Road, and the Nottingham Road being limited vehicular access. This had been included in the policy in response to the concerns raised by members.

Councillor G Jones commented that given the size of the development, he did not consider three accesses to be adequate, especially considering the additional employment uses proposed at the site.

Councillor J Hoult stated that it would be really appreciated if an area could be incorporated into the town where workers could park all day. He added that Ashby de la Zouch currently has no village hall. He asked if this could be included as it was lacking.

The Planning Policy Team Manager highlighted policy H3a which referred to a range of infrastructure provision, including community facilities.

Councillor J Hoult commented that car parking was direly needed.

The Chairman noted that there were some members of public present who were wanting to speak. He invited questions from the floor.

Mr D Bigby, Ashby Town Councillor, referred to the analysis in the document in respect of employment land, which made the assumption that 45 hectares would be lost to other uses during the plan period, mainly for housing. He commented that if this was the case, there would be sufficient land for additional 900 houses. He asked why this was not included in the housing allocation figures.

The Planning Policy Team Manager advised that, when considering employment land, it was realistic to assume that not all of it would remain for employment use. He added that there was no scientific way of assessing what might be lost, so officers had looked back over the last 10-15 years. Conversely, in terms of the housing allocation, this had not been taking into account because there could be no certainty that this would happen, and when the Local Plan reached the inspection stage, the inspector would require certainty.

Mr D Bigby expressed the importance of the developer viability assessments in respect of affordable housing provision. He asked if these would be made public in future so people could work out for themselves whether the affordable housing provision was appropriate. He stated that he would like to see this included in the Local Plan if it was legally possible.

The Head of Planning and Regeneration explained that the developer viability assessments contained commercially sensitive information that would be useful to competitors, so under the principles of Freedom of Information, they would be exempt from the Act. He stated that he expected to continue to keep those reports private; however this is not the same as reporting the key messages.

Mr A Sowter, Castle Donington Parish Councillor, asked how viability testing was carried out and whether the Council had the authority to have the developer audited to demonstrate that they can afford what they proposed.

The Head of Planning and Regeneration advised that some consultancies had started to carry out valuation exercises to verify the assumptions made. The Council asked the District Valuer to give their expert opinion as to whether the values and costs were viable. If not, negotiations would continue with the developer.

Mr C Tandy, Ashby Civic Society, stated that the housing distribution for the district was heavily loaded towards Ashby de la Zouch, which would obviously put a huge strain on the infrastructure of the town in terms of the, road systems, education and the River Mease. He commented that hopefully these issues would be addressed in the sustainability appraisal and asked when this would be available to the public.

The Planning Policy Team Manager stated that he hoped it would be available in the next few days.

Mr C Tandy made reference to the Money Hill applications which were both going to appeal far before the Local Plan was issued. He asked if the Council would be putting those conditions on the road system serving the Money Hill estate.

The Head of Planning and Regeneration explained that this was not part of the planning applications that were appealed.

Ms J Tebutt, Coalville resident, commented that she was conscious the Local Plan would significantly increase the number of houses required per annum. She asked whether the Council perceived this would affect the housing land supply and asked what provisions could be built into the Local Plan to ensure that developers did not try to exploit the 5 year housing land supply.

The Planning Policy Team Manager stated that once the Local Plan was adopted, the housing requirement would be established, and the key issue was to ensure that the sites which were permitted then proceeded to be developed to ensure the Council could continue to demonstrate a 5 year housing land supply.

Ms J Tebutt asked whether it was the case the current SHMA figures could be safely worked to until the ink was dry on the Local Plan.

The Planning Policy Team Manager stated that his advice would be to work on the higher figures, as this was safer.

Mr Yates, Ashby de la Zouch resident, asked why policy EC2 had been disregarded, and what extra implications would the adoption of the Local Plan have on planning applications.

The Director of Services advised that as the Local Plan progressed through the stages it would carry more weight, and at this stage, the draft Local Plan still has limited weight. He added that it was not the case that in September, the Council agreed the Local Plan and then current applications were influenced by this. He explained that there may be

some influence and regard had to the Local Plan, but this would need to be cautiously done throughout the process.

In respect of policy EC2, that site had been identified as land owners and developers had been invited to put forward land, and suggestions were quite limited. Officers felt that this site could be developed particularly as part of a larger mixed use site. He explained that the employment use at the site would be partly dictated by the developer and the current market. He stated there was no evidence to suggest that there was a need for smaller units at this time to meet local need.

The Legal Advisor stated that in terms of the relevance of the draft Local Plan on decision making, it would be wrong for the Council to ignore it altogether as was it a material consideration, and regard needed to be had to it. He added that it was a matter for the Council to determine what level of weight was given to it. Until the Local Plan underwent public consultation and the level objection to it in particular was known, he advised that the Council should not afford much weight to it as it was a preliminary view only.

The Chairman reiterated to the members of public present that they should keep in touch with their local elected member on this matter, or anyone on the Advisory Committee. He thanked those present for attending and asking questions.

The Chairman referred members to the recommendation as set out in the report.

RESOLVED THAT:

The draft Local Plan be noted.

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 8.00 pm

MINUTES of a meeting of the LOCAL PLAN ADVISORY COMMITTEE held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 16 DECEMBER 2015

Present: Councillor J Bridges (Chairman)

Councillors J Cotterill, S McKendrick (Substitute for Councillor J Legrys), V Richichi and M Specht

In Attendance: Councillors J Geary and T J Pendleton

Officers: Mr M Sharp (Consultant), Mr S Bambrick, Mrs M Meredith, Mr I Nelson, Mr J Newton and Mr S Stanion

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors J Legrys and R Johnson.

14. DECLARATION OF INTERESTS

There were no interests declared.

15. MINUTES OF PREVIOUS MEETING

Consideration was given to the minutes of the meeting held on 29 July 2015.

It was moved by Councillor M Specht, seconded by Councillor J Cotterill and

RESOLVED THAT:

The minutes of the meeting held on 29 July 2015 be approved and signed by the Chairman as a correct record.

16. COMMITTEE TERMS OF REFERENCE

RESOLVED THAT:

The Terms of Reference be noted.

17. GYPSY AND TRAVELLER SITE ALLOCATION DEVELOPMENT PLAN DOCUMENT: DRAFT FOR CONSULTATION

The Director of Services presented the report to members. He advised that the approach set out in the Draft Local Plan in respect of making provision for gypsies, travellers and travelling showpeople included a criteria based policy which set out how the Council might deal with proposed new sites within the district. He added that officers felt it would be necessary for the Council to make significant progress on producing a separate document setting out how the needs of the travelling community could specifically be addressed, through the allocation of land for the provision of gypsy and traveller sites (i.e. a Site Allocations Development Plan Document (SADPD)). He referred to the risks outlined in the report and explained that officers felt this approach was necessary because in the absence of a more detailed assessment, there was some evidence that other Local Plans had been delayed. He made reference in particular to the case of Maldon District Council, where the Inspector had found the Council's Gypsy and Traveller policy unsound partly because it did not identify a supply of specific deliverable traveller sites sufficient to provide five years worth of sites, or a supply of specific developable sites or broad locations for growth beyond the five year period. The Local Plan had subsequently been called in by the Secretary of State for a decision, but in the meantime the Director of

Services advised members that in order to mitigate risk, it was incumbent upon the Council to set out how the needs of the travelling community might specifically be met in the future and to be able to demonstrate progress.

The Director of Services referred to page 16 of the agenda which set out the current evidence in respect of the overall needs of the travelling community. He advised that the current assessment had identified a need for a total of 68 permanent pitches, 28 transit pitches and 9 plots for travelling showpeople for the period up to 2031, which was a significant need and the highest in Leicestershire. He added that the needs assessment was in the process of being refreshed across the housing market area, and was being led by Leicester City Council. He explained that when the needs assessment had been refreshed, the Council would need to take account of that new evidence, and this may suggest that there was more or less need than had been currently identified. He advised that the approach that was being taken was to respond to whatever needs were identified, and therefore it was proposed to prepare a separate SADPD.

The Director of Services referred members to the attached appendix which set out a proposed paper which would form the basis of the consultation which was proposed to commence in the new year. He sought comments on the approach being taken and on the proposed consultation paper. He advised that there would subsequently be a report to Cabinet on 12 January, seeking their authority to commence the consultation and the call for sites, whereby a public approach would be made to all affected and interested parties to indicate to the Council where there may be potential sites to be identified in the SADPD. He added that there may be a number of sites coming forward and these would be assessed, consulted upon, and independently examined, before the Council eventually adopted the final SADPD.

Councillor V Richichi asked how information was gathered in order to assess the level of need. The Planning Policy Team Manager advised that the previous piece of work was undertaken in 2013 by De Montfort University, and had been based on detailed interviews from representatives of the travelling community to understand their future needs, and statistical analysis and projections based on existing provision across the housing market area and in individual districts.

Councillor V Richichi sought clarification on the size and scope of a pitch. The Legal Advisor explained that the guidance contained a definition of what a pitch comprised, and advised each pitch should contain sufficient space for a mobile home and a touring caravan.

Councillor S McKendrick asked if the background information was available in respect of the assessment of need undertaken in 2013. The Planning Policy Team Manager advised that the study itself was on the website. He added that he would check and advise if the background information was available.

Councillor S McKendrick asked whether the sites which had previously had planning permission but not developed would be reviewed or excluded. The Planning Policy Team Manager referred to the list of sites outlined in the report and advised that he was also aware of a couple of sites that had not been completed, but previously had planning permission, which would be reviewed as part of the process.

In response to a question from Councillor M Specht, the Director of Services advised that the Local Plan and the SADPD were separate documents, but once adopted would both form part of the Development Plan. He explained that the SADPD was at an earlier stage than the Local Plan and therefore it was anticipated that the Council would be in a position to adopt the Local Plan before the SADPD. He added however that significant progress should have been made on the SADPD by this point and he did not anticipate that the gap between adoption of the two documents would be very significant.

Councillor M Specht expressed concerns in respect of the situation at Maldon District Council. He emphasised the importance of taking the situation and the policies seriously and felt that the policy needed to be watertight. He made reference to the approach taken by Charnwood Borough Council in terms of allocating sites on the edge of housing developments, and felt that this approach should be considered.

The Planning Policy Team Manager advised that the level of need identified for Charnwood Borough Council was very low in comparison to North West Leicestershire District Council and most of their provision had been made as part of their large housing developments rather than as standalone sites.

The Legal Advisor felt that it was right to say that the inspector had had a number of concerns in respect of how Maldon District Council had sought to address gypsy and traveller issues, and considered that their criteria based policy may not bring forward any sites as the criteria was so restrictive, and he had also expressed some concern about the commitment of the Council to bring forward sites. He reemphasised the importance, therefore, of the Council demonstrating a clear intention to bring forward sites, and he believed that an inspector would be comfortable with that, even if the SADPD was adopted after the Local Plan.

Councillor M Specht stated that he did not want the officer time and cost involved to be wasted and he sought confirmation that an inspector would not look to dismiss the Local Plan because of the fact that the SADPD would be adopted afterwards.

The Legal Advisor stated that this was not completely risk free, however he was satisfied that what was being proposed represented the least risk. He added that ideally, site allocations would be included as a policy in the Local Plan, however he explained that there were also risks associated with this approach. He referred to the situation with Hinckley and Bosworth Borough Council, where the whole local plan had been delayed due to the number of objections to the site allocations proposed for traveller sites. He highlighted that there were some advantages to having a separate allocations document.

The Chairman referred to a particular case that was lost at appeal and stated that it was critically important to bring the two documents as closely in line as possible. He added that the more weight that could be given to the document would demonstrate the Council's intent.

The Director of Services referred to the earlier comments in respect of taking the same approach as Charnwood Borough Council. He stated that clearly their level of need was significantly lower. He added that the majority of the housing need in this district had been met with existing planning permissions, and as such the opportunity to include gypsy and traveller sites within new housing developments had already passed.

Planning Policy Team Manager added that this had been explored as part of the previous Core Strategy, and the overwhelming response from developers and the representatives of the gypsy and traveller community was that they would not support this.

In response to a question from Councillor M Specht, the Planning Policy Team Manager clarified that the figures outlined at paragraph 3.3 of the report took account of existing provision and planning permissions. He added that in his view, the fact that a number of sites with planning permission had not come to fruition did raise doubt in respect of the assessed need and demonstrated that the review was needed.

The Chairman felt that there were sites in the district that could be expanded in conjunction with Leicestershire County Council and he felt that some responsibility for the management of the sites should be brought under the control of the Council.

Councillor S McKendrick acknowledged that this was an emotive subject and cultural differences had to be sensitively considered. She felt that having a site with a warden could mean that the community had more reassurance and the risk of conflict could be minimised.

The Chairman stated that he would like to include a statement in the recommendation to say that these avenues would be explored. He urged members to bring forward any recommendations. He emphasised the need to be mindful of the provisions contained within the legislation.

In response to a question from Councillor S McKendrick, the Planning Policy Team Manager advised that the guidance that would be provided as part of the consultation and the call for sites set out the requirements, but was fairly general in nature. He added that officers would consider whether this needed to be highlighted more in the consultation.

In response to a question from Councillor V Richichi, the Director of Services explained that the call for sites would be completely open as all options needed to be considered, and clearly the Council had a duty to consider the most sustainable options for this section of the community.

The Legal Advisor added that as sustainable development included a social dimension, the issues raised would need to be addressed in the planning process, in an open way.

It was moved by Councillor M Specht, seconded by Councillor J Cotterill and

RESOLVED THAT:

- a) The proposals to commence preparation of a Gypsy and Travellers Site Allocations Development Plan Document be noted;
- b) The proposal to issue a consultation paper and call for sites in January 2016 be noted;

and it was

RECOMMENDED THAT:

- c) The Council support working with other public bodies and private operators to bring forward sites, including the management of sites.

18. LOCAL PLAN - RISK MANAGEMENT

The Director of Services presented the report to members, providing an update on the risk assessment of the Local Plan project. He made reference to the most recent risk register which was appended to the report and which was reviewed by the project board each month. He highlighted the key risks which may or may not have an eventual impact upon the Local Plan.

The Director of Services referred to the agreement made by the Leicestershire authorities earlier this year in respect of the combined authority proposal. He advised that part of the proposal included an agreement to work on a strategic growth plan which would look at the development strategy for Leicester and Leicestershire, going beyond our plan period. He explained that this may have an impact on our Local Plan preparation and advised that new Strategic Housing Market Assessment (SHMA) was being commissioned to support the growth plan. He explained that when we the figures in the revised SHMA were eventually available, this may have an impact upon the plan period, and some of this was out of the Council's control. He highlighted to members that these risks were constantly

being taken account of. He added that no changes were proposed to the Local Plan or to the approach at this point, however changes may need to be made at some point in the future.

In response to a question from Councillor M Specht, the Planning Policy Team Manager advised that the need for affordable housing had been identified, however starter homes were a separate matter.

Councillor V Richichi sought clarification on the self-build legislation and whether this would make an application for a self-build proposal more difficult to refuse. The Chairman explained that the same development criteria would still apply.

The Director of Services pointed out that well over 90% of all planning applications in the district were approved, as a very small number were refused.

It was moved by Councillor M Specht, seconded by Councillor V Richichi and

RESOLVED THAT:

The update in respect of how changes to national policies might impact upon the Local Plan be noted.

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 7.23 pm

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MINUTES of a meeting of the LOCAL PLAN ADVISORY COMMITTEE held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 20 JANUARY 2016

Present: Councillor J Bridges (Chairman)

Councillors J Cotterill, R Johnson, J Legrys, V Richichi and M Specht

In Attendance: Councillors R Adams, G Jones, S McKendrick and T J Pendleton

Officers: Mr M Sharp (Consultant), Mr S Bambrick, Mr D Gill, Mrs M Meredith, Mr I Nelson and Mr J Newton

19. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor R D Bayliss.

20. DECLARATION OF INTERESTS

There were no interests declared.

21. MINUTES OF PREVIOUS MEETING

Consideration was given to the minutes of the meeting held on 16 December 2015.

It was moved by Councillor V Richichi, seconded by Councillor J Cotterill and

RESOLVED THAT:

The minutes of the meeting held on 16 December 2015 be approved and signed by the Chairman as a correct record.

22. COMMITTEE TERMS OF REFERENCE

RESOLVED THAT:

The Terms of Reference be noted.

23. DRAFT LOCAL PLAN - CONSULTATION RESPONSES

The Director of Services presented the report to members, outlining the progress made to date in respect of the draft Local Plan. He stated that the report was intended to provide a high level understanding of the volume of responses that had been received to the draft Local Plan and some of the key emerging issues at this stage. He emphasised that it was not intended at this stage to give the full detail, as the Planning Policy team were currently working through all the responses, and the full detail would be available to members in due course. He highlighted the methods of communication during the consultation process, and advised that for the first time, social media applications such as Twitter had been significantly utilised to promote the consultation. He added that it was felt this had been quite successful and was something the Council would want to continue going forward. He highlighted that there had been 326 responses to the consultation media which had generated just under 2,000 individual detailed comments. In addition a further 424 responses had been received in the format of a standard letter.

The Director of Services made reference to section 3 of the report which outlined the issues that were being noted as a result of the consultation. He added that a number of responses had been received which suggested either that the housing requirement figure was too high or too low, and the Council's response to these comments needed to be

considered. He advised members that responses had also been received from Charnwood Borough Council and Oadby and Wigston Borough Council in respect of the overall housing requirement, which emphasised the need to provide clear and robust evidence to support the housing requirement figure set out on the Local Plan, once this was agreed upon. He made reference to a recent planning appeal decision in Coalville where the inspector had also made comments regarding the objectively assessed need for the district and this would need to be taken account of as part of the preparations for the Local Plan going forward, and clearly this was a key issue. He added that the Council was already in the process of procuring some external advice from demographic experts to support the development of the housing requirement figure to be included in the Local Plan, and the appeal decision had re-emphasised the need for this work to take place prior to the Council meeting in June.

The Director of Services advised that comments had also been received in relation to the settlement hierarchy, the limits to development, and a significant number of standards responses had been received in relation to the Money Hill development in Ashby de la Zouch. A number of people had also commented on the Council's approach to infrastructure. He advised that as part of the preparations, officers were already planning on preparing an infrastructure delivery plan to support the Local Plan, and a consultant had been commissioned to prepare that plan.

The Director of Services made reference to section 3.32 of the report relating to renewable energy and highlighted that a ministerial statement had been published just prior to the consideration of the draft Local Plan by Council. He advised that it was the view of officers that the impact of this was that there was a risk of the plan being found unsound if some consideration was not given to potential suitable areas for wind energy development in the Local Plan, and as a result, officers were minded to commission some work on this. He sought the views of the Advisory Committee as to whether they felt this was necessary.

Councillor R Johnson expressed disappointment that a consultation event had not taken place in Hugglescote after having approached the Director of Services and the Planning Policy Team Manager. He added that a lot of residents did not use social media.

The Chairman reminded Councillor R Johnson that he had advised all members to liaise with their Parish Councils on this matter and he asked that the officers look into this further.

Councillor J Legrys thanked the officers for their work in putting the report together and the Director of Services for the briefing last week in respect of the effects of the Gladman appeal. He felt it was fair to say that an increased number of responses had been received by using social media. He added that he had attended a meeting at Ashby Wolds which was well attended. He supported Councillor R Johnson on his comments regarding the lack of a village Local Plan meeting in Hugglescote. He felt that it would be very difficult to respond to the issues raised, and added that there had been a number of critical comments on the draft Local Plan and he remained to be convinced that they would be taken into account when the Local Plan was reported back to Council. He stated that most of the people he spoke to were very sceptical about the progress of the Local Plan and the Gladman appeal was now in public domain with the inspector making it clear that he did not believe the Council had a 5 year housing land supply. He added that he fully accepted that Whitehall had moved the goalposts in a lot of cases. He felt that officers were trying to put together a Local Plan effectively in a vacuum. He stated that the proposed housing requirement figures were based on the assumption that the Roxhill development would be going ahead. He added that what concerned people was that only 15% of the employees would come from within the district, and it was necessary to fully understand how this would affect the overall housing requirement. He urged members to read the appeal decision as it would have a profound effect on the Local Plan, as it

questioned the 5 year housing land supply. He emphasised the importance of progressing the Local Plan to prevent spurious development in the district. He stated that additional plots of land would be required should the housing requirement be increase which had not been discussed in the consultation. He expressed concerns that the local community would effectively have very limited time to comment should additional plots of land be needed.

Councillor J Bridges stated that he had read the appeal decision and he assured Councillor J Legrys that officers were working hard to plan for this situation. He added that there were a lot of factors involved and additional land would always be needed whenever there was population growth.

The Consultant stated that clearly, the goalposts did move and it was difficult to draw a line in the sand. He added that a number of local authorities were facing this problem. His view was that inspectors were trying to be a bit more pragmatic than previously. He commented that it was true that the inspector who looked at the Gladman appeal was very senior, however time needed to be taken to consider the implications. He added that the inspector did not go into great detail in respect of the evidence base and he suggested that a Local Plan inspector would do so. He stated that he did not want to advise the Council to move away from current figure, but to do more work on the evidence base to ascertain whether the figure could be adequately defended.

The Planning Policy Team Manager stated that he agreed with the Consultant's comments in respect of the distinction between a planning appeal and a Local Plan inspection, as the latter would really involve a forensic examination of the evidence base. He commented that to some extent, the Gladman appeal reinforced the need for more evidence. He added that the timing was quite fortuitous in that the Local Plan had not progressed to the next stage and there was time to compile the additional information required.

The Director of Services emphasised that the timetable set out in the report was dependent upon being able to present to Council a robust position which was unchanged from the current position. He clarified that the timetable was not sacrosanct, and if significant changes were suggested, the timetable would have to be reconsidered, taking account of the circumstances at that time. He assured members that it would not be in the Council's interests to railroad the Local Plan through to try to meet a preordained timetable.

Councillor M Specht stated that he had read the inspector's report in respect of the Gladman appeal and he was disappointed in his summing up. He added that he was horrified that the housing figure he quoted was significantly more than the figure in the draft Local Plan and he questioned whether members were commenting on something that was already out of date. In light of the shocking evidence in the Gladman appeal, he sought clarification on what the situation would be if different inspectors reached differing opinions.

The Director of Services stated that this reinforced the point made by the Consultant, insofar as the Local Plan should not be prepared by responding to individual appeal decisions. He added that all decisions needed to be taken account of, and clearly this particular decision was important, as it had an immediate impact on the Council's approach to individual planning decisions. He advised however that a different view had to be taken when it came to preparing the Local Plan, as the Council should not be shifting its position constantly. He explained that the work currently being undertaken would take account of respective appeal decisions, but they were more relevant for making individual decisions at Planning Committee. He added that the emphasis was on the evidence base supporting the Local Plan.

Councillor M Specht sought clarification on how the discussions in respect of the five year housing land supply would affect the Planning Committee.

The Director of Services reminded members that the discussion this evening should focus on examining the Local Plan rather than seeking to dissect the Gladmans appeal decision. He added that clearly the impact that this individual decision would have on the Local Plan would be taken into account as part of building the evidence base. He explained that the inspector had said that the 350 dwellings per annum in the Strategic Housing Market Assessment did not represent the full objectively assessed need, and further work needed to be undertaken to establish the need. The implication of this was that, based on the current evidence, an inspector had concluded that the Council did not currently have a five year housing land supply, and it was a matter for the Planning Committee to determine applications on a case by case basis, taking this into account. He assured members that once a figure was finally determined, the evidence base would be in place to support it. He added that until that point was reached, these discussions about the housing need figure would always be ongoing, which was why it was imperative for the Local Plan to progress as soon as possible.

Councillor V Richichi stated that there seemed to be a lot of concern regarding the inspector's report and he was pleased to hear the comments from the Consultant. He commented that he felt the Planning Committee were very fair in their judgement and he felt members should not be tethered to a decision that could be challenged.

The Consultant commented that the Council needed to be absolutely sure that the evidence base in relation to the housing requirement figure was as strong as it could be, and it was advisable not to have a kneejerk reaction to the content of the appeal. He clarified that it had been a misunderstanding that the objectively assessed need identified in the Strategic Housing Market Assessment would be the final figure; indeed the guidance stated that this should be a starting point. He stated that now it was necessary to ensure that the figure of 535 was robust, and only if it was found not to be the case, should members react to the comments made by the inspector as far as the Local Plan was concerned. However, the Consultant emphasised that when members were sitting on the Planning Committee, applications must be determined on a case by case basis and the comments made by the inspector in the Gladman appeal must also be taken account of.

The Director of Services pointed out that, regardless of this particular appeal decision, all members were required to make appropriate planning decisions that accorded with planning policies or other material considerations. He emphasised that the Gladman appeal was a material consideration when determining planning applications.

Councillor J Legrys commented that a significant number of people had commented on the draft Local Plan and he asked whether they would receive an individual response and an opportunity to discuss this with officers. He added that the public often feel that they have commented and then this is ignored.

The Planning Policy Team Manager advised that the intention was to bring a report to a future meeting of this committee showing all the individual comments from the consultation and officers' responses to those. He added that this report would be publically available, so those who have commented would be able to see how officers are recommending the Council respond to those comments. He added that officers would always make themselves available to explain matters to members of the public; however this did not mean the position would change.

The Chairman added that there were a lot of similar questions and he felt it would be useful to feed back the responses to the Parish Council or ward member, so they could assist in feeding that back to members of the public.

In respect of renewable energy, the Director of Services emphasised that officers were seeking to respond to a ministerial statement and there was not a lot of evidence for the Council to present, however on balance, officers felt there was a risk if the Council did not commission some work to at least identify some potential areas as suitable for wind energy developments, in order to mitigate that risk. He sought the views of the Advisory Committee on this.

The Advisory Committee expressed full support for commissioning some additional work on this issue.

It was moved by Councillor V Richichi, seconded by Councillor R Johnson and

RESOLVED THAT:

The summary of responses received to the consultation on the draft Local Plan be noted.

The Chairman congratulated Mr M Sharp on receiving an honour in the Queen's Honours List.

The meeting commenced at 6.30 pm

Councillor G Jones entered the meeting at 6.33 pm

The Chairman closed the meeting at 7.29 pm

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MINUTES of a meeting of the LOCAL PLAN ADVISORY COMMITTEE held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 9 MARCH 2016

Present: Councillor J Bridges (Chairman)

Councillors R D Bayliss, J Cotterill, R Johnson and V Richichi

In Attendance: Councillors D Everitt, J Legrys, S McKendrick, T J Pendleton and A C Saffell

Officers: Mr M Sharp (Consultant), Mr S Bambrick, Mrs M Meredith, Mr I Nelson, Mr J Newton and Mr S Stanion

24. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor M Specht.

25. DECLARATION OF INTERESTS

There were no interests declared.

26. MINUTES OF PREVIOUS MEETING

Consideration was given to the minutes of the meeting held on 20 January 2016.

Councillor R Johnson sought an update on the request at the last meeting to hold an additional exhibition in Hugglescote. The Planning Policy Team Manager reminded members that the response at the last meeting was that there were a number of events being held in the Coalville area and the officers' view was that there was no need to hold an additional exhibition in Hugglescote. He felt that there was nothing more he could add to this.

It was moved by Councillor J Bridges, seconded by Councillor J Cotterill and

RESOLVED THAT:

The minutes of the meeting held on 20 January 2016 be approved and signed by the Chairman as a correct record.

27. COMMITTEE TERMS OF REFERENCE

RESOLVED THAT:

The Terms of Reference be noted.

28. DRAFT LOCAL PLAN - CONSULTATION RESPONSES

The Director of Services presented the report to members, outlining the progress made to date in respect of the draft Local Plan. He stated that following the public consultation, the Planning Policy team had been assessing the responses received and considering whether any other changes were required to the Local Plan prior to seeking Council's approval of the submission version. He stated that officers had intended to present members at this stage with all of the comments received and all the proposed changes to the Local Plan, but due to the considerable number of comments received it was felt that it would be prudent to consider a section of the comments and convene an additional meeting to consider the remainder, in order to ensure that members had the appropriate amount of time to consider the comments made. He advised that the report before members summarised the comments received and gave an overview of the headline

changes proposed to the Local Plan. He added that the detailed comments had been made available on the Council's website due to their size. He sought members' comments on any of the proposed changes and advised that these would be noted and reported to Council in due course.

Councillor J Legrys commented that he had expected to see a direction of travel attached to the report. He added that he had had problems accessing the background papers and as such he had not had an opportunity to consider the comments in detail. He requested that in future it be made absolutely clear to members where any background papers were located. He also made reference to the Ashby de la Zouch Neighbourhood Plan and expressed deep concerns on behalf of residents that this was not referred to in the report. He asked whether consideration had been given to neighbourhood plans in this report.

The Planning Policy Team Manager advised that any neighbourhood plan would deal with the issues that were identified for that area, and it would be a matter for that neighbourhood plan to set out its policies and proposals, however in doing so, it could not conflict with strategic policies in an adopted local plan. He added that it was a matter of fact that the Ashby de la Zouch Neighbourhood Plan would need to accord with the strategic policies in the North West Leicestershire Local Plan once it was adopted, and there was currently a clear conflict between the proposals in the Ashby de la Zouch Neighbourhood Plan and the proposals in the North West Leicestershire Local Plan, primarily in terms of the Money Hill site. He advised that officers acknowledged that the neighbourhood plan existed in its draft form, however the Local Plan had to consider the needs of the whole of the district, not just a specific area.

The Director of Services explained that as a planning authority, the Council had a duty to consider any neighbourhood plan in its draft form when consulted upon it. He added that the Council's response to this particular draft neighbourhood plan had been formally considered and referred back to the group of people compiling it.

The Planning Policy Team Manager added that officers had met with representatives of the Ashby de la Zouch Neighbourhood Plan group and would continue to do so to ensure both plans were moving in same direction.

Councillor J Legrys made reference to minutes of the previous meeting on 20 January which stated that it was considered that the Money Hill allocation should be maintained. He commented that this was not stated in the report, but it was stated that it would be difficult to justify changing the site allocations at this stage without proper consultation. He expressed concerns that growth was occurring by stealth on this site and sought clarification on the Council's approach to growth at Money Hill.

Councillor R D Bayliss commented that the application had been approved on appeal.

The Director of Services clarified that the report from 20 January 2016 recommended to members that there was no justification for removing the Money Hill allocation from the Local Plan. He added that this remained the case and officers would be recommending to Council in June that the Money Hill allocation, as amended by the recommendations at tonight's meeting, should be maintained in the Local Plan going forward. He added that it was correct that some of that allocation now had the additional benefit of planning permission, however it was the full Money Hill site that officers were proposing be maintained in the Local Plan, which was also the suggestion in the report at the meeting on 20 January 2016.

Councillor J Legrys commented that the position needed to be absolutely clear in respect of the Money Hill allocation when the report went to Council in June. He acknowledged that the site now had planning permission which was not going to be challenged.

The Planning Policy Team Manager added that the report to the meeting on 20 January 2016 pointed out that if the Money Hill site was not allocated, an alternative site would need to be allocated, but given the sustainability merits of Ashby de la Zouch, it was considered that it would be difficult to justify an alternative.

In response to a question from Councillor J Legrys regarding the status of the Housing and Planning Bill, the Consultant advised that at present this was progressing through the House of Lords and as such there was some way to go before the Bill was enacted. He added that a representative of the Department for Communities and Local Government had made it clear that there were a number of things that needed to happen before the Bill could be enacted, such as secondary legislation and guidance. He explained that the representative had indicated that ministers were well aware that it would be necessary not to derail local plans in order to meet the 2017 deadline, and a range of transitional measures were being considered. He added that this was not official Government policy but the latest information available to date.

Councillor J Legrys expressed concerns about the social housing section of the Local Plan and what was to be included if there was going to be a radical change in affordable housing. He also expressed concerns regarding the lack of social housing.

The Consultant explained that he could not give an assurance that the Bill would not derail the Local Plan as it was not absolutely certain what would happen and the final form of the Bill was not yet known in relation to starter homes and their definition as affordable housing. He added that if starter homes were included as affordable housing, it would undermine the objectively assessed need for housing for every Local Plan in the country. The advice given by officers was to minimise the risks and he had had some assurances today that the Government are working on ways of implementing this that would minimise the risk of upsetting the Local Plan process.

Councillor J Legrys asked if there was any likelihood that the zoning of land would have to be altered to accommodate social housing which may or may not have its definition changed and may or may not fall outside of the SHMA. He expressed concerns about how the Council would deal with consulting the community if further land was required.

The Consultant advised members that he felt the appropriate action to take at present was to carry on as planned, as it was not a case of finding more land, rather more a question of the tenure of land.

Councillor R D Bayliss commented that surely land was land, and houses were houses irrespective of tenure.

The Consultant advised that it was not just as simple as providing a certain number of houses as the Council had a duty to provide for the objectively assessed need.

Councillor J Legrys expressed full support for the statement at paragraph 6.14 in respect of starter homes and rural exception sites, however he expressed concerns how this was going to be enforced. He also stated that he was not happy with the statements relating to housing type and mix and market demand at paragraphs 6.16 and 6.17 and argued that more bungalows were required. He commented that he supported the policy relating to rural exception sites, however he would like to see this progressed further. He added that he also wanted to see a greater housing mix throughout the Local Plan process.

The Planning Policy Team Manager advised that colleagues in housing were constantly working with parish councils on trying to identify need and bring forward rural exception sites and added that this was key evidence from a planning point of view. He added that the Local Plan was providing a framework so that as sites come forward, decisions could be made. He noted the comment in respect of housing type and mix relating to

bungalows and added that this was something that officers brought to the attention of developers when they brought forward schemes. He commented that the key issue for developers was viability.

Councillor R Johnson asked whether a section relating to self building would be included in the Local Plan, in light of the new regulations.

The Planning Policy Team Manager advised that the self build register would be reviewed to ensure it was compliant with the regulations and guidance. He added that in terms of the Local Plan, housing was housing, whether it was self build or not. He commented that there had been some discussion on whether or not a certain amount of housing should be set aside for self build, however the issue is evidence, which he did not feel was available. He added that having the register in place going forward should provide some evidence.

The Chairman invited Councillor A C Saffell to speak to Section 7 of the report.

Councillor A C Saffell stated that he had reviewed the policies on East Midlands Airport and Donington Park Race Circuit. He added that the parish council had undertaken a significant amount of work on the existing policies in the draft Local Plan. He commented that the final wording of Policies EC5 and EC8 needed to be agreed to make reference to the work of the parish council. He stated that he wanted to make the Advisory Committee aware that the parish council was working with the Planning Policy Team Manager to bring that forward.

The Planning Policy Team Manager confirmed that he was in receipt of the policies proposed by the parish council and would give them due consideration. He stated that notwithstanding the report tonight, and the next meeting on the Advisory Committee, the key decision time was when the report was submitted to Council, and therefore there was still time to consider whether further changes could potentially be made in light of the proposed policies from the parish council.

Councillor J Legrys expressed concerns in respect of an oversupply of employment land. He made reference to the Flagstaff site at Ashby de la Zouch which had permission and was zoned for employment use, however the site was lying derelict. He added that this was currently an eyesore and was not a good gateway into North West Leicestershire. He expressed concerns that land was being allocated that had no economic future and he sought justification of the process the team would be going through to assess any additional bids for employment land. He also sought clarification on what action would be taken on allocated land that stood derelict.

The Planning Policy Team Manager stated that he was confident that the sites included in the Local Plan would come to fruition. He advised that employment land was assessed in the same way as for housing, insofar as the merits of the various sites would be taken into consideration, and the best sites would be selected if there was an oversupply.

The Chairman commented that deliverability was a consideration.

The Planning Policy Team Manager added that land would not be allocated if there was not a need for it. He added that economic forecasts had been taken into consideration and allowances made for employment land being lost to other uses.

Councillor J Legrys expressed concerns in respect of sites remaining derelict and becoming an eyesore and felt there was an opportunity to try and control that in the Local Plan. He felt it was inappropriate to allow sites to remain derelict where land has been allocated and permission granted.

The Planning Policy Team Manager made reference to Policy EC3 and added that the NPPF made it quite clear that local authorities should not be retaining employment land if there was no evidence to suggest it was going to be developed. He added that a recent consultation had taken place on some possible criteria for this. He explained that Policy EC3 suggested that if a site was allocated for employment use, it was preferential for this use to be retained, however it also set out the criteria for considering alternative uses. As such this would cover derelict sites.

Councillor A C Saffell highlighted that there were a number of planning guidance documents on the Council's website and asked whether there was a procedure in place to review these in light of the Local Plan. He commented that the documents were now quite old, and some things had changed considerably.

The Chairman stated that this comment had been duly noted and a response would be provided.

It was moved by Councillor J Legrys, seconded by Councillor R Johnson and

RESOLVED THAT:

- a) The responses received to the consultation on the draft Local Plan as set out in Tables A to D be noted;
- b) The suggested changes to the Local Plan as outlined in the report be noted.

Mr S Stanion entered the meeting at 6.48pm

The meeting commenced at 6.37 pm

The Chairman closed the meeting at 7.28 pm

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SUMMARY OF PROPOSED CHANGES TO DRAFT LOCAL PLAN AS RECOMMENDED BY LOCAL PLAN ADVISORY COMMITTEE

POLICY		PROPOSED CHANGE
Table 1	Summary of Key Issues	<p>Include a statement to make it clear that the issues are in no particular order of importance;</p> <p>Amend the Housing issues to meeting the needs of “all” communities;</p> <p>Amend the Pollution issues to refer to improving air quality in the Air Quality Management Areas and to refer to dealing with land contamination issues;</p> <p>Include reference after paragraph 4.3 to working with infrastructure providers to deliver the infrastructure needed to meet future needs.</p>
	Objectives	<p>Amend Objective 3 to state “Ensure new development is of a high quality of design and layout whilst having due regard to the need to accommodate national standards in a way that reflects local context and circumstances.”</p> <p>Amend Objective 4 to include reference to cultural facilities;</p> <p>Amend Objective 5 to include reference to tourism and leisure;</p> <p>Amend Objective 7 to refer to enhancing community safety;</p> <p>Amend Objective 9 to include reference to flood risk;</p> <p>Amend Objective 10 to include reference to ‘rural heritage and heritage assets’</p>

		<p>Amend Objective 11 to include reference to water environment;</p> <p>Amend Objective 12 to include reference to National Character Areas.</p>
S2	Future housing and economic development needs	It is proposed to amend the housing requirement to 520 dwellings every year, a total of 10,400 for the plan period 2011-31. This is considered in more detail in section xx of the report.
S3	Settlement hierarchy	<p>Amend description of Sustainable Villages to state:</p> <p>“Settlements which have a limited range of services and facilities where a limited amount of growth through infilling and/or physical extensions has already been factored in when defining the Limits to Development were drawn. It is not the case that other extensions to these settlements is supported in principle”</p> <p>Amend description of Small Villages to state:</p> <p>““Settlements with very limited services, where open market development will be restricted to conversions of existing buildings or the redevelopment of previously developed land (as defined in the National Planning Policy Framework). New build development on Greenfield sites which is to meet a local need, including affordable housing in accordance with policy H5 (Rural exceptions Sites for Affordable Housing) may be supported”.</p>
S4	Countryside	<p>Merge parts 1 and 2 and reword to be more positive (i.e. do not say that development will be limited);</p> <p>Amend (2) (i) to include</p>

		<p>reference to through both conversions or new build;</p> <p>Amend (2)(l) to include reference to places of worship;</p> <p>Amend the policy to ensure consistency with policy S3;</p> <p>Reword part 3 and include reference to having regard to Natural Character Areas and the Leicester, Leicestershire and Rutland Historic Landscape Character Assessment.</p> <p>It is also proposed to amend the Limits to development at Measham Road Appleby Magna to reflect the extent of development approved under the planning permission</p>
S5	Design	Policy redrafted to reflect the emerging Supplementary Planning Document
H1	Housing provision: planning permissions	See xx
H2	Housing provision: resolutions	See xx
H3	Housing provision: new allocations	It is proposed to include land at the Ivanhoe Equestrian Centre as part of the allocation
H5	Rural exceptions sites for affordable housing	<p>Amend Part (3) to state):</p> <p><u>“On sites that are outside of, but well related to, a Sustainable Village or a Small Village the inclusion of an element of market housing on ‘Exception ‘ sites will be supported where..”</u></p>
H6	House types and mix	<p>Amend part (1) to refer to developments of 10 or more dwellings.</p> <p>Amend 2(a) to also include reference to “other evidence of market demand”;</p> <p>Amend 2(b) to make it clear that account will be taken of development which has been built to date and not just those</p>

		<p>with permission;</p> <p>Amend 3(a) to state after bungalows "subject to having regard to factors (c) to (g) above".</p>
H7	Provision for gypsies travellers and travelling showpeople	<p>Criterion 4a be amended to read "<u>Be located with reasonable access</u> to a range of services, such as shops, schools, welfare facilities or public transport;</p> <p>Criterion 4e be amended to read "<u>Be capable of being provided with adequate services</u>, including water supply, power, drainage, sewage disposal and waste disposal facilities";</p> <p>Criterion 4 (f) be amended to read " <u>Be compatible with landscape, environment, heritage and biodiversity as well as the physical and visual character of the area.</u>"</p>
Ec1	Employment provision: permissions	See xx
Ec2	Employment provision: new allocations	Amend the policy to address concerns raised by Historic England in respect of the protection of heritage assets and to also include reference to the creation of landscape and ecological networks as suggested by the National Forest.
Ec3	Existing employment areas	<p>Amend Ec3(1) to also include consideration of the impact of a development upon existing infrastructure and any other policies in the Local Plan;</p> <p>Amend Ec3(3) to make it clear that only one of (a) to (C) need to be satisfied, not all three;</p> <p>Amend Ec3(3)(a) to include</p>

		reference to 'economic viability'
Ec4	Brickworks and Pipeworks	Policy to be deleted
Ec5	East Midlands Airport	<p>Add a new criterion to Ec5(1) to include reference to heritage assets;</p> <p>Amend Ec5(1)(b) to include reference to impact upon the wider area</p> <p>Amend Ec5(1)(c) to state "satisfies the relevant standards" for clarity;</p> <p>Amend Ec5(2) to include a new criterion to include reference to public transport infrastructure and airport car parking;</p> <p>Amend Ec5(2)(d) to include reference to development which requires and benefits from an airport location</p>
Ec8	Donington Park	<p>Delete reference to a western extension but to include this area within the overall area covered by Ec8.</p> <p>Include additional land and buildings which are functionally related to the Racetrack, including the museum and offices which adjoin the main entrance.</p> <p>Include reference to ensuring that any landscaping proposals do not have a negative impact upon the flight safety and operations at East Midlands Airport</p> <p>Include reference to "automotive infrastructure" in Ec8(2)(c).</p>
Ec11	Town and Local Centres: Primary Shopping Area- non-shopping uses	Amend the boundary of the Primary Shopping Area in Ashby de la Zouch to include Coxon

		<p>Mews.</p> <p>Make it clear in Ec11(1) that all three bullet points have to be satisfied;</p> <p>Amend the last sentence of Ec11(1) before the bullet points to state “Development of other main town centre uses within the Primary Shopping Areas will be acceptable where, <u>at the time that an application is determined, ...</u>”;</p>
Ec12	Town and Local Centres: Primary Shopping Areas – Hot Food Takeaway balance	<p>Delete Ec12(1) as this issue is already covered by policy Ec9(1).</p> <p>Amend Ec12 (2) by the addition of the words “at the time that an application is determined” before the bullet points.</p>
Ec13	Primary and Secondary Frontages	Policy to be deleted
Ec15	Tourism and cultural development	<p>Amend title of policy to ‘Tourism development’</p> <p>Amend Ec15 (2) to include reference to the re-use of land/buildings for tourism and tourism related development;</p> <p>Amend Ec15 (3) by deleting the word 'sustainable' in the context of 'sustainable tourism';</p> <p>Amend Ec15 (4) to include reference to rural tourism</p>
IF1	Development and Infrastructure	<p>Include a specific policy in respect of Telecommunications development</p> <p>Include specific reference to community safety;</p> <p>Include reference to cultural facilities</p>
IF2	Community Facilities	<p>Amend the policy to include reference to cultural facilities</p> <p>Delete criterion c)</p>

IF3	Open space, sport and recreation	<p>Amend part 4 of Policy IF3 to read "In assessing the appropriateness of development which would result in the loss of a site which at the time the development proposed is considered, is an open space, sports or recreation facility within the Limits to Development, the following principle will be taken into consideration";</p> <p>Delete reference in the policy to specific national standards and to refer to local evidence being used to determine the amount of open space requirement as part of new development</p>
IF4	Transport Infrastructure and new development	<p>Include reference to 'Transport Assessments in part (1) of the policy.</p> <p>Delete reference to Hugglescote crossroads in Policy IF4 (e).</p>
IF5	Leicester to Burton rail line	Amend the policy to refer to the "provision of public transport services" rather than "the reinstatement of passenger services".
IF6	Ashby canal	<p>Amend policy to allow for a possible alternative route subject to it being demonstrated that the existing proposed route is no longer suitable and that the alternative route is technically feasible.</p> <p>Amend paragraph 8.34 to include the correct title for the Transport and Works Act</p>
IF7	Parking provision and new development	Delete reference to the requirement to normally seek the provision of 2 car parking spaces per dwelling
En1	Nature Conservation	Amend the last bullet point in (2) to refer to 'irreplaceable

		habitats' and to refer to 'aged or veteran' trees rather than 'ancient. At (3) delete 'tree lines' and refer to 'trees and hedgerows'.
En3	The National Forest	Amend (1)(e) to state 'achieve the National Forest Company's woodland cover targets' rather than a specific target of 33% insert the words 'associated with woodland' in paragraph 2 after 'open space provision'
En4	Charnwood Forest	In part (2)(a) delete the word 'sustainable' be deleted before tourism in order to be consistent with previous comments in respect of policy Ec15 (Tourism and cultural development).
En5	Area of Separation	Delete the word 'significant' and replace it with 'demonstrably'
En6	Land and Air Quality	Delete referenceto Coal Mining Development Referral Area and replace with "defined Development High Risk Area";
He1	Conservation and enhancement of North West Leicestershire's historic environment	
Cc2	Sustainable design and construction	Policy to be deleted
Cc4	Water: Sustainable Drainage Systems	Amend heading of policy to state Sustainable Drainage Systems;
Im1	Implementation and Monitoring of the Local Plan	Amend part (3) will be to include engaging with statutory consultees.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – 3 MAY 2016

Title of report	NORTH WEST LEICESTERSHIRE LOCAL PLAN – HOUSING REQUIREMENTS UPDATE
Key Decision	a) Financial No b) Community Yes
Contacts	Councillor Trevor Pendleton 01509 569746 trevor.pendleton@nwleicestershire.gov.uk Director of Services 01530 454555 steve.bambrick@nwleicestershire.gov.uk Head of Planning and Regeneration 01530 454782 jim.newton@nwleicestershire.gov.uk
Purpose of report	To outline the current situation in respect of the Council's emerging Local Plan, particularly in respect of the issue of housing requirements
Reason for Decision	To agree how the Council should proceed forward with its Local Plan
Council Priorities	Value for Money Homes and Communities
Implications:	
Financial/Staff	The cost of preparing the Local Plan is met from existing budgets.
Link to relevant CAT	None
Risk Management	A risk assessment of the project has been undertaken. As far as possible control measures have been put in place to minimise these risks, including monthly Project Board meetings where risk is reviewed.
Equalities Impact Screening	This will be undertaken before the plan is considered by Council
Human Rights	Not applicable

Transformational Government	Not applicable
Comments of Head of Paid Service	The Report is Satisfactory
Comments of Deputy Section 151 Officer	The Report is Satisfactory
Comments of Deputy Monitoring Officer	The Report is Satisfactory
Consultees	Local Plan Project Board
Background papers	<p>National Planning Policy Framework which can be found at www.gov.uk/government/publications?topics%5B%5D=planning-and-building</p> <p>Planning Practice Guidance in respect of Housing and economic development needs assessments which can be found at http://planningguidance.communities.gov.uk/blog/guidance/housing-and-economic-development-needs-assessments/</p> <p>Strategic Housing Market Assessment which can be found at http://www.nwleics.gov.uk/files/documents/leicestershire_shma_report/Leicestershire%20SHMA%20Report%20%20June%20%28Final%29%20reduced.pdf</p> <p>Memorandum of Understanding which can be found at https://www.nwleics.gov.uk/files/documents/background_paper_2_appendix_a/BackgroundPaper2%20-%20Appendix%20A.pdf</p>
Recommendation	<p>THAT CABINET:</p> <p>(I) NOTES THE CONTENTS OF THIS REPORT AND THE RISKS ASSOCIATED WITH PROGRESSING WITH THE LOCAL PLAN; AND</p> <p>(II) AGREES TO PROCEED WITH THE LOCAL PLAN PROJECT THE NEXT STEP OF WHICH WILL BE A REPORT TO FULL COUNCIL ON 28 JUNE 2016.</p>

1.0 PURPOSE OF REPORT

- 1.1 This report outlines for Cabinet the current situation in respect of the Council's emerging Local Plan, particularly in respect of the issue of housing requirements.

2.0 CONTEXT

- 2.1 Members will recall that the draft Local Plan was approved for consultation purposes by Council at its meeting on 15 September 2015.
- 2.2 The draft Local Plan was published for consultation on 29 September 2015 up until 30 November 2015.
- 2.3 In total 326 individuals and organisations made 1,935 detailed comments. In addition, a further 424 standard letters were received, principally in relation to the proposed development north of Ashby de la Zouch (Money Hill) and concerns regarding possible development south of the A453 near East Midlands Airport.
- 2.4 The Local Plan Advisory Committee has subsequently considered two reports in respect of the comments made to draft Local Plan and officers suggested response to these comments.
- 2.5 A revised draft Local Plan has now been drafted and is going through a number of external validation checks. It is currently proposed that the revised draft Local Plan will be considered at a meeting of Council on 28 June 2016.

3.0 THE TIMETABLE

- 3.1 At the 28 June Council meeting Members will be asked to agree a 'publication' version of the Local Plan. This will represent the Local Plan which the Council proposes should be submitted to the Secretary of State for examination. The Local Plan will then be published for a period of 6 weeks during which people will be invited to make formal representations.
- 3.2 Following receipt of representations it is intended that the Local Plan will then be submitted for examination during September.
- 3.3 At this point the Council will no longer be in control of the timetable as this will initially be determined by the Planning Inspectorate, and then by the Planning Inspector appointed to hold the examination. Based on experience elsewhere it is likely that examination Hearings would take place in late 2016 / early 2017.

4.0 THE HOUSING REQUIREMENT IN THE DRAFT LOCAL PLAN

- 4.1 The draft Local Plan identifies a housing requirement of 535 dwellings each year for the period 2011-2031 (10,700 dwellings in total). This figure is higher than the Objectively Assessed Need (OAN) identified in the Strategic Housing Market Assessment (SHMA) (June 2014) which is 350 dwellings each year (7,000 dwellings in total). This is also the figure included in the Memorandum of Understanding (MOU) agreed by all the Leicester and Leicestershire Housing Market Area (HMA) authorities.
- 4.2 The housing requirement was set at a higher level to take account of the potential impact of the then proposed Strategic Rail Freight Interchange (Roxhill) on the number of jobs in the district compared to those assumed in the SHMA. This has since been approved by the Secretary of State on 12 January 2016. There is an important difference between the housing requirement and the housing need figures (i.e. the OAN). The housing need was

set out in the 2014 Strategic Housing Market Assessment (SHMA) for Leicester & Leicestershire, and is used as the basis for calculating a five year supply and as the starting point for determining the housing requirement. The requirement takes that need 'baseline' figure, and applies specific local circumstances, in this case the Roxhill scheme, to adjust the need figure. The need figures for the rest of Leicester & Leicestershire are not affected by the uplift that North West Leicestershire has applied to its own need figure.

5.0 WHAT RESPONSES WERE RECEIVED TO THE CONSULTATION ON THE DRAFT LOCAL PLAN?

- 5.1 In response to the consultation on the draft Local Plan a relatively large number of residents, the vast majority of who live in Ashby and oppose the Money Hill site allocation in particular, considered that the housing requirement was too high, with particular concerns expressed regarding the impact upon existing infrastructure. As we would expect, some housebuilders considered that the requirement was too low, with one representation in particular from Gladman suggesting the requirement should be 637 dwellings each year (12,740 in total).
- 5.2 Concerns were expressed by Charnwood Borough Council and Oadby and Wigston Borough Council regarding the level of housing requirement. In particular concern has been expressed that:
- The proposed housing requirement has been put forward without agreement across the Housing Market Area;
 - The methodology used to identify the housing requirement could be used by developers to undermine their five year supply position;
 - Alternatively, an increased provision of housing in North West Leicestershire could impact upon the delivery of housing sites elsewhere, specifically the Loughborough Sustainable Urban Extension;
 - Any (as yet unquantified) impact upon the OAN for the other HMA authorities as set out in the SHMA and MOU need to be understood and agreed across the HMA; and
 - No consideration has been given as to the possible impact upon affordable housing resulting from a higher housing requirement.

6.0 WHAT HAS HAPPENED SINCE THE END OF THE CONSULTATION?

- 6.1 It is important to understand, as recognised by the Government in the Planning Practice Guidance that identifying a housing requirement as part of a Local Plan is not an exact science.
- 6.2 In view of the comments received and to seek to ensure that the Council's housing requirement is as robust as possible, however, additional work, from an independent consultant (who also worked on the 2014 SHMA) has been commissioned to provide more evidence regarding the likely impact of the Roxhill development on the housing figures, particularly now that this has been approved by the Secretary of State. The work is not yet completed. However, initial findings suggest that the Council should indeed make higher provision than that identified in the SHMA and MOU.
- 6.3 Members will be aware that the HMA partners have agreed to prepare a Strategic Growth Plan. This plan will be informed by a range of evidence including that relating to future

housing and economic needs across the HMA. To this end a HMA wide Housing and Economic Development Needs Assessment (HEDNA) has been commissioned which will identify the current OAN for the HMA and individual districts/boroughs (it should be noted one of the consultants working on this was also the consultant engaged by the Council to provide the additional advice referred to above). Once the technical assessment has been concluded, currently scheduled for September 2016, the intention is to agree a new MOU (or equivalent agreement). This element, however, is unlikely to be concluded until late in 2016 at the very earliest.

- 6.4 One of the reasons for commissioning the HEDNA is that the current SHMA is not based on the most up-to-date national household projections (2012) and so could not be relied upon to support the Strategic Growth Plan. The creditability of the current SHMA as a true reflection of the current Full Objectively Assessed Need for housing across the HMA and thus in the District is, therefore, at significant risk of challenge. Indeed the recent appeal decision at Greenhill Road, Coalville is one such illustration of this point as are a number of other appeal decisions across Leicestershire.
- 6.5 As noted, some of the HMA authorities have raised concerns about the proposed housing requirement being above the OAN figure that is set out in the SHMA and MOU. There is an important difference between the need and the requirement figures: the need is the baseline minimum number of homes that must be provided, and the requirement is the result of an adjustment to take account of local circumstances. Such local circumstances, in the case of North West Leicestershire, concern the East Midlands Strategic Rail Freight Interchange, which is expected to generate in excess of 7,000 new jobs within the next six years, and now benefits from planning permission. Discussions are ongoing in respect of this matter with representatives of all of the HMA authorities under the auspices of the Duty to Co-operate. These discussions have yet to be concluded, but it is apparent that the principal concern that has been raised relates to the perceived risk to the other authorities as a result of our housing requirement being set higher than the OAN in the SHMA. It is the view of some of the HMA authorities that the only appropriate mechanism for identifying the basis for the objectively assessed need is within a strategic housing evidence base (i.e. a SHMA or HEDNA) and that this should be done collaboratively.
- 6.6 There is some suggestion that the Council should continue to seek to rely upon the figure of 350 dwellings per annum. In view of the appeal decision at Greenhill Road referred to above this is not considered to be appropriate or realistic.
- 6.7 It has also been suggested by some that the next stage of our Local Plan should be delayed to await the outcome of the recently commissioned HEDNA.
- 6.8 The Government has recently confirmed that it wants to see up-to-date Local Plans in place across the whole country as soon as possible. To this end Government has made clear its intention to intervene in the preparation of Local Plans where one is not in place by early 2017. Based on an interview given by the Minister for Planning and Housing (Brandon Lewis MP) to Planning Resource it appears that the Government considers "that authorities must have submitted a plan for examination in order to hit the deadline". Delaying the progress of the Plan to await the publication of the HEDNA may, therefore, put the Council at significant risk of not being able to meet the early 2017 deadline for submitting the Plan for examination.

7.0 WHAT SHOULD THE COUNCIL DO?

- 7.1 Essentially, the Council is faced with a choice: carry on with the Local Plan as currently planned; or delay making a decision on the Local Plan until such time as the new HEDNA and MOU are in place.
- 7.2 It should be appreciated that neither course of action is absolutely risk free in terms of the Council being able secure an up-to-date Local Plan as soon as possible.
- 7.3 It is necessary to consider what the potential merits and risk of each approach might be. The table below summarises these.

	For	Against
Carry On	<p>Would enable an up-to-date Local Plan to be in place sooner rather than later. This would strengthen the Council's position in terms of determining planning applications and defending appeals</p> <p>Would meet the Government's deadline for having a Local Plan in place and so avoid the threat of intervention.</p>	<p>Risk that an Inspector would not support the housing requirement because not part of HMA wide agreement.</p> <p>Risk that an Inspector would consider that the Local Plan was not sound and/or not satisfy the Duty to Cooperate</p> <p>No agreed HMA wide position.</p>
Slow Down	<p>Agreed position across the Housing Market Area.</p> <p>Likely that the housing requirement in the Local Plan would be considered acceptable at examination.</p>	<p>Delaying the Local Plan would make its submission for examination prior to the Government's deadline very difficult to achieve and so could leave the Council open to the risk of the Government intervening in the preparation of the Local Plan.</p> <p>Government would withhold New Homes Bonus (in the order of £600,000 to NWLDC, and £200,000 to LCC) and so significantly adversely impact upon the Council's financial position.</p> <p>Delay would mean longer without having an up-to-date Local plan in place leading to increased risk that</p>

		appeals against the refusal of planning permission would be successful
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- 7.4 In terms of carrying on, the Government's deadline is set and is a clear and present risk. In contrast the likelihood that the plan would not be found sound is a potential risk, the magnitude of which is difficult to predict but will partly depend on the Council's ability to assure an Inspector that it has a positive strategy for growth and is committed to an early review of the plan should that be necessary
- 7.5 It should be noted that even if an Inspector did not support the housing requirement proposed in the Local Plan it would be open to him/her to suspend the examination whilst any additional work was carried out. This might be for example, to enable agreement to be reached on any MOU or similar following the completion of the HEDNA. Whilst this would be a disappointing outcome it would not mean the end of the Local Plan. There are numerous examples of where Local Plan examinations have been suspended and the Local Plan in question has gone on to be found sound. Indeed this happened in respect of the recent Charnwood Core Strategy.
- 7.6 In terms of the issue of the Duty to Cooperate(DtC), and based on experience elsewhere, the Council would need to show what steps it has taken to ensure that the other HMA authorities are aware of what was being proposed and why. In this respect officers briefed all of the HMA authorities on the likely approach to housing requirements prior to Council agreeing the draft Local Plan in September 2015. Since then officers have kept the HMA authorities informed of progress and is involved in ongoing discussions. It is considered that the risk of being found not to have complied with the DtC has been minimised as far as possible and practicable. It should also be remembered that it is a Duty to Cooperate and not a requirement to agree.
- 7.7 In terms of the slowing down option, it is almost certain that an Inspector would support the Local Plan, at least in terms of housing requirements, in the event of there being a HMA wide agreement in respect of the amount and distribution of housing. However, there remains significant doubt about how realistic it is to expect that both the technical work of doing a HEDNA, and a subsequent MOU to be in place in time to enable submission of the Local Plan by early 2017.
- 7.8 The technical work of producing a HEDNA is scheduled to be completed by September 2016. How long an MOU will take to agree will be substantially dependent upon the results of the HEDNA itself. Based on the current MOU which was agreed in the context of each authority being able to accommodate its own identified growth, it is possible that an MOU could be agreed by the very end of 2016 in similar circumstances (although this is by no means guaranteed).
- 7.9 However, if it becomes apparent that one or more authority is unable to accommodate its own housing requirement in full, this will result in the need to reach a formal and binding agreement about how to redistribute development among the other HMA authorities. Reaching such an agreement on an MOU in these circumstances will inevitably be much more problematic and is likely to require a significant period of protracted negotiations to conclude. It should be noted that, once agreement has been reached, each individual

Council would need to formally endorse the MOU, which itself is likely to take at least two months. As such it is inconceivable that the Council would be able to meet the Government's deadline. Therefore, the risks of intervention and the loss of new Homes Bonus would be very high.

- 7.10 In view of the risk profile of the situation, and in addition to the ongoing discussions with the HMA authorities, officers have taken advice from our external advisers (Malcolm Sharp MBE of Sharp Planning Plus, and Simon Stanion of Marrons Shakespeares) on this matter. Their view is that at this stage the Council should continue in accordance with the programme outlined in section 3 of this report.
- 7.11 Discussions have also been held with a senior official from the Department for Local Government and Communities, and a former senior Planning Inspector, as well as taking Counsel's advice. A copy of Counsel's advice is available to members as a confidential background paper. The overwhelming message to come out of the advice is that the Council should continue to progress the local plan, in accordance with the programme outlined in section 3 of this report.

8.0 CONCLUSION

- 8.1 Having regard to these considerations and the clear and consistent external advice which has been received, it is considered that at this time the preferable and lower risk course of action is for the Council to continue with the current planned programme.
- 8.2 As already outlined it should be appreciated that this course is not risk free, but it is considered to represent the least risky option at this stage.
- 8.3 A Core Principle of the National Planning Policy Framework is that Local Plans should be kept up-to-date. It should, therefore, be appreciated that even if the Local Plan proceeds along its current course and is found to be sound, it is likely that it will need to be reviewed almost immediately upon adoption. This would certainly be the case if the new MOU required a higher provision than that currently envisaged or if other new evidence was to be forthcoming. A clear and unequivocal commitment to such a review should therefore, be included in the Local Plan.

NORTH WEST LEICESTERSHIRE LOCAL PLAN

NOTE OF MEETING WITH PLANNING INSPECTORATE

9 May 2016

Whitwick Business Centre Coalville

In attendance

Steve Bambrick – Director of Services and Deputy Chief Executive	North West Leicestershire District Council
Jim Newton – Head of Planning and Regeneration	North West Leicestershire District Council
Ian Nelson – Planning Policy Manager	North West Leicestershire District Council
Katie Mills – Planning Policy Team Leader	North West Leicestershire District Council
Malcolm Sharp – external advisor	North West Leicestershire District Council
Simon Stanion – external advisor	North West Leicestershire District Council
Jeremy Youle – Planning Inspector	Planning Inspectorate (PINs)
Ken Taylor – Local Plans team	Planning Inspectorate (PINs)

JY outlined that purpose of his visit was to provide some informal advice to officers regarding the emerging North West Leicestershire Local Plan. As part of the arrangement he was provided by PINs with one day to look through the Local Plan so that he could identify possible issues for discussion, but it should be appreciated that he hadn't had time to go in to great depth and his views might not reflect those of the Inspector ultimately appointed to undertake the examination.

Discussion took place around a number of issues as set out below

Housing requirements and possible implications arising from publication of Housing and Economic Development Needs Assessment (HEDNA) during examination

SB outlined why NWLDC was keen to press on with the Local Plan and outlined the range of external advice which had been sought and the results of work undertaken for the council by Justin Gardner Consulting (JGC).

JY thought that preparation of the HEDNA need not in itself hold up the preparation of the Local Plan, although he recognised that it was not risk free. To help an Inspector at the examination it was important to:

- explain why we are continuing to bring plan forward in advance of HEDNA. Identify specific planning benefits of this whilst recognising the ideal situation would be to base the current housing requirement on the OAN identified in the HEDNA;
- make sure that the HEDNA makes clear what the distinction is between results using the current methodology and that being suggested by the Local Plans Expert Group methodology;
- explain why alternative assessments put forward are considered to be flawed;
- further engagement with neighbouring authorities in relation to the JGC Report even if those authorities do not finally agree with our approach. We need an audit trail of attempts to

explain and share with those authorities our approach and the reasons for it, and of our attempts to reach agreement. This is essential in terms of demonstrating compliance with the legal DtC;

- need to make as clear as possible the distinction between the OAN and the housing requirement figures;
- need to acknowledge in the Local Plan that there is a piece of sub-regional work taking place which could change things

As a general point JY felt that it would be useful to provide some analysis of windfalls, possibly in a background paper, so as to help demonstrate what flexibility there is in terms of supply. In addition, information regarding the likely amount of affordable housing which it is anticipated would be delivered in the plan period would be appropriate. He also felt that the plan should identify specifically those housing sites with planning permission or a resolution as this would provide greater certainty.

In respect of 5-year supply JY noted that the plan was currently silent on this issue and whether a rolling five year supply could be maintained over the plan period. If this is not to be expressed in the plan itself, it will at least need a background paper.

Policies map

It was suggested that it should be made clear in the text that the policies map replaces all of the designations on the current adopted Local Plan proposals map.

Provision of sites for gypsies, travellers and travelling showpeople

It was explained that work on a separate allocations document to identify sites was already underway. JY advised that need to make clear to an Inspector what has happened and what is planned so that the Inspector can be reassured that the issue is going to be addressed.

Wind energy

The approach which it was proposed to take was outlined. JY considered that if the council wanted to it could leave out the policy entirely or alternatively leave it in and see what happened at examination.

Provision of retail sites

The approach which it was proposed to take was outlined. JY advised that NPPF sets out the idealised situation and just need to explain why it is that no sites are being identified and what evidence there is behind this. Need to be clear which town we want additional provision to go to, assuming there is a preference.

Open space

JY noted that PPG17 study not updated but didn't feel this was a reason to delay preparation of Local Plan. Need to clarify why a 50 house threshold was being proposed.

Parking policy

JY queried what is meant by 'adequate'? Why is there a reason to control parking – highway safety, amenity?

Design

Do all points need to be satisfied?

Presumption in favour of sustainable development

JY advised that PINs no longer insist on this policy as it merely repeats the NPPF.

Area of Separation

JY queried whether it was the intention that the policy be worded so restrictively? If so then need to explain why this is.

Infrastructure

It was explained that an Infrastructure Delivery Plan (IDP) was being prepared. It would identify any shortfalls in provision of infrastructure, some of which would need to be addressed by means other than S106's due to the fact that vast majority of development is already in place. JY advised that need to explain how the IDP links to Local Plan. JY queried the use of the word 'where appropriate' in respect of policy IF4.

Modifications to plan

JY outlined the process for making modifications and re-iterated need to ensure that ask Inspector to make main modifications if the Inspector considers these are required to make the plan sound.

Examination

JY advised that need to remember that Inspector and others will not have the same level of knowledge of the district or the plan so need to try to make sure that provide all the necessary explanations as simply as possible.

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