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Meeting	LOCAL PLAN COMMITTEE
Time/Day/Date	6.30 pm on Wednesday, 13 November 2019
Location	Council Chamber, Council Offices, Coalville
Officer to contact	Democratic Services 01530 454512

AGENDA

Item		Pages
1	APOLOGIES FOR ABSENCE	
2	DECLARATION OF INTERESTS	
	Under the Code of Conduct members are reminded that in declaring disclosable interests you should make clear the nature of that interest and whether it is pecuniary or non-pecuniary.	
3	MINUTES	
	To confirm and sign the minutes of the meeting held on 2 October 2019	3 - 8
4	MONEY HILL MASTERPLAN CONSULTATION	
	Report of the Head of Planning and Infrastructure	9 - 86
5	LOCAL PLAN PARTIAL REVIEW	
	Report of the Head of Planning and Infrastructure	87 - 118
6	LOCAL PLAN SUBSTANTIVE REVIEW - HOUSING REQUIREMENTS	
	Report of the Head of Planning and Infrastructure	119 - 126

Circulation:

Councillor J Bridges (Chairman)
Councillor D Harrison (Deputy Chairman)
Councillor D Bigby
Councillor R Boam
Councillor J Hoult
Councillor R Johnson
Councillor J Legrys
Councillor V Richichi
Councillor A C Saffell
Councillor N Smith
Councillor M B Wyatt

MINUTES of a meeting of the LOCAL PLAN COMMITTEE held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 2 OCTOBER 2019

Present: Councillor D Harrison (Deputy Chairman in the Chair)

Councillors D Harrison, D Bigby, R Johnson, J Legrys, V Richichi, A C Saffell and N Smith

Officers: Mr L Sebastian, Mr I Nelson, I Jordan, Mrs R Wallace and Mr C Elston

9 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors R Boam, J Bridges, J Hoult and M B Wyatt.

10 DECLARATION OF INTERESTS

There were no declarations of interest.

11 MINUTES

Consideration was given to the minutes of the meeting held on 26 June 2019.

In reference to the Strategic Growth Plan, Councillor A C Saffell expressed his surprise that it was not a regular item on the agenda and asked the Chairman if it was possible to have a short discussion on the topic. All members agreed for a short discussion at the end of the meeting.

Councillor D Bigby referred to the terms of reference of the committee in that it should meet at least every two months, and pointed out that it had been three months since the last meeting. He expressed the importance of meeting regularly and stated that he would also be happy to meet during the summer break in August. The comments were noted by the Chairman.

It was moved by Councillor J Legrys, seconded by Councillor R Johnson and

RESOLVED THAT:

The minutes of the meeting held on 26 June 2019 be approved and signed by the Chairman as a correct record.

12 LOCAL PLAN PARTIAL REVIEW

The Planning Policy Team Manager presented the report to Members. He advised that the proposed approach to the review of the local plan was approved by Cabinet in July and was detailed within appendix b of the report. He expressed the importance of continuing the substantive review alongside the partial review.

In response to the request for an update from Councillor Johnson, the Planning Policy Team Manager reported that a potential gypsy and traveller's site had been identified in March 2018 but was not supported. . Work on this would continue through the substantive review and progress reports would be brought to committee in due course.

In response to a question from Councillor V Richichi, the Planning Policy Team Manager confirmed that there was currently a 5-year housing land supply. The assessment had been prepared following discussion with individual developers/landowners. In response to a further query from Councillor V Richichi he advised that it did include some sites which had outline permission, but these were either subject to a reserved matters application of

pre-application discussions with a view to a reserved matters application. The sites that were not at either of these two stages were not included in the calculations. Councillor V Richichi asked why it was necessary to assist the City Council with their land supply when we already had more than required. The Planning Policy Team Manager explained that national policies required that the Leicestershire authorities collectively accommodate the area's needs; therefore, we would need to provide assistance. He added that any unmet need from the City redirected to North West Leicestershire may not be high but at this stage, it was impossible to say.

In response to a further question regarding the authority's assistance with the City Council's land supply from Councillor N Smith, the Planning Policy Team Manager explained that the City Council would be required to demonstrate that they could not meet the need; therefore, officers would be examining the evidence carefully moving forward.

In response to a question from Councillor N Smith regarding gypsy and traveller sites, the Planning and Policy Team Manager stated that officers liaised with the County Council officer with responsibility for gypsies and travellers and that he communicated with the gypsy and traveller community

Councillor J Legrys felt that all the different organisations and authorities involved in strategic growth planning throughout the region were having discussions in isolation; therefore, the committee was not seeing the full picture. He also reported that residents were complaining about planning policies being ignored when considering large planning applications and questioned why policies were drawn up in the first place.

The Chairman agreed that it would be good to receive updates of what was happening regionally with strategic growth and asked for a regular item on the agenda. The Planning Policy Team Manager explained that it might not be possible for information at every meeting but agreed to provide regular updates.

Councillor D Bigby asked officers if they were confident that the Planning Inspector would accept the partial review as it seemed very risky. The Planning Policy Team Manager confirmed that it was less risky than not doing it at all. Councillor D Bigby expressed concerns that the proposed timeline for completion meant that policies were being delayed for three years and this could lead to the beautiful corridors of countryside throughout the district being developed as employment land; he therefore moved the following amendment to recommendations one and four of the report:

- i) Approves the publication Local Plan Partial Review as set out at appendix b of this report **but also including revision or deletion of Local Plan Policies Ec2 (2) and S3 (s) in order to avoid a further erosion of countryside.**
- iv) Agrees that the substantive review should cover the period to 2039 **and should take full account of the Council's Climate Emergency Policy.**

The amendment was seconded by Councillor J Legrys. Regarding employment land, he disputed the calculations used, as he believed there was enough granted already, he was finding it difficult to justify decisions to the public. Regarding climate emergency, he felt that a policy was needed so that there was something in writing to refer to when he was on residents' doorsteps. The Planning Policy Team Manager confirmed that the HEDNA identified the employment land requirement.

The Planning Policy Team Manager strongly advised against the amendment of recommendation one, as it would delay the consultation and ultimately, the submission of the review. He added that it would also widen out the review considerably and he had no doubts that there would be significant objections. He advised that this approach would make the review more risky than it already was. As a result it increased the risk of the plan

being out-of-date, the very situation that the partial review was designed to avoid. He had no concerns regarding the amendment to recommendation four as the Council was required to address Climate Change as part of the local plan.

Councillor N Smith stated that he could not support the amendment as proposed.

Councillor V Richichi was not happy that the amendment had been submitted at short notice and therefore he did not have time to look into the full impact it would have.

Councillor R Johnson explained that the amendment was intended to protect the further erosion of the countryside and although it had been submitted at short notice, it was important.

Councillor D Bigby apologised for not giving prior notice of the amendment. As he mentioned earlier in the meeting, he believed that this supported his argument that the committee did not meet regularly enough as decisions were being rushed due to the lack of time. He felt that if the committee had met earlier, then the discussion could have been held sooner and a delay could have been avoided. He added that the original inclusion of policies Ec2 (2) and S3 (s) was due to an identified deficit in employment land, however, figures showed that an additional 10 hectares of employment land was being gained every six months. He was proposing the removal of these policies to give more time for revision.

The Planning Policy Team Manager advised that there was still a shortage of employment land when compared to the requirement in the HEDNA. A discussion was had on the merits of deferring the item to allow further consideration of the impact before making the decision. It was deemed that a deferral would cause too much of a delay for the partial review.

A lengthy discussion was had in relation to the powers of the committee in accordance with the constitution and the procedures to be followed to vote on the proposed amendment. The Legal Advisor confirmed that he had no legal objections to the content of the amendment; however, the Committee would only be able to refer the amended motion back to Cabinet to reconsider.

The Interim Head of Planning and Infrastructure expressed strong concerns that the amendment could delay the submission for the partial review, which would lead to the local plan becoming out of date and in turn, this would affect planning decisions. He felt that this outcome would have the exact opposite effect of what members were trying to achieve with the proposed amendment.

A number of members were disappointed that the committee had not had a chance to look at this report sooner and felt like they could not contribute to the decision due to restrictive timescales.

The Chairman reminded members that the officer advice was clear and urged for the decision to be considered carefully when put to the vote.

Councillor J Legrys stated that it was not the intention to delay the process as they believed that the committee was a decision making body and any decision made would stand alone without going back to Cabinet for further consideration.

After further discussion around the wording of the proposed amendment, the mover and seconder wished to continue with the amendment as submitted, with the intention that it would need to be sent back to Cabinet for further consideration. The Legal Advisor confirmed that he was satisfied with the approach.

The proposed amendments to recommendations one and four were put to the vote. A recorded vote being requested by Councillor J Legrys, the voting was as follows:

Motion to amend the recommendations as submitted by Councillor D Bigby	
Councillor Dan Harrison	Against
Councillor Dave Bigby	For
Councillor Russell Johnson	For
Councillor John Legrys	For
Councillor Virge Richichi	For
Councillor Tony Saffell	For
Councillor Nigel Smith	Against
Carried	

The recommendations as amended were moved by Councillor D Harrison, seconded by Councillor J Legrys and

RESOLVED THAT:

- i) The publication of the Local Plan Partial Review as set out at appendix b of this report be approved but also including revision or deletion of Local Plan Policies Ec2 (2) and S3 (s) in order to avoid a further erosion of countryside.
- ii) It be agreed to publish and invite representations upon the Local Plan Partial Review 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) Regulations 2012.
- iii) The authority to publish an updated Local Development Scheme reflecting the new timescales described in the report be delegated to the Strategic Director of Place in consultation with the Portfolio Holder for Planning and Regeneration.
- iv) The substantive review should cover the period to 2039 and should take full account of the Council's Climate Emergency Policy.

13 LOCAL PLAN REVIEW - AREA OF SEPARATION STUDY

The Planning Policy Team Manager presented the report to members, highlighting the study undertaken by The Landscape Partnership, which was attached at appendices B and C. He explained that the study would form part of the Council's evidence base to support the substantive review of the local plan.

Councillor J Legrys fully supported the recommendations but asked how the proposed dualing of Stephenson Way would affect the plan. The Planning Policy Team Manager commented that until details were received it was difficult to say. Councillor J Legrys raised concerns that the Committee were agreeing a plan that could change, and the fact that the new leisure centre was not included. He also expressed his annoyance that the ordnance survey maps still included the railway line that was not in use and formed an important part of the nature reserve.

Councillor D Bigby referred to the three proposed areas of separation as indicated in the Ashby Neighbourhood Plan, which was rejected by the Planning Inspector because it was not supported by sufficient evidence and was outside the plan area. Therefore, he suggested that other areas of separation be considered, particularly those proposed in Ashby. The Planning Policy Team Manager explained how areas of separation were considered and reminded members that that the area between Coalville and Whitwick was unique as it was within an otherwise built up area.

Councillor R Johnson raised concerns about his village of Hugglescote losing its identity and asked if there were plans to look at possible areas of separation in the near future. The Planning Policy Team Manager responded that officers would look at an area if a suggestion was put forward.

Councillor D Bigby appreciated the comments from the Planning Policy Team Manager but asked if officers could look into Policy S3 to see if it was possible make any changes to protect these areas between towns and villages. The Planning Policy Team Manager advised that the policy already did this.

It was moved by Councillor J Legrys, seconded by Councillor V Richichi and

RESOLVED THAT:

- a) The outcome of the area of separation study be noted.
- b) It be noted that the area of separation study form part of the Council's evidence base to support the Local Plan Substantive Review.

As agreed earlier in the meeting, an informal discussion was had regarding the Strategic Growth Plan. Councillor A C Saffell expressed concerns about the sites identified for housing in and around Castle Donington as they were very close to the racetrack and the airport. He also had concerns that the houses being built in the area were too expensive for the people that were working in the area. As a result of these concerns he raised a suggestion for a new town to be created, on a site just outside of Castle Donington which could be made up of more affordable houses created by a company such as Rent Plus. He believed this would be a suitable solution for the growing workforce in the area and asked for an item on a future agenda for a full discussion.

Councillor J Legrys agreed with the proposal for a future item, as he would be happy to debate the principle but stated that it was also important to have discussions with neighbouring authorities. The Chair asked officers to investigate the options available and report to a future meeting.

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 8.20 pm

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL**LOCAL PLAN COMMITTEE – WEDNESDAY, 13 NOVEMBER 2019**

Title of report	MONEY HILL MASTERPLAN CONSULTATION
Contacts	<p>Councillor Robert Ashman 01530 273762 robert.ashman@nwleicestershire.gov.uk</p> <p>Interim Head of Planning and Infrastructure 01530 454782 chris.elston@nwleicestershire.gov.uk</p> <p>Planning Policy Team Manager 01530 454677 ian.nelson@nwleicestershire.gov.uk</p>
Purpose of report	To inform Members about the outcome of the recent consultation on a Masterplan for Money Hill Ashby de la Zouch and to comment on the Council's response.
Council Priorities	<p>Our communities are safe, healthy and connected</p> <p>Local people live in high quality, affordable homes</p> <p>Support for businesses and helping people into local jobs</p> <p>Developing a clean and green district</p> <p>Our communities are safe, healthy and connected</p>
Implications:	
Financial/Staff	The Masterplan is the developer's document and so the cost of producing it has been met by the developer. Staff time organising and responding to the consultation has been met from existing budgets.
Link to relevant CAT	None
Risk Management	The requirement for the developer to produce a Masterplan and for it to be agreed by the Council is a requirement of the adopted Local Plan. A failure to produce or agree the Masterplan will result delay to the development which is a key component of the Council's development strategy.
Equalities Impact Screening	The consultation has been undertaken in accordance with the Council's Statement of Community Involvement.
Human Rights	None discernible

Transformational Government	Not applicable
Comments of Head of Paid Service	Report is satisfactory
Comments of Section 151 Officer	Report is satisfactory
Comments of Monitoring Officer	Report is satisfactory
Consultees	Individuals and organisations on the Planning Policy consultation database. Consultation material was placed on the Council's website at www.nwleics.gov.uk/moneyhill
Background papers	Adopted North West Leicestershire Local Plan North West Leicestershire Local Plan Ashby de la Zouch Neighbourhood Plan Ashby de la Zouch Neighbourhood Plan
Recommendation	<p>THAT THE LOCAL PLAN COMMITTEE ADVISES THE EXECUTIVE DECISION MAKER THAT IT:</p> <p>SUPPORTS THE REVISED MASTERPLAN AS SET OUT AT APPENDIX B AS SATISFYING THE REQUIREMENT OF LOCAL PLAN POLICIES H3A(VIII) AND EC2(1)(H) SUBJECT TO:</p> <ul style="list-style-type: none"> (I) THE MASTERPLAN BEING REWORDED TO MAKE CLEAR THAT THE OVERALL DENSITY OF HOUSING DEVELOPMENT ACHIEVED ACROSS THE SITE SHOULD BE 35 DWELLINGS PER HECTARE AND NOT NECESSARILY IN EACH PHASE OR PARCEL OF DEVELOPMENT; (II) THE PREPARATION AND AGREEMENT OF A DESIGN CODE FOR THAT AREA COVERED BY THE MASTERPLAN TO BE SECURED BY EITHER A CONDITION ON AN OUTLINE PLANNING APPLICATION OR AS PART OF THE SUBMISSION OF A FULL PLANNING APPLICATION; (III) THE DESIGN CODE TAKING INTO ACCOUNT ANY NATIONAL AND LOCAL DESIGN GUIDANCE IN PLACE AT THE TIME THAT THE DESIGN CODE IS PREPARED; AND (IV) CONSIDERATION BEING GIVEN BY THE DEVELOPMENT CONSORTIUM TO THE

	COMMENTS RECEIVED IN RESPONSE TO THE CONSULTATION WHEN PREPARING THE DESIGN CODE
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1.0 BACKGROUND

1.1 Land north of Ashby de la Zouch (known as Money Hill) is identified in the adopted Local Plan for housing (2,050 dwellings) and employment (about 16 hectares).

1.2 In the adopted Local Plan the site is split in to three separate policy areas:

- Policy H1b – this covers the southernmost part of the site for which outline planning permission has been granted for residential development for 605 dwellings. Policy H1b allows for the renewal of planning permission in the event that such permission lapses, subject to considering the policies of the Local plan and other material considerations. The outline permission included conditions which required that a Masterplan and Design Code be agreed for this part of the site. Following a period of consultation this was done on 26 July 2019.
- Policies H3a and Ec2(1) – these allocate the remainder of the site for housing and employment, with housing being the dominant use and employment restricted to about 16 hectares. These policies were supported by the Local Plan Inspector at Examination. The principle of development on the site has therefore already been established, as has the approximate scale of development.

1.3 Both Policy H3 and Policy Ec2 state that development will be subject to a list of requirements, and for both this includes:

“(viii) A comprehensive Masterplan prepared in consultation with stakeholders, including both the district and town council and agreed in writing with the local planning authority for the comprehensive development of the site which identifies a range of land uses (including residential, employment and commercial uses, green infrastructure and open spaces, pedestrian and cycle links within and beyond the site and community facilities) and their relationship to each other and existing development in the vicinity of the site and what measures will be put in place to protect amenity of existing residential areas.”.

1.4 The requirement for a Masterplan was included as the Local Plan Inspector was keen to ensure that stakeholders could have an input into the layout of the site and its relationship with existing and other proposed land uses.

1.5 As noted above a Masterplan for the southern part of the site which has the benefit of outline planning permission has been agreed. In terms of the remainder of the site, it is the case that, before any further development could be permitted on that area not covered by the outline permission, a further Masterplan must be produced by the developers involved. Therefore a Masterplan covering the remainder of the site was produced by Icen, who lead the consortium of developers at Money Hill, and was submitted to the District Council.

- 1.6 This report outlines the results of the consultation on the Masterplan and sets out officer's views on the comments and the submitted Masterplan.
- 1.7 In accordance with the The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 approval of the Masterplan is an Executive function. The Council's Scheme of Delegation allows for such matters to be signed off by the Strategic Director of Place. The Director may elect not to exercise his delegation and refer this decision to Cabinet. The views of this Committee will be taken in to account by either decision-maker when deciding whether or not to sign off the Masterplan. This is reflected in the recommendation above.

2.0 THE CONSULTATION

- 2.1 The District Council undertook initial consultation on the Masterplan between 1 July and 12 August 2019. A copy of the original Masterplan is attached at Appendix A. All contacts on the Local Plan consultation database were informed in addition to Parish Councils. This included a number of local interest groups within Ashby such as the Ashby Civic Society, numerous Ashby residents and Ashby Town Council.
- 2.2 48 responses were received from a range of individuals and groups in respect of the initial consultation. These responses can be seen in Appendix C and have been divided into four categories:

Group A - Comments on the Masterplan

This is where respondents made comment on either the content or format of the Masterplan. These often required a detailed response.

Group B - Other Responses Made Not Requiring a Specific Response at this Stage

This includes responses from infrastructure providers and neighbouring authorities. Some responded to confirm they didn't have any comments to make while others provided information which will be of use later in the development process (such as when a planning application is received) but does not require any action at the present time. However, all comments have been forwarded to the developer consortium who will be expected to take them in to account when preparing detailed plans.

Group C - Specific Questions Requiring an Immediate Response

During the consultation period a number of respondents asked a specific question relating to a particular aspect of the consultation (rather than making general comments on the Masterplan). In these cases a response was sent as soon as possible to enable the individual/organisation further opportunity to submit comments on the Masterplan within the consultation deadline.

Group D - Objection to Principle and/or Scale of Proposed New Development

A number of respondents objected to the principle or scale of the development. Notwithstanding the respondents concerns, these matters have already been established as part of the adopted Local Plan and are not matters which can be reopened as part of the Masterplan.

2.3 Following an initial consideration of the comments by officers and the consultants acting on behalf of the development consortium a revised Masterplan was issued for consultation on 2 October 2019 and comments invited by 16 October 2019. Those who had previously responded to the initial consultation were contacted directly to make them aware of the publication of revised Masterplan, and a copy was also placed on the Council's website. The revised Masterplan is attached at Appendix B of this report.

2.4 The changes in the revised Masterplan included:

- The respective areas of the Employment Land Zones have been added. These total the amount included in the Local Plan (16 HA) but concentrate the overwhelming bulk of employment use adjacent to the existing industrial estate, in a discrete location served directly from the new roundabout on the A511.
- The smaller Employment Land Zone to the north, is limited to 2HA and a specific B1 use designation (defined as offices, research and development of products and processes, light industry appropriate in a residential area), to reflect its relationship with adjoining properties and its place in the landscape.
- A note has been added to confirm that amendments to the Smisby Road Junction would be subject to a full design process as part of the relevant planning application process and that the existing balancing pond would be fully considered at that time.
- A note has been added confirming that all residential parcels are to contain a mix of private and affordable housing.
- Bus Stops and the relevant walking distances are now more clearly delineated.
- Additional footpath links and landscaping have been added, in response to specific comments from residents.
- The Cycle and Pedestrian routes are now shown more clearly and distinguishable from the Primary Adopted Streets. The Masterplan confirms that these are to be combined cycle and footways of 3m wide which will be agreed with the County Council to ensure continuous linkages across the whole area.
- A note has been added on the Nottingham Road access confirming that this is restricted (in accordance with the relevant Planning Consent and Legal Agreements) to a maximum of 100 residential units.

2.5 There were 13 responses to the subsequent consultation. These are summarised at Appendix D of this report.

2.6 The Council's Urban Designer has been involved in discussions on the Masterplan and he has commented that the revised Masterplan has addressed his concerns that he had raised. He therefore, supports, the revised Masterplan.

3.0 CONSIDERATION OF RESPONSES TO THE MASTERPLAN

3.1 Appendices C and D of this report address the comments made by individuals and organisations. However, there are a number of comments which are common to a number of representations and these are considered below.

Detail of Masterplan

- 3.2 A number of respondents have commented that the Masterplan as submitted is lacking in detail. The glossary to the adopted Local Plan defines a Masterplan as “*A strategic plan setting out the overall framework and key principles for the development of a site*”.
- 3.3 It is considered that the Masterplan that was the subject of consultation meets this definition. It is as detailed as that which has been approved for the 605 dwellings and is consistent with it as it clearly identifies the location and extent of the different component parts of development as well as routes through the site and linkages to the wider area.
- 3.4 Part of the confusion may be due to the fact that the recently approved Masterplan for the 605 dwellings also includes a very detailed Design Code which will guide the design and subsequent development of that part of the site. There was no such requirement in the Local Plan for the whole site to have a design code. This issue is considered below in paragraphs 3.9 – 3.17.
- 3.5 The Masterplan by its nature is intended to provide an overall framework to guide future development. It is not intended to be a once and for all plan that covers off every detail. Therefore, the Masterplan needs to strike a balance between providing sufficient detail so as to ensure that any developer who may subsequently be involved in the development of the site has a clear understanding of what is expected in terms of the overall framework and layout, but which also provides sufficient flexibility to respond to specific developer needs and ideas. The development of this part of the wider site is unlikely to occur for a number of years as the intention is to build out from the town centre towards the A511 Ashby bypass. Through time it is likely that detailed design ideas will change and new innovations will be developed which will affect the design and layout of the site. Therefore, it would not be reasonable to expect too exact a level of detail.

Area covered by the Masterplan

- 3.6 Another concern raised by a number of respondents is that the Masterplan the subject of consultation does not cover the entirety of the Money Hill site.
- 3.7 As already noted the southern part of the site is subject to a separate policy in the Local Plan (policy H1b) as that area already benefitted from planning permission at the time that the Local Plan was being examined and was subject to conditions requiring the submission agreement of both a Masterplan and Design Code. The Inspector was concerned to ensure that a Masterplan was prepared for the remainder of the site and so the plan was modified by the inclusion of the wording in policies H3a and Ec2(1) of the adopted Local Plan.
- 3.8 The Masterplan required by policies H3a and Ec2(1) only relates to those areas which are included in the Masterplan which has been the subject of consultation. It is recognised that this is potentially somewhat confusing, particularly as the Masterplan relating to the area of the outline permission has recently been subject to a separate consultation. However, there is not a conflict with the requirements in the adopted Local Plan in terms of the extent of the area covered by the Masterplan.

The Ashby Neighbourhood Plan

- 3.9 The Ashby Neighbourhood Plan was made on 30 November 2018 and forms part of the Development Plan for the area. Members will be aware that the responsibility for the Ashby Neighbourhood Plan lies with Ashby Town Council rather than the District Council who are responsible for the Local Plan.
- 3.10 Policy H2 is entitled 'Requirement for Masterplan'. This makes it clear that the Money Hill site will be supported if a number of criteria are satisfied including;
- 1. the requirements listed in Local Plan Policy H3 are agreed through the planning process;*
 - 2. the relevant Neighbourhood Plan policies, including Policy S4 'Building Design Principles' are met; and*
 - 3. in conjunction with the Town Council, for residential development:*
 - a) A Spatial Masterplan is agreed incorporating urban design objectives and demonstrating connectivity with the surrounding area, including traffic movements;*
- 3.11 It will be noted that that a 'Spatial Masterplan' for 'residential development' (and the detailed requirements that follow thereafter) is to be agreed with the 'Town Council', not the District Council.
- 3.12 Policy H2 goes on to require a Design Code and goes in to detail about the type of issues that will need to be addressed as part of it. The adopted Local Plan does not require that a Design Code be prepared and agreed.
- 3.13 A number of respondents have commented that the Masterplan does not address the requirements of the Neighbourhood Plan, not least because it does not go in to the level of detail required by the Neighbourhood Plan.
- 3.14 The fact that there are two different plans in place which do not say exactly the same is probably part of the reason for the confusion. Furthermore, the wording of the Neighbourhood Plan is clear that agreement is required with the Town Council only on those matters detailed in policy H2, including a Design Code; not the District Council. If the matter before this committee was a planning application then it would be essential to ensure that the requirements of the Neighbourhood Plan were addressed as it forms part of the Development Plan for the area. However, the question for the District Council is whether it is satisfied that the Masterplan (as revised) satisfies the requirement of the Local Plan.
- 3.15 As noted the Council's Urban Designer is satisfied with the revised Masterplan. The revised Masterplan has taken on board a number of concerns raised in response to the initial consultation which is to be welcomed. Overall it is considered that the revised Masterplan does satisfy the requirements of policy H3a (viii) and Ec2 (1)(h) so the District Council can advise the developer consortium of this fact in writing, as required under the policy. This is allowed for by the recommendation above subject to a number of caveats, the justification for which is outlined below.
- 3.16 Notwithstanding the above, it is recognised that the Masterplan does not address all those matters detailed in the Neighbourhood Plan. However, this can be addressed as part of the consideration of planning applications at some future date. It is suggested that in

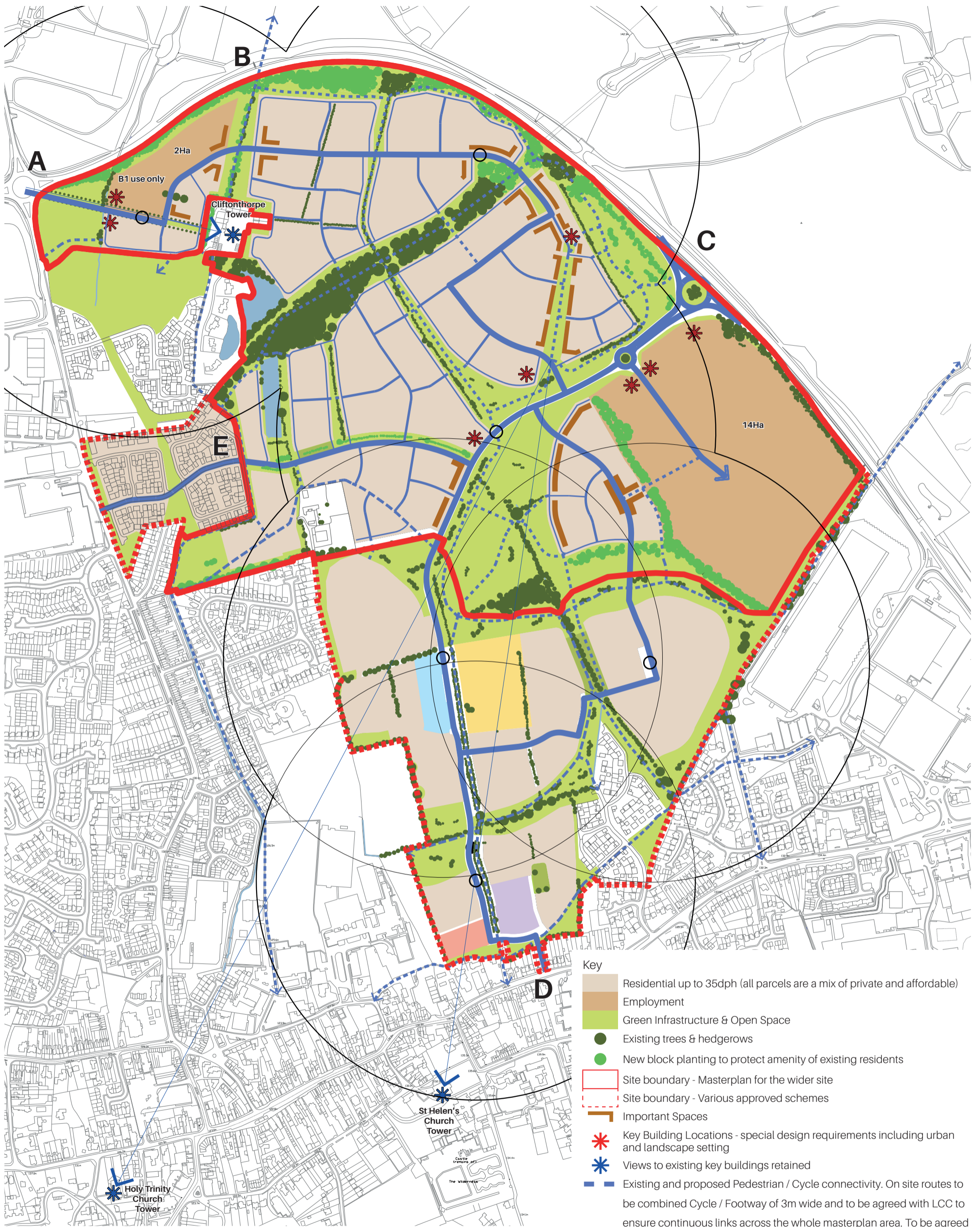
agreeing the revised Masterplan that the District Council do so on the basis that any future outline planning application will be subject to a Design Code which addresses the requirements of the Neighbourhood Plan to the satisfaction of the District Council and the Town Council. In the event of a detailed application being submitted instead, then it will also be expected to address the Neighbourhood Plan requirements. This is allowed for by recommendation (ii).

- 3.17 There are also a number of other comments made which require some minor amendments be made to the Masterplan and these are allowed for by recommendation (iv).



- Key**
- Residential up to 35dph
 - Employment
 - Green Infrastructure & Open Space
 - Existing trees & hedgerows
 - New block planting to protect amenity of existing residents
 - Site boundary
 - Important Spaces
 - ✱ Key Building Locations - special design requirements including urban and landscape setting
 - ✱ Views to existing key buildings retained
 - Existing & Proposed Pedestrian / Cycle connectivity
To be agreed once adopted street network agreed
 - Primary Adopted Streets
 - Other Adopted Streets
 - 400m walking to bus stops

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- Key**
- Residential up to 35dph (all parcels are a mix of private and affordable)
 - Employment
 - Green Infrastructure & Open Space
 - Existing trees & hedgerows
 - New block planting to protect amenity of existing residents
 - Site boundary - Masterplan for the wider site
 - Site boundary - Various approved schemes
 - Important Spaces
 - ✱ Key Building Locations - special design requirements including urban and landscape setting
 - ✱ Views to existing key buildings retained
 - Existing and proposed Pedestrian / Cycle connectivity. On site routes to be combined Cycle / Footway of 3m wide and to be agreed with LCC to ensure continuous links across the whole masterplan area. To be agreed once adopted street network agreed
 - Primary Adopted Streets
 - Other Adopted Streets
 - 400m walking to bus stops
 - Car parking
 - Extra Care
 - School
 - Mixed Use

Additional connection notes:

- A Smisby junction access to be confirmed and to include reconfiguration of drainage pond.
- B Provide safe footpath crossing of A511.
- C Provide safe footpath crossing of A511.
- D Limited vehicular egress to 100 dwellings.
- E Highway connection through previous Arla site.

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Responses Received to Initial Money Hill Masterplan Consultation (July – August 2019)

The responses received during the public consultation undertaken between 1 July and 12 August 2019 have been grouped into the following categories:

Group A - Comments on the Masterplan

This is where respondents made comment on either the content or format of the masterplan. These often required a detailed response.

Group B - Other Responses Made Not Requiring a Specific Response at this Stage

This includes responses from infrastructure providers and neighbouring authorities. Some responded to confirm they didn't have any comments to make while others provided information which will be of use later in the development process (such as when a planning application is received) but does not require any action at the present time. However, all comments have been forwarded to the developer consortium who will be expected to take them in to account when preparing detailed plans.

Group C - Specific Questions Requiring an Immediate Response

During the consultation period a number of respondents asked a specific question relating to a particular aspect of the consultation (rather than making general comments on the masterplan). In these cases a response was sent as soon as possible to enable the individual/organisation further opportunity to submit comments on the masterplan within the consultation deadline.

Group D - Objection to Principle and/or Scale of Proposed New Development

A number of respondents objected to the principle or scale of the development. Notwithstanding the respondents concerns, these matters have already been established as part of the adopted Local Plan and are not matters which can be reopened as part of the Masterplan.

Group A Responses – Comments on the Masterplan

Respondent	Comments
Respondent 3 Alexander Marsh	Perplexed by lack of any form of transport plan to accompany masterplan. Town already has significant traffic issues and lack of public transport. Addition of further residential properties will only exacerbate this further without a detailed public transport plan for town and surrounding areas and a substantial increase in the amount of available public transport to local area.
COUNCIL RESPONSE:	Enhanced public transport provision is a requirement of Local Plan policy H3 and so will need to be addressed as part of any planning application for the site. However it is not a requirement for this to be included in the masterplan.

Respondent 5 Nick Salt	<p>Do not understand why the proposed development includes introducing yet more traffic coming onto Wood Street/Nottingham Road from area H1b (opposite the school where two houses would need to be demolished). We own our Grade 2 Listed Flat which is part of a building located directly opposite the proposed new road. It does not make any sense to us for you to introduce more traffic to this already congested road. It is unsafe and will change/increase the noise dynamics for all of us living along that stretch of road (24-7 stop start of vehicles entering/leaving the proposed new junction). The introduction of a new road junction will also devalue our property and we wish to be consulted regarding compensation if you ignore our feedback and press on as planned. There is evidence of this issue further into town where new traffic lights have been installed at Upper Church Street onto Wood Street where it has made it unpleasant to live adjacent to the lights as cars stop waiting for green with loud radios not to mention the air quality concerns. The stop-start nature of vehicles means there is a continually engine accelerating noise at the lights and the houses have been devalued / are now very hard now to sell. Please don't do this to people along our stretch of road – learn from passed plans. Please therefore reconsider the master plan which still enables the development to take place but without any new roads feeding onto Nottingham Road/Wood Street. Access should only be from the Bypass.</p> <p>Please also confirm your master plan for more schools, a leisure centre with pool, Doctors surgery etc and shopping facilities. Have you assessed the existing facilities in the town? They are already full / at breaking point. Come along to my daughters swimming lesson to see how they are having to divide the pools up into much smaller areas to fit all the children in for learn-to-swim. There are not enough facilities to cope with this huge development and increase in the amount of people in the town.</p>
COUNCIL RESPONSE:	The access on to Nottingham Road has already been approved as part of the outline permission for 605 dwellings granted permission in 2017 (Application 15/00512/OUTM). The number of dwellings that can be accessed from this is

	<p>limited to 100 dwellings. This is made clear on the revised Masterplan ((note D). All other development is accessed off the A511 bypass.</p> <p>With regard to infrastructure, any planning applications for development on the site, following the masterplan being agreed, must comply with Policies H3 and Ec2 of the adopted Local Plan. These require, amongst other things. the 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. All of these issues, and other such as traffic and biodiversity, will be dealt with when a planning application is submitted.</p>
<p>Respondent 23</p> <p>Rob Yates</p>	<p>This consultation appears to provide just a single layout plan from ICENI with a covering note referring to development of around 1,400 new homes and 16 hectares of employment land. However the approved NWLeicestershire Local Plan refers to a comprehensive Masterplan for the major Money Hill growth area of about 2050 dwellings. So what exactly are the precise areas this consultation covers- the whole area or parts?</p> <p>The plan does give a useful indication of general connectivity and landscaping proposals. However you will also understand that meaningful comment requires much more supporting detail such as the distribution of housing numbers by area plus resulting estimates of traffic movements, other community impacts and associated service requirements and proposals.</p> <p>It would be most helpful if the Council could indicate when and how this additional detail will become available and what past and proposed consultations have been arranged for resident stakeholder groups since the Local Plan was approved?</p>
<p>COUNCIL RESPONSE:</p>	<p>The masterplan, and this consultation, covers the northern part of the Money Hill site where around 1,400 dwellings and up to 16ha of employment land are proposed. This is essentially the remainder of Money Hill not covered by current planning permissions (see section 1 of committee report).</p> <p>The issue of lack of detail is considered in section 3 of the main report</p> <p>As far as we are aware, the developers have not held any resident stakeholder groups since the Local Plan was adopted, although there has been engagement with Ashby Town Council. Any further consultation or stakeholder events will be largely determined by the submission of further planning applications.</p>

<p>Respondent 26</p> <p>Stephen Clayton</p>	<p>What the masterplan needs to deliver: It states in the preamble on your website that the masterplan must show:</p> <p><i>It must show:</i></p> <ul style="list-style-type: none"> • <i>A range of land uses (including residential, employment and commercial uses, green infrastructure and open spaces, pedestrian and cycle links within and beyond the site and community facilities)</i> • <i>Their relationship to each other and existing development in the vicinity of the site</i> • <i>What measures will be put in place to protect amenity of existing residential areas.</i> <p><i>The site promoter has been working with the district council and a range of other stakeholders to develop a masterplan which shows how it is envisaged that the site would be developed. This includes around 1,400 new homes and 16 hectares of employment land.</i></p> <p>Consultation is flawed and inadequate - The link to the masterplan on the website brings up a single land use map. It is not possible to interpret the masterplan without the word document that surely must accompany the land use plan. The plan on its own is not sufficient to see how the proposed land uses have been arrived at, without the associated word masterplan documents that provide the detail and substance behind the masterplan. Consultation on a single sheet land use plan is worthless without the substance and evidence behind it and how the proposals have been arrived at. By withholding any accompanying documents, you are not being transparent. If there are no accompanying documents - there should be!</p> <p>Future planning applications - any future planning applications that looks to put into effect the masterplan will meet with the response that the initial consultation regarding the masterplan was flawed and inadequate and considering a single application in isolation from the masterplan for the entire Money Hill Site should not be considered.</p> <p>Get it right - please treat the residents of Ashby with respect and not contempt - let us see the full masterplan document (with the substance and evidence) so we are able to make an informed response to consultation. I am very disappointed that NWL Planning has seen fit to consult interested parties on a single land use map. You will of course need to put back the date for the closing date for the consultation</p> <p>Masterplan - If you consider the land use plan constitutes a masterplan it should be supported with a Supplementary Planning Guidance document.</p> <p><u>Case for Supplementary Planning Guidance:</u></p>
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	<p>Good practice - RTPI recognise that Supplementary Planning Guidance should accompany land use plans so they can be properly understood and implemented.</p> <p>Need to get it right - Money Hill will be developed over the next 15 - 20 years and will be one of the largest investments in NWL, it is important that any future development is properly planned, considered and implemented. Future planning applications need the strongest possible robust consideration and scrutiny, Supplementary Planning Guidance would greatly assist the proper consideration of future planning applications. Whilst I am reconciled to the development of Money Hill, I want the strongest possible assurance that Money Hill will be developed in a sensitive way, that has quality running through it, and future developments are an asset to Ashby and not a 'carbuncle' that detracts from Ashby. There will only be one chance to get it right. Take the additional time to prepare an accompanying Supplementary Planning Guidance document to accompany the Land Use Plan.</p> <p>Appleby Magna - you have already prepared Supplementary Planning Guidance for Appleby Magna; which possibly has a less compelling case for Supplementary Planning Guidance, you have therefore set a precedent to prepare Supplementary Planning Guidance where sensitive and careful consideration needs to be given to future development.</p>
COUNCIL RESPONSE:	<p>The issue of lack of detail is considered in section 3 of the main report.</p> <p>The only document that comprises the Masterplan is that which has been consulted upon.</p> <p>The issue of more detailed guidance is considered in section 3 of the main report.</p> <p>The Supplementary Planning Guidance at Appleby Magna referred to was produced by the Parish Council working with local residents. It was not prepared by the District Council.</p>
Respondent 27 Simon Wilkinson	<p>The published masterplan seems to lack the detail required by the Policy H2, in particular with reference to the design code to include information on building height and form for all parts of the development.</p> <p>Boundaries around the Cliftonthorpe development are not clearly shown and do not seem to be consistent with those shown in figure 6 of the original neighbourhood development plan submission document. The new development is much closer to the Cliftonthorpe development.</p> <p>It is not clear how access to the Cliftonthorpe development will be affected.</p>

With reference to the development of the Ivanhoe equestrian centre, the examiner's report (section 4.66 shown below) makes reference to a development framework for Potters Hill that had been produced. Is this available as part of the consultation?

It also states they have been working with other interested parties. Does this include existing residents groups?

4.66 Miller Homes confirmed that it is working with the Money Hill Consortium and Arla who control the wider land interest also the subject of Local Plan Policy H3a, to formulate and deliver a comprehensively planned urban extension. I note that a Development Framework for Potters Hill has now been produced, and that this includes land at Ivanhoe Equestrian Centre. Miller Homes indicated that it will continue to work collaboratively with other interested parties to develop a Spatial Masterplan, Landscape Masterplan and Design Code, and bring forward the Ivanhoe Equestrian Centre site as part of the wider north of Ashby de la Zouch allocation.

With reference to Miller homes Matter 5 discussion document which they successfully used to get land included from the Ivanhoe equestrian centre within the neighbourhood plan, they stated in section 1.10 (shown below), that the development needed to respect the landmark importance of the existing Cliftonthorpe development. The published spatial plan shows a new access road passing only a few metres away and development close to the boundary. It is difficult to argue that this is either satisfactory in terms of the relationship between the existing or new development, or respects "local heritage", and therefore the statement in 1.10 does not seem to be met.

	<p>1.10 Second, whilst there may be some sensitivities with the relationship of new development to the retained Cliftonthorpe development, this is a matter for the detailed design stage to ensure the relationship achieved is a satisfactory one. The buildings at Cliftonthorpe are not Listed or part of a conservation area. One of the workshop sessions noted above was specifically on heritage issues and Principle 4/6 of the Development Framework is entitled 'Integrate local heritage'. This identifies the landmark importance of Cliftonthorpe and the need for future development to respect this. Achieving this does not mean excluding the Equestrian Centre land from future development.</p> <p>From the same document Miller Homes states in section 1.13 they will work collaboratively with other interested parties. Who are these parties, and does it include any existing residents groups?</p> <p>1.13 Miller Homes will continue to work collaboratively with other interested parties to bring forward the Ivanhoe Equestrian Centre site as part of the north of Ashby de la Zouch allocation at Policy H3a.</p> <p>I note there is a provision for a number of footpaths. This is a good. However, what provision is there within the plan to maintain these footpaths. There are currently a number of footpaths in the vicinity of the old Arla dairy site which have not been maintained and are difficult to walk because they are overgrown. Furthermore, the footpath access across the new bypass north of Cliftonthorpe is very difficult at certain times of the day because of the speed and volume of traffic making crossing dangerous. With the increase of potential users, is there provision to improve this access?</p>
COUNCIL RESPONSE:	<p>The issue of lack of detail is considered in section 3 of the main report.</p> <p>The Design Code required as part of Policy H2 of the Ashby de la Zouch Neighbourhood Plan is separate from the Masterplan required as part of the Local Plan. There is no requirement in the Local Plan for the Design Code, which</p>

	<p>should set out building heights, etc, to form part of the Masterplan, and it could be produced at a later stage prior to planning permission being granted. This is considered in section 3 of the main report.</p> <p>The boundary around the Cliftonthorpe development is shown in red on the masterplan. The boundary around Cliftonthorpe appear to be consistent with the boundary included in the adopted Local Plan. The map shown in figure 6 of the submission version of the Neighbourhood Plan was subsequently superseded by figure 5 in the approved Neighbourhood Plan. Figure 5 is a copy from the Local Plan policies map. The Masterplan identifies the Cliftonthorpe Tower as a key building to which views need to be retained.</p> <p>The reference in the Examiners report to a development framework is understood to be the outcome from the various stakeholder workshops undertaken and which then informed the Masterplan. The stakeholder workshops were attended by a range of interested parties including the district council, county council, town council and agencies such as Severn Trent Water, Historic England and the National Forest, as well as representatives of the landowners and developers. Information about this was provided on the Council’s website following some initial enquiries.</p> <p>In respect of the condition of existing footpaths this is a matter for the County Council. A copy of the comments have been forwarded to the County Council them to action. The maintenance of any future footpaths is a matter which will be determined as part of any future planning applications.</p>
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<p>Respondent 28 Nick Grace</p>	<p>Developing H3a and Ec2(1)</p> <ol style="list-style-type: none"> 1. Supporting text (Paragraph 8.26) of the Adopted Local Plan states that the acknowledges the employment shortfall in the District is, in part, expected to be made up through the application of ‘Ec2’ development. 2. The single employment allocation within Ec2 (Money Hill, Ashby de la Zouch) is only required to deliver UP TO 16HA of employment land. 3. The first deficiency of the masterplan relates to it being labelled ‘Not to Scale’. 4. The second deficiency of the ‘masterplan’ again relates to a lack of clarity concern scale. The areas of land now to be proposed for employment development have changed from that identified on Inset Map 3. We have been unable to identify any ‘key’ which sets out the land size parcels to the North West of the site and to the East of the site to be developed for employment under Ec2. Do these areas amount to 16HA? Or less ? Or more? 5. The only supporting text to the masterplan is on the LPA website. It states “...This includes around 1,400 new homes and 16 hectares of employment land (my emphasis)”.
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	<ol style="list-style-type: none"> 6. Accurately identifying the size of the employment areas is essential information in the context of the adopted Local Plan Policy. This has been further backed up at a recent NWLDC Employment workshop in June 2019 which identified that the District has almost zero employment space provision currently. 7. Visually it would appear that the North West Parcel has been reduced in size from that shown on Inset Map 3 and the area to the East (nearest to the A42) enlarged. However, it would be helpful to have such information added to the masterplan. 8. The masterplan also identifies no breakdown of commercial uses – i.e. extent of B1, B2 and B8. We consider that a masterplan should provide this level of detail – i.e. broad parameters of B Use Classes. NWLDC employment land availability levels are at almost unknown lows. However limited availability for large scale B8 development does remain available in locations around the District. The commercial product and offer at this time in NWLDC should be a material consideration in the determination of planning applications at this time and the masterplan should reflect this. 9. The economic benefits of new commercial development will be lost unless the market delivers the right type of additional supply ahead of new Local Plan employment allocations which could be at least 12 to 18 months away. 10. Paragraph 8.26 of the Adopted Plan already accepts the shortfall to be partially delivered "<i>against Ec2 (2) of any planning applications which come forward in the meantime</i>". 11. It is important that Money Hill does not simply deliver UPTO 16HA but the full 16HA. 12. We are concerned that the masterplan gives no comfort or certainty that 16HA of employment land will be delivered and within what timescales – a masterplan should identify ‘phases’ of sequential development with timelines attributed to them. This would provide NWLDC with realistic benchmarks of ‘delivery’. 13. Currently, the masterplan does not provide any comfort that the full 16HA of employment land will be delivered as envisaged in the Local Plan allocation. 14. We would recommend that the Local Planning Authority seek more detail within the masterplan to provide comfort that the full 16HA of employment will be delivered considering Paragraph 8.26 of the 2017 Adopted Local Plan.
COUNCIL RESPONSE:	<p>The revised Masterplan identifies the site areas for the two respective parcels of employment land; that adjoining McVities being 14 hectares and that adjoining Cliftonthorpe as being 2 hectares. The revised Masterplan also makes it clear that the area adjoining Cliftonthorpe is to be restricted to B1 uses. The area adjoining McVities would be for uses falling within the B1, B2 or B8 Use Classes. It is not agreed that it is necessary for the Masterplan to provide a breakdown between these uses as it will be partly dependent upon what the market is seeking at the time that the land is brought forward for development. Such a level of detail would provide insufficient flexibility.</p>

<p>Respondent 29</p> <p>Ashby Civic Society</p>	<p>There are multiple reasons why this 'consultation' is an insult to the residents of Ashby and a seriously poor reflection on the conduct of NWLDC.</p> <p>I will only highlight the most objectionable parts.</p> <p>1 Local Plan adopted Nov 2017 says</p> <p>(viii)A comprehensive Masterplan prepared in consultation with stakeholders, including both the district and town council and agreed in writing with the local planning authority for the comprehensive development of the site which identifies a range of land uses (including residential, employment and commercial uses, green infrastructure and open spaces, pedestrian and cycle links within and beyond the site and community facilities) and their relationship to each other and existing development in the vicinity of the site and what measures will be put in place to protect amenity of existing residential areas.</p> <p>1.1 There has been no consultation with local stakeholders.</p> <p>1.2 The Masterplan is simply a Map. There is none of the Local Plan requirements listed above.</p> <p>1.3 There is no text document that explains the intent of the Masterplan.</p> <p>1.3.1 Policies H2 of the neighbourhood plan lays out the requirements of the Money Hill masterplan. This has been completely ignored</p> <p>1.3.2 The local plan masterplan Policy MM25 was inserted after strong representation by the residents at the local plan examination .</p> <p>This development represents over 40% increase in the size of the town and as such the sustainability and integration with the town is vitally important.</p> <p>1.4 The site promoter is well aware of the standard required for submitting a Masterplan having already done so for Planning Application 15/00512/OUTM Development of 605 residential dwellings. Equally NWLDC must have an expectation of what is required in a competent Masterplan having been working with other site promoters to produce the South East Coalville Masterplan.</p> <p>2 There is no recognition of the developing understanding of the Pollution Hazard on the Tesco island & as such the Employment Land should be restricted to Light Industrial and Office Development.</p>
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	<p>3 There is no attempt at protecting the local amenity of existing residential areas, a key step in this would be in keeping the industrial area on one location behind the existing lorry warehouse.</p> <p>1. 4 This Masterplan must be rejected.</p>
COUNCIL RESPONSE:	<p>The preparation of the Masterplan has been informed by a number of workshops with a range of stakeholders, including Ashby Town Council. Details about this was added to the Council's website during the consultation on the initial Masterplan.</p> <p>The issue of lack of detail is considered in section 3 of the main report. The Masterplan submitted in connection with the outline permission is similar in detail to that included as part of this Masterplan. However, the outline permission was also subject to a requirement for a Design Code which goes in too much greater detail than the Masterplan.</p> <p>Whilst the reasoning for wanting to keep the industrial area in one location is understood, the Local Plan provides for two separate parcels in locations similar to those proposed on the masterplan. The restriction of the employment land to B1 uses adjoining Cliftonthorpe is to protect the residential amenity of Cliftonthorpe as such uses are deemed appropriate by their nature. This is recognised in policy Ec2(1) of the adopted Local Plan. The proximity of the larger employment area to the existing McVities and Flagstaff industrial estate means that other similar uses are considered to be acceptable in principle; the Local Plan does not seek to restrict employment uses elsewhere in this part of the site and so it would not be appropriate for the Masterplan to seek to do otherwise.</p>

<p>Respondent 31</p> <p>Lesley Birtwistle</p>	<p>In response to the consultation my comments would be its failure to address the problems that the development will cause:</p> <ol style="list-style-type: none"> 1. Where on earth are the children going to go to school? 2. How on earth are the existing roads in Ashby going to cope with all the extra traffic? 3. Where is everyone going to park in Ashby? 4. As the size of the town - in terms of population - not of course of town centre footprint - is inexorably rising and changing the town's face and nature, what additional shops and facilities are to be provided in the town to match its growth and the increased demands upon it, emanating from the escalating numbers of service users?
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	5. How about the developers being required to rescue the Bath grounds and Royal Hotel to rescue some of the town's prestige, since it has lost so many facilities in recent years?
COUNCIL RESPONSE:	The principle of the development has already been accepted through the Local plan process. With regard to infrastructure, any planning applications that we receive for development on the site, following the Masterplan being agreed, must comply with Policies H3 and Ec2 of the adopted Local Plan. These require, amongst other things, the 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. All of these issues, and other such as traffic and biodiversity, will be dealt with when a planning application is submitted.

<p>Respondent 32</p> <p>Ashby de la Zouch Town Council</p>	<p>The Town Council does not believe that the Masterplan meets the requirements within the Local Plan for a Comprehensive Masterplan. This is because the plan fails to show how the site connects to the wider area:</p> <ul style="list-style-type: none"> • For pedestrian and cycle connectivity a line is shown but there is no indication whether routes are for pedestrians and/or cyclists. • No community facilities are shown, these are on the 605 masterplan which is not shown as part of the consultation. • Green infrastructure and public open spaces are not shown in enough detail, as many of those are in the 605 scheme. • The masterplan was to be prepared in consultation with stakeholders, this has not included local residents and the Town Council were not involved in all of the original workshops when a development framework was discussed. At least one workshop took place prior to the Town Council being invited to attend. • The Masterplan should include the entire 2050 dwellings – this is not the case as the 605 scheme is not shown. • A comprehensive development framework should be produced and subject to consultation as with the South East Coalville development <p>It is unfortunate that the current consultation leaves out the Masterplan for the 605 dwellings which means that it does not show the full scope of the facilities being provided on the site. With the community centre (shops, etc), school, allotments, trim trail and equipped play area not being visible. This really undersells the extent of community facilities and green infrastructure being provided and means the requirement in the Local Plan is not met.</p> <p>The Masterplan fails to meet the requirements set out in Ashby de la Zouch Neighbourhood Plan Policy H2: Requirement for a masterplan.</p> <ul style="list-style-type: none"> • As highlighted above the plan is not comprehensive and it should be supported by an overarching development framework.
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	<ul style="list-style-type: none"> • There is no spatial masterplan incorporating urban design objectives and demonstrating connectivity with the surrounding area, including traffic movements. Currently it appears that all traffic from the development will be able to exit on to Nottingham Road. • There is no design code. • Phasing is not indicated on the Masterplan. <p>Regarding the Masterplan which is currently subject to consultation:</p> <ul style="list-style-type: none"> • Connectivity with Nottingham Road, as shown it looks like all vehicles using the site will be able to enter and exit on to Nottingham Road, this is concerning and goes against original planning permission for the 605 scheme. • Employment land should be restricted to only B1 uses across the site, owing to the close proximity of the employment land with residential properties. • No employment land should be located near Smisby Road due to the impact on residential properties at Cliftonthorpe and on the David Wilson Estate. <p>There is no evidence of sustainable drainage schemes.</p> <p>The Town Council welcomes:</p> <ul style="list-style-type: none"> • The retention of the original boundary hedges/trees • Connectivity with the Arla Dairy site with road link shown to Smisby Road • Treatment of the tunnel area and associated woodland • Maintaining views of key buildings
COUNCIL RESPONSE:	<p>The revised Masterplan includes more details regarding pedestrian and cycle routes across the site and how they link in to both the development proposed under the outline permission and also existing developments. It also makes clear that the access from Nottingham Road is restricted to no more than 100 dwellings. In addition, it also shows the information from the Masterplan which relates to the area of the outline permission. It is noted that the Town Council has welcomed the changes made following publication of the revised Masterplan.</p> <p>The Design Code required as part of Policy H2 of the Ashby de la Zouch Neighbourhood Plan is separate from the Masterplan required as part of the Local Plan. There is no requirement for the Design Code, which should set out building heights, etc, to form part of the Masterplan, and it could be produced at a later stage prior to planning permission being granted. This is considered in section 3 of the main report.</p> <p>The proximity of the larger employment area to the existing McVities and Flagstaff industrial estate means that other similar uses are considered to be acceptable in principle; the Local Plan does not seek to restrict employment uses elsewhere in this part of the site and so it would not be appropriate for the Masterplan to seek to do otherwise.</p>

	<p>The adopted Local Plan already restricts employment uses adjoining Cliftonthorpe/Smisby Road to B1 uses. Such uses are by their nature deemed appropriate close to residential areas.</p> <p>The issue of Sustainable Urban Drainage Schemes is one that would be addressed as part of a Design Code (see section 3 of the main report)</p>
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<p>Respondent 34</p> <p>Cllr Dave Bigby</p>	<p>The consultation version of the “Masterplan” for the developments designated in policies H3a and Ec2 (1) of the Local Plan is inadequate and vague. A single map and legend is wholly insufficient and on its own cannot be described as a “Masterplan”. It requires a written text commentary to provide the detail that is lacking and to explain the simple descriptions in the legend. The document has a number of significant failings when compared with the requirements set out in both the Local Plan and the Ashby Neighbourhood Plan.</p> <p>With regards to the Local Plan these are as follows:</p> <ol style="list-style-type: none"> 1. Identify pedestrian and cycle links within and beyond the site – The plan shows a series of routes labelled “<i>Existing and Proposed Pedestrian/Cycle connectivity. To be agreed once adopted street network agreed</i>”. Firstly, to be of use, the plan needs to identify which routes are existing and which are proposed. Secondly, in order to ensure that sufficient safe cycle connectivity will be provided, it is essential that it is made clear in the Masterplan which of these routes will be for pedestrians only and which will be combined cycle and pedestrian routes. This same issue occurred with the Masterplan for the 605 houses at Money Hill (15/00512) and has only been remedied following objections, so it is surprising that it has reoccurred in this new Masterplan. Furthermore, the statement that these will “<i>be agreed once adopted street network agreed</i>” removes any commitment to these routes, implying that a completely different street network and set of pedestrian and cycle routes could actually be adopted. If so, then the plan is worthless. 2. Relationship between land uses (Affordable Housing). There is no indication on the consultation Masterplan of where the affordable housing allocation will be situated. This needs to be made clear so that it can be seen whether it will be properly integrated into the residential areas in compliance with policy H4(3) or isolated from the market housing. The consultation Masterplan shows an area of housing directly abutting the large area of employment land on the eastern side of the site and separated from the other residential areas by a large tract
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of open space. The reasoning behind this layout needs to be explained. It would be wholly unacceptable if this isolated area were to be the area designated for the affordable housing allocation. Furthermore, whatever the housing type on this area, a much larger green buffer zone to the employment land would be required to avoid unnecessary disturbance to the residents.

3. **Relationship between land uses (SUDS).** No areas are allocated for SUDS. The only areas of water shown are already existing.
4. **Community Facilities.** No community facilities, other than open spaces, are shown in the Masterplan. If none are to be provided, except those in the area that already has planning permission (15/00512) then this should be made clear and the interdependence and need for integration and proper phasing of the two developments highlighted.
5. **Policy EC2 states that “Land North of Ashby (Money Hill) is allocated for employment development for up to 16 Ha ...”.** The area of employment land shown in the Masterplan exceeds the 16Ha maximum designated in Policy Ec2. Indeed, the area shown as employment land on the eastern side of the development is 16 Ha in itself, without the additional area shown as employment land to the north west, at the A511/Smisby Road roundabout. The employment land shown in the north west should be re-designated as green space. This would go some way towards protecting the amenity of existing residential areas, a fundamental requirement of the Masterplan.
6. **Relationship between land uses (employment and commercial uses).** The Masterplan should make clear what category of employment use is intended for the various areas of employment land shown. This is highly relevant to the protection of the “amenity of existing residential areas” as required in policy H3(c) and particularly relevant to the employment land at the A511/Smisby Road roundabout close to Cliftonthorpe should it be retained. Given the oversupply of B8 land in the District, this employment land should be restricted to B1 use only to avoid disturbance of neighbouring residents.
7. **Important Spaces.** The description of some areas as “important spaces” requires proper explanation. What makes these spaces more important than others and in what way will they be treated differently to the rest of the housing land?

8. **New block planting to protect amenity of existing residents.** It is not possible to distinguish this category of planting from existing trees on the Masterplan. Indeed, the legend seems to imply that this is shown as a black dot, though the black dots appear actually to be bus stops (not shown or labelled in the legend). There is therefore no clue as to the extent of this new planting. A substantial revision and extension of the plan is required to make clear the type and extent of all proposed new planting and properly to label bus stops.
9. **Primary adopted streets.** It needs to be made clear on the Masterplan that there will be no private motor vehicle access to Nottingham Road from the development. Currently it implies that this will be possible

Policy H3a requires that the Masterplan is “**comprehensive**”. It would therefore be unacceptable to suggest that the **Spatial** and **Landscape** Masterplans required by the Adopted Ashby Neighbourhood Plan are not essential parts of this Masterplan. The following lists the requirements for the Masterplan as set out in Policy H2 of the Neighbourhood Plan using the numbering system in that document (*italics*) together with comment on whether or not they are met (**bold**):

3. *in conjunction with the Town Council, for residential development:*

- a. *A Spatial Masterplan is agreed incorporating urban design objectives and demonstrating connectivity with the surrounding area, including traffic movements;*

No urban design objectives are listed or explained in the consultation Masterplan.

No reference is made to traffic movements other than showing “primary” and “other” adopted streets with no definition of these terms. In particular, the prevention of entry or exit via Nottingham Road, measures to limit access via Smisby Road, speed limits and controls on the various primary and secondary routes and measures to concentrate movements on the primary routes need to be properly documented

- b. *A Landscape Masterplan is agreed covering the use of green spaces, to include an area for allotments;*

No areas are designated for allotments

The plan does not cover the use of the green spaces. E.g. play areas, trim trails etc.

Furthermore, as the Ashby Neighbourhood Plan is now adopted and forms part of the Development Plan, it is negligent not to have pointed out its relevance in the information published alongside this consultation, particularly that the Masterplan must be “agreed in conjunction with the Town Council” and how this will be achieved.

	<p>It would also have been very helpful to clearly explain to those involved in the consultation the Neighbourhood Plan's requirement for a Design Code to be agreed in conjunction with the Town Council and how and when this will be prepared. Ideally, this Design Code would be required to be submitted alongside the Masterplan in order to clarify, explain and contextualise its content.</p>
<p>COUNCIL RESPONSE:</p>	<p>The issue of lack of detail is considered in section 3 of the main report. The Masterplan submitted in connection with the outline permission is similar in detail to that included as part of this Masterplan. However, the outline permission was also subject to a requirement for a Design Code which goes in to more detail than the Masterplan. This matter is addressed at section 3 of the main report.</p> <p>The revised Masterplan includes more details regarding pedestrian and cycle routes across the site and how they link in to both the development proposed under the outline permission and also existing developments.</p> <p>It is not considered necessary for the Masterplan, which establishes the overall framework for the site, to address detailed matters such as the location of affordable housing, this will be matter for consideration as part of detailed planning applications. There is no suggestion on the Masterplan that the area adjoining the eastern employment land would be for affordable housing.</p> <p>The relationship between the requirements of the Neighborhood Plan and the Local Plan is addressed at section 3 of the main report.</p> <p>The issue of Sustainable Urban Drainage Schemes is one that would be addressed as part of a Design Code (see section 3 of the main report)</p> <p>The revised Masterplan identifies the location for the proposed school, a mixed use area, an extra care development and a car park, although these are all located within the area of the outline permission. However, it helps to demonstrate the relationship between the site of the outline permission and the area covered by this Masterplan.</p> <p>The revised Masterplan identifies the site areas for the two respective parcels of employment land; that adjoining McVities being 14 hectares and that adjoining Cliftonthorpe as being 2 hectares. The revised Masterplan also makes it clear that the area adjoining Cliftonthorpe is to be restricted to B1 uses. The area adjoining McVities would be for uses falling within the B1, B2 or B8 Use Classes. It is not agreed that it is necessary for the Masterplan to provide a</p>

	<p>breakdown between these uses as it will be partly dependent upon what the market is seeking at the time that the land is brought forward for development. Such a level of detail would provide insufficient flexibility.</p> <p>A key aspect of the Council’s Design Supplementary Planning Document is to ensure that buildings are designed so as to reinforce the network of streets and spaces. It will be important to ensure a high quality of design across the whole site, but these locations identified as ‘important spaces’ are considered to require, from a townscape perspective, particular consideration.</p> <p>The revised Masterplan makes a clearer distinction between existing and proposed planting and also makes the bus stops much clearer.</p> <p>The revised Masterplan includes more details regarding pedestrian and cycle routes across the site and how they link in to both the development proposed under the outline permission and also existing developments. It also makes clear that the access from Nottingham Road is restricted to no more than 100 dwellings.</p>
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<p>Respondent 36</p> <p>Cliftonthorpe and Money Hill Residents</p>	<p>The Consultation Framework</p> <p>We are concerned that the supplied consultation documentation is a single layout plan from ICENI with a covering note outlining a development area of around 1,400 new homes and 16 hectares of employment land. However the approved NWLeicestershire Local Plan refers to a comprehensive Masterplan for the entire Money Hill growth area of about 2050 dwellings. So why does the document detail only part of the Money Hill development area and not the whole?</p> <p>Residents seek assurances about the major impacts on the delightful and prominent local environment, particularly those arising from traffic, noise and pollution. However meaningful comment requires supporting detail such as the distribution of housing numbers by area plus resulting estimates of traffic movements, other community impacts and associated community facility and service requirements.</p> <p>While the plan gives an outline of general connectivity and landscaping proposals the overall level of information is very limited and contrasts with the depth of detail provided in the South East Coalville Development Brief. Much information required to ensure compliance with the approved Ashby de la Zouch Neighbourhood Plan is also missing.</p>
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Based on the single diagrammatic layout plan supplied to date we are only able to offer the few preliminary comments below.

Future Consultation Requirements

During the process of developing a comprehensive development plan for this major expansion of Ashby, and particularly the adjacent local communities affected, **we anticipate the opportunity to contribute to further rounds of consultation in accordance with the stipulations in the approved NWLDistrict Local Plan.**

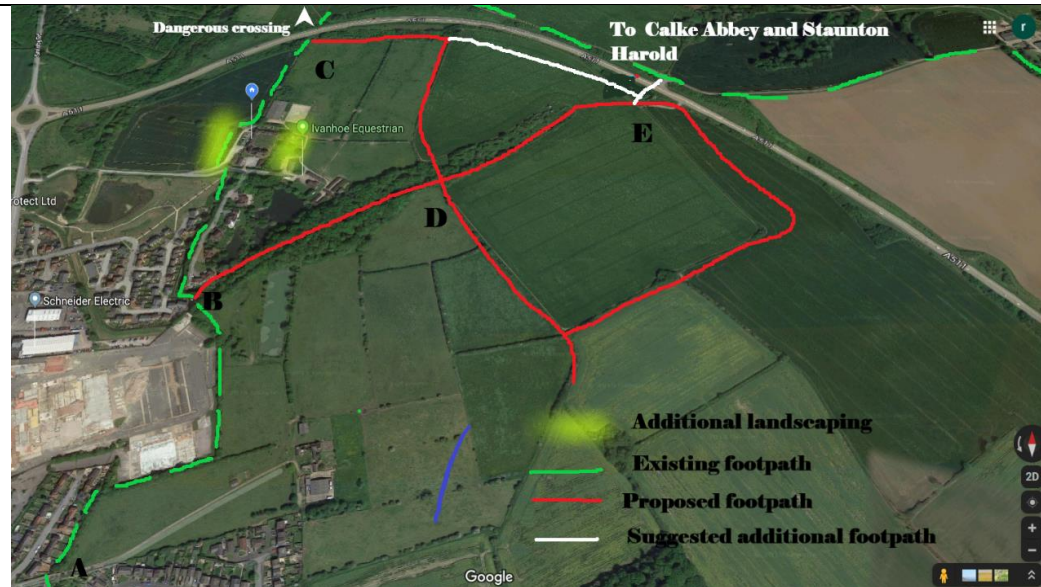
To enable the effective consultation and feedback from the local community to assist the production of an acceptable and viable Masterplan we request the Developers/ NWLDCouncil to indicate:

when and how the essential additional information of the type listed above will be made available for consultation?

the extent of past and likely timetable of proposed consultations with resident stakeholder groups in the light of the Local Plan stipulations.

Comments on the Layout Plan

Pedestrian Connectivity – See Money Hill 3D Layout Plan below



1 The existing footpath, shown bright green, between points A-C on the plan is badly constricted, subject to winter flooding and overgrown.

2 The proposed major new footpath route, shown red, from point B to E is therefore most welcome.

3 We suggest new footpath links, shown in white, from point E directly over the A511 via a safe central refuge or resurrected tunnel and also towards point C. This would improve links to the existing fine viewpoint footpaths marked bright green and onwards towards Staunton Harold and Calke Abbey and the Ivanhoe Way.

4 We suggest an improved refuge crossing from C over A511 to existing footpaths beyond. See photo attached of the very dangerous A511 crossing point.



Planting to protect amenity of existing residents

Additional protective landscaping is essential around Cliftonthorpe residences in the areas indicated.

Community Services

It is unclear what supporting community facilities are to be provided and where?

Currently there are no community services at all near the Cliftonthorpe area of Money Hill. **It is suggested that the employment land between the Smisby roundabout and Cliftonthorpe should be utilised to provide much needed facilities such as a community centre, doctors surgery etc. to complement the children's nursery, veterinary surgery and Estate Agent situated immediately on employment land on the other side of Smisby road**

Vehicular movement, volumes and environmental impacts

More details of the minor road network adjacent to Cliftonthorpe are requested.

The A511 Smisby Road roundabout is already heavily loaded and prone to accidents.

The proposed new roundabout on the top of the A511 does not appear to allow for outward movements east or inward movements from the west and would burden heavy vehicular traffic on the hill.

COUNCIL RESPONSE:

Concerns regarding the extent of the area covered by the masterplan are addressed in section 3 of the main report. Similarly the issue of lack of detail is considered in section 3 of the main report as is the relationship between the Neighbourhood Plan and the Local Plan.

The principle of development has already been accepted as part of local plan process. In supporting the allocation of the site the Inspector did not raise any concerns regarding impact of development on the site either in terms of from traffic or upon the local environment.

The Masterplan by its nature is intended to provide an overall framework to guide future development. It is not intended to be a once and for all plan that covers off every detail. As noted in section 3 of the main report, it will take

many years for the site to be built out in its entirety and ideas about design and new innovations will influence the final development.

As planning applications are submitted these will be consulted upon in accordance with the Council's established principles set out in the Statement of Community Involvement. There is no indication at this stage when applications are likely to be forthcoming on that part of the site subject to the Masterplan. It may be some time before this happens as the developers concentrate upon getting development underway on the area with outline permission.

It is noted that this representation welcomes new footpath B to E. In terms of potential additional improvements to the footpath network these are currently outside of the area controlled by the consortium. However, all comments have been brought to the attention of the development consortium and recommendation (iv) of the main report highlights a number of areas where the Council will expect consideration to be given as part of the preparation of detailed plans in the future.

In terms of community services the revised Masterplan identifies the location for the proposed school, a mixed use area, an extra care development and a car park, although these are all located within the area of the outline permission. However, it helps to demonstrate the relationship between the site of the outline permission and the area covered by this Masterplan. Any community facilities will need to serve the whole of the Money Hill site and not just parts. Therefore, the area adjoining the Smisby Road is considered to be peripheral to most of the site and so not a particularly suitable location for community facilities.

In terms of the access on to the A511, this has already got the benefit of planning permission and allows for access and egress in all directions. The access at Smisby Road has been subject to some design work, but has yet to be subject to agreement with the highway authority which it is understood will be done as part of a future planning application.

Respondent 37

Leicester-Shire & Rutland Sport

The design of the development should incorporate infrastructure geared toward supporting physical activity – through play, formal provision and active travel – to support the health and wellbeing of residents and could be achieved via.

1. Cycling

a. Route network.

The plan incorporates cycling/pedestrian infrastructure in accordance with the priority 1s identified in the Ashby De La Zouch section of the council's cycling strategy which is pleasing to see. With respect to further cycle routes within the development, there appears in some cases to be separation from the road network and a less direct route being provided. Infrastructure may be more successful when following the most direct route but with some segregation from traffic so that people feel safe to use it ([perceptions of safety being a significant barrier to cycling](#)). In order to be successful, routes should be designed within the development using guidance such as Building for Life 12, Active Design and the National Travel Attitudes Survey to ensure routes are direct, naturally observed, segregated from traffic wherever possible and prominent (as per the images below).



b. Supporting infrastructure.

Infrastructure such as cycle storage (at schools, within popular public spaces, workplaces and homes), alongside appropriate signage can help ensure active travel is a realistic option. Appropriate locations should be identified at the earliest opportunity – considering connections beyond the site – and should be incorporated within detailed plans, ideally in accordance with Sport England's Active Design

guidance.

Design SPD



2. **Local Areas for Play.**

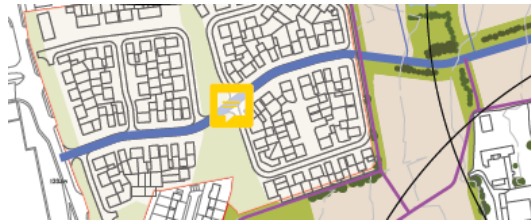
The masterplan identifies large areas of open green space. In addition, inclusion of a network of smaller green spaces would provide doorstep play opportunities which are [perceived as safer and likely to increase outdoor play](#) by children. Incorporating smaller play areas – such as through the application of Fields in Trust guidelines – will support the health and wellbeing of residents.



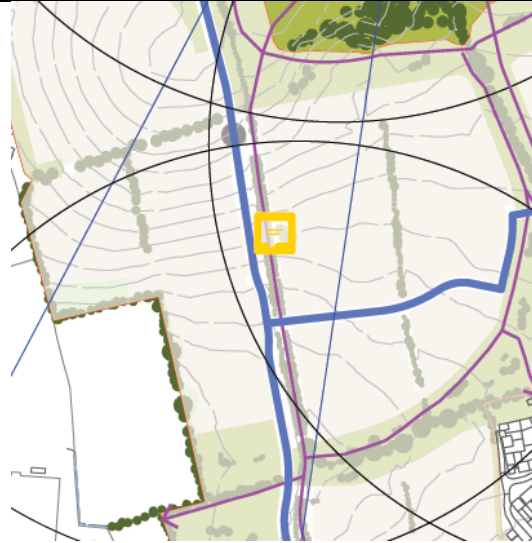
At a detailed plan stage, key destinations which could support active travel, should have the necessary infrastructure planned in to support it (i.e. cycle storage at; and route marking to; schools, in commercial and employment areas - in addition to sufficient storage in homes).

Cycling infrastructure appears separate from primary/secondary roads. This could provide active travel routes which are less prominent, less direct and don't benefit from natural surveillance (from housing, pedestrians and other road users). Infrastructure adjacent to the road network, but segregated from traffic, will provide a direct and safe route whilst increasing visibility of cycling/walking infrastructure to encourage its use. Where infrastructure is separated from the road network it should offer a prominent and more direct route (to prioritise active travel) which is well-lit and benefits from natural surveillance. The routes in green areas at the edges of developments may encourage cycling/walking for leisure but could be less effective during darker hours where visibility/safety may be a barrier.

Incorporating Local Areas for Play (LAPs) - smaller green spaces within the residential areas - should be maximised to ensure there are appropriate doorstep play opportunities within easy reach of new homes.



Is there walking/cycling connectivity along this route?



Routes alongside roads provide a direct and prominent active travel opportunity. The route should be segregated from traffic to increase cyclist confidence but easily observed - not hidden from view.

COUNCIL RESPONSE:

Cycling

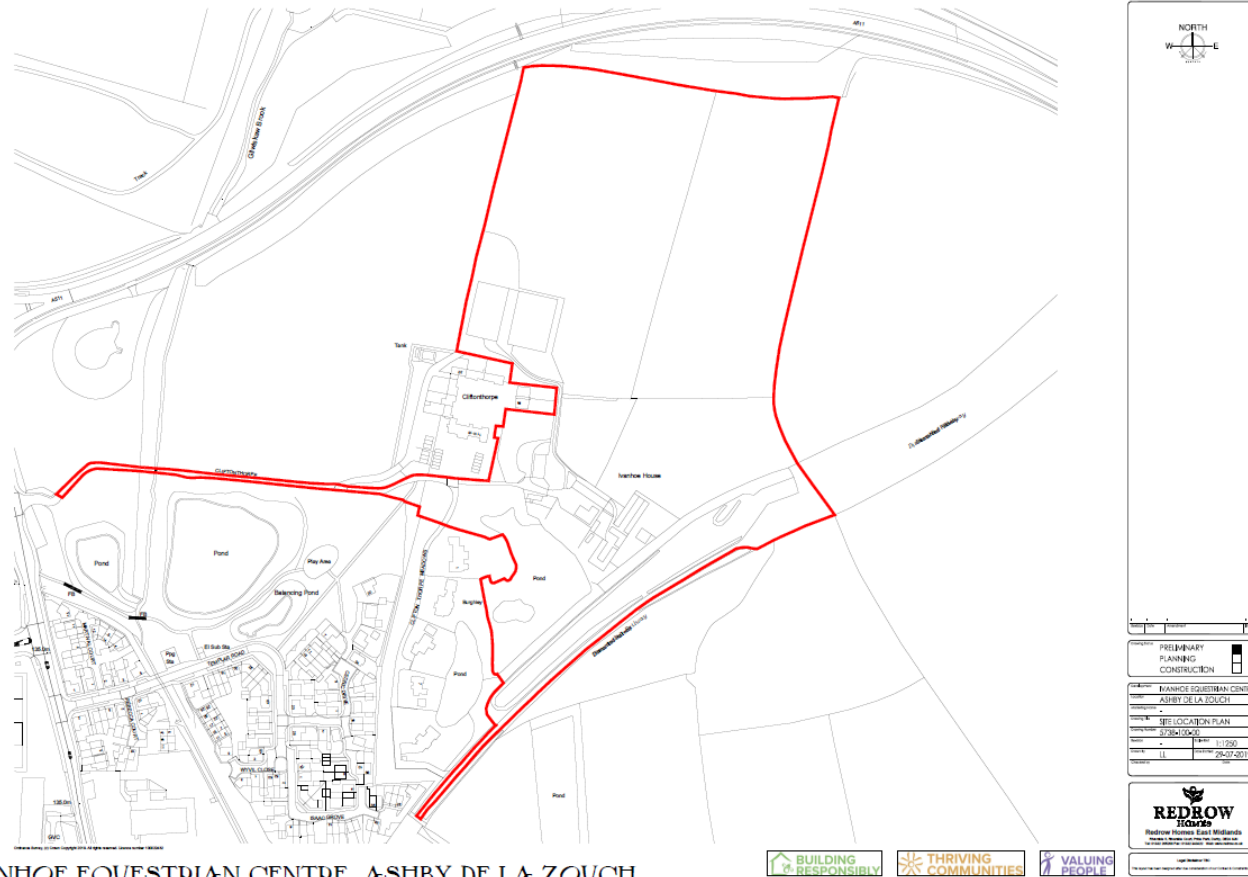
The revised Masterplan shows how cycle and pedestrian routes will be segregated from vehicles. The Council's approach to design as set out in the Design Supplementary Planning Document, which builds on key principles of Building For life, has been taken in to account in preparing the Masterplan and has been the subject of discussions with the Council's Urban Designer.

Local Areas for Play

The location of play areas is a matter for consideration at the detailed design stage. In view of the fact that the site will be developed over a long period of time it would not be appropriate to specify any specific design guidance which should be adhered to as this may change. However, as allowed for by recommendation (iii) of the main report it will be important to ensure that any detailed design does take account of appropriate guidance.

Respondent 39
Miller Homes

Miller and Redrow jointly control land within the western part of the allocation as illustrated below. Neither Miller nor Redrow have been party to any recent discussions regarding the emerging masterplan.



IVANHOE EQUESTRIAN CENTRE, ASHBY DE LA ZOUC

Miller and Redrow have reviewed the illustrative masterplan and are broadly in support with the emerging principles which it seeks to confirm. We wish to make the following points:

Residential development density

	<p>It is our view that establishing, through the illustrative masterplan, a density cap of 35 dph is overly restrictive. To include such a prescriptive requirement could result in deliverability issues should it be demonstrated that it is unviable to deliver a parcel at no greater than 35dph.</p> <p>We consider it critical that the illustrative masterplan allows for flexibility with regard to the density of new residential development and we request that the density cap included in the key is removed from the illustrative masterplan. In this respect it is worth noting that this requirement repeats adopted planning policy and that the Council, through the determination of future planning applications, will have the opportunity to consider the most appropriate density for the given part of the allocation on an application by application basis.</p> <p>Primary adopted streets</p> <p>We support the identification of primary streets within the illustrative masterplan and consider it extremely beneficial with regards to the deliverability of the site that two primary access points are provided, one at the new roundabout onto the A511 and the other at the existing roundabout at the A511/Smisby Road junction.</p> <p>Employment allocation Ec2 (1)</p> <p>We support the minor amendment to Local Plan Allocation Ec2(1) which now supports the part development of this area for residential uses. We consider that the identification of land in this location for residential uses will provide an attractive gateway to the wider allocation and Ashby de la Zouch.</p> <p>The allocation provides an opportunity to help the Council meet it's locally identified housing needs in a sustainable location and we welcome the Council's continued support in bringing the allocation forward for development.</p>
COUNCIL RESPONSE:	<p>The broad support for the Masterplan is noted.</p> <p>The reference to the density of residential development is not intended to imply that it will be uniform across the development but rather that the overall density achieved should be 35 dwellings per hectare. It is recommended that the Masterplan be amended to make this clear (see recommendation (i)).</p>

<p>Respondent 42 Leicestershire County Council (Highway Authority)</p>	<p>Following review of the Money Hill – Illustrative Masterplan (attached) the Highway Development Management team at Leicestershire County Council would make the following comments:</p> <p><u>Access from Nottingham Road</u></p> <p>The draft masterplan shows full access to the wider masterplan site from Nottingham Road which would lead to a significant intensification of vehicle movements along Nottingham Road. Whilst during the 2015 application a 6.75m wide site access was considered necessary given that the access is proposed for bus use and the inclusion of a school on the site, in the LHA’s formal response to 15/00512/OUT the LHA detailed concerns over a significant intensified use of an access on to Nottingham Road. The response went on to cite various mechanisms available which could be put in place to discourage this within the layout of the development, which will be the subject of Reserved Matters applications and this masterplan process. However, the draft masterplan details this access to serve the principal north / south connectivity and primary adopted street through the masterplan.</p> <p>The junction capacity assessment provided alongside the proposed site access for application 15/00512/OUT demonstrated that the junction is likely to operate within capacity, as a simple priority junction for the scale of development proposed at that stage, however this is unlikely to be acceptable for the potential demand brought about by the wider masterplan. Further assessment of this could be undertaken and /or review of the wider masterplan proposed to limit the attractiveness for all traffic of this access.</p> <p><u>15/00512/OUT Approval</u></p> <p>Have condition 5 (Masterplan) and condition 8 (Design Code) of 15/00512/OUT been approved? If so should the draft masterplan be updated to reflect the relevant details included. The detail in this part of the draft masterplan is very limited at present and not even shaded as a specific land use despite benefitting from planning approvals. The Highway Authority has made detailed comments on these applications which ought also to be considered in the development of this draft masterplan and as more detailed geometry, street typology etc emerges.</p> <p><u>Access from Smisby Road / A511 Roundabout</u></p> <p>The access road shown in this location runs through a balancing pond which is fundamental to the Ashby Bypass drainage system. Has the relevant assessment and design work been undertaken to determine if a compliant scheme</p>
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can be achieved to add a 5th arm to the roundabout junction or is the masterplan presented in this way to enable access from the roundabout or Smisby Road once the relevant assessment has been undertaken?

Primary Adopted Streets

Vehicle speeds within new developments should normally be controlled through the design and layout of the roads and the locations of buildings and not normally by using traffic-calming features (particularly vertical features such as road humps). Where there are valid reasons why vehicle speeds cannot be controlled through site layout, and traffic calming measures are required, horizontal measures should be considered first and vertical measures used as a last resort. The design proposed appears to include limited horizontal deflection to control vehicle speeds in many areas and therefore careful consideration is required if the design proposed would enable an appropriate, safe and suitable design speed to be achieved through the development. Given the level of detail currently included within the draft masterplan it is acknowledged that this aspect of design speed may be addressed through the further development of the layouts proposed.

Is further information and design details available such as cross section drawings and corridor width details to enable comment on the suitability and acceptability of the streets proposed for adoption as publicly maintainable highway?

In general terms the draft masterplan would appear to show sufficient access provision across the site with adequate alternatives to not exceed maximum thresholds for development parcels from a single point of access.

Existing and Proposed Pedestrian / Cycle Connectivity

The main north / south Primary Adopted Street also indicates a proposed Pedestrian / Cycle connectivity adjacent; is the intention for this link to be incorporated within the highway corridor eg in the form of a 3m footway / cycleway alongside the carriageway or as a separate provision? The inclusion of comprehensive walking and cycling provision and connectivity within the site is welcomed and value placed on this aspect of the design in encouraging and enabling sustainable travel alternatives between the site and local services, jobs, schools etc. Wider connectivity to tie in with existing links will also rely upon access permission and third party land and agreement, audit of these connections and routes would be advised at an early stage to ensure their appropriateness and that they are deliverable.

Leicestershire Highway Design Guide

	<p>Welcome reference made and attention brought to the Leicestershire Highway Design Guide in progressing the design and layouts proposed to meet an adoptable standards and best practise - https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2019/2/6/Part-3-design-guidance.pdf</p>
<p>COUNCIL RESPONSE:</p>	<p>The revised Masterplan makes it clear that access from Nottingham Road is restricted to 100 dwellings as per the outline permission.</p> <p>Conditions 5 and 8 of the outline permission have now been signed off (see paragraph 1.2 of the main report).</p> <p>The revised Masterplan now includes the information from the Masterplan which relates to the area of the outline permission.</p> <p>In respect of the access from the A511, the consultant acting on behalf of the development consortium has advised that</p> <p><i>“This was designed to effectively miss the balancing pond where I would expect the drainage feature to be re-profiled as necessary as part of the detailed design process and any future planning application.</i></p> <p><i>The design, although only intended to show how the master plan access could be achieved, did take into account the path of likely least resistance (missing the main balancing pond and skimming the edge).”</i></p> <p>The access has been subject to some design work, but has yet to be subject to agreement with the highway authority which it is understood will be done as part of a planning application in the future.</p> <p>The issue of addressing design speed would be appropriate for a detailed design code. See section 3 of the main report.</p> <p>The revised Masterplan provides more detail regarding the proposed cycle and pedestrian links through the site and clearly shows that they will be separated from the primary adopted street.</p>

<p>Respondent 43</p> <p>The National Forest Company</p>	<p>. We would like to raise the following comments:</p> <ul style="list-style-type: none"> • Local Plan policy En3 would expect 30% of the site to be National Forest woodland planting and landscaping. While sufficient green infrastructure appears to have been included, little new woodland creation is shown. The majority of the trees on the masterplan are existing and the key does not include woodland creation beyond block planting to protect the amenity of residents. Further iterations of the plan should show how blocks of woodland will be incorporated within the green infrastructure and how these will be connected to existing woodland blocks on site and further afield. • The masterplan shows what appears to be a tree-lined access from the Smisby Road roundabout. The NFC will expect the primary road network to be tree-lined which we acknowledge may be difficult to show on a masterplan of this scale. The masterplan should acknowledge that the road to Cliftonville is not the only stretch of tree-lined road. • The NFC is concerned regarding the lack of stand-off between the proposed employment land and the existing McVities building. The first phase included a strip of green space to enable the public right of way to be set off the McVities building. The proposed new employment space is shown without any green edge which would create a narrow corridor between new and existing employment buildings for the public right of way to pass through. The NFC notes that the green space accommodating the right of way narrows from the phase one housing development to the phase 2 employment land. The NFC considers that there needs to be a wider green space at this point to prevent the footpath from being dominated by employment buildings. The public right of way is well used as it accommodates the Ivanhoe Way, National Forest Way and Cross Britain Way at this point. • The masterplan only shows two pedestrian and cycle routes connecting across the bypass. Consideration should be given to footpath and cycle connectivity across the proposed roundabout to link to the bridleway on the northern side of the bypass at this point. • The majority of existing hedgerows are retained and accommodated within green corridors. The hedgerows to the north-east of Cliftonville should also be shown within green corridors. <p>The National Forest Company have been previously engaged in workshops on these developing proposals. We would welcome the opportunity to continue this engagement and contribute to further workshops, or comment on the next iteration of plans and supporting documents in due course.</p>
<p>COUNCIL'S RESPONSE</p>	<p>The term green infrastructure is defined in the adopted Local Plan and encompasses a range of functions, including woodland. The exact amount and location of any woodlands is something which would need to be considered through detailed consideration as part of any planning applications.</p>

	<p>The issue of streets being tree lined is something which can be addressed as part of a Design Code.</p> <p>In terms of the footpath to the rear of the McVities building, the concerns are noted about this being in what appears to be a narrow corridor. If any new building on the site identified for employment was of a significant scale and located right on the edge of the site then this could be an issue. However, if any new building was set back from the edge and within its own landscaping then this could be avoided. It is recommended that in approving the Masterplan that this be identified as a requirement of any future development on this part of the site.</p>
<p>Respondent 47</p> <p>South Derbyshire District Council</p>	<p>Money Hill is approximately 0.4[1] miles from Smisby Conservation Area, which is located within South Derbyshire. Smisby contains 7 listed buildings and structures, one grade I, one grade II* and five grade II. Given that this proposal would bring urban development significantly closer to the village consideration should be had to the impact of development on the setting of heritage assets within the village and wherever possible measures should be sought to reduce harm to the setting of these in accordance with national guidance.</p> <p>Paragraph 102 of the National Planning Policy Framework states, “Transport issues should be considered from the earliest stages of plan making and development proposals so that: c) opportunities to promote walking, cycling and public transport use are identified and pursued”. Paragraph 108 goes on to states “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.” In line with national guidance it is requested that the site is well served by public transport to Swadlincote, to enable South Derbyshire’s residents access to the proposed employment and residents of Money Hill to access opportunities and services within nearby Swadlincote. Consideration should also be given to the likely effect of strategic development on the capacity/safety of the local road network. In particular, the potential for additional congestion along the A511 at Tollgate Island, Woodville should be considered and where necessary appropriate measures sought to reduce congestion.</p> <p>The site is located less than 400m[2] from Local Wildlife Site SD408, Smisby Manorial Earthwork Meadow and Features. The ecological features of site SD408 are unimproved neutral grassland, standing open water and reptile amphibian assemblage. In addition the site is located under 0.6miles[3] from Site SD029, Bryan’s Coppice and South Wood. The ecological features of site SD029 are ancient semi natural oak woodland, ancient semi natural alder woodland and DPDB Species. Whilst it is noted that these sites are located away from Money Hill and will not be directly impacted by development, there may be potential for indirect construction and operational phase impacts, as well as opportunity to</p>

	<p>improve local green infrastructure and connectivity locally. Due regard should therefore be had to the impact of development on these sites and any opportunities that may arise to improve local green infrastructure.</p> <p>Finally, it is noted that this site is located within the catchment of the River Mease and that foul flows will likely discharge to the treatment works at Packington. Ahead of the pumping out of foul flows from this works (which it is understood is likely to occur around 2024-25) development will need to be supported by measures to mitigate additional phosphate which would be contributed by the proposed scheme. In addition a sustainable drainage solution for the site should ensure appropriate treatment of surface water to ensure that diffuse pollution from the site does not lead to any further deterioration of water quality in the catchment.</p> <p>[1] Distance measured from the northern edge of the site to the southern edge of the Conservation Area [2] Distance measured from the northern edge of the site to the southern edge of the Local Wildlife Site [3] Distance measured from the northern edge of the site to the southern edge of the Local Wildlife Site</p>
Council response	<p>The principle of development of this site has already been accepted through the Local Plan. The concerns regarding potential impact upon two ecological sites are noted and will be brought to the attention of the developer consortium. In terms of the river Mease, it is currently proposed that all effluent will be pumped out of catchment by 2025.</p>

Group B Responses - Other Responses Made Not Requiring a Specific Response at this Stage

Respondent	Comments
Respondent 2 Nottinghamshire County Council	No comments to make
Respondent 7 Sport England	<p>Active design</p> <p>Sport England would commend the use of Active Design guidance in the master planning process for new residential developments. It appears from the masterplan work so far that a number of the principles of active design have been considered in particular pedestrian and cycle connectivity but we consider that the principles should be explored further as the design develops and would be happy along with LRS to be involved in those discussions</p> <p>The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, (BFS) Playing Pitch Strategy (PPS) or other relevant needs assessment.</p> <p>Indoor sports facilities</p> <p>It is not clear if the proposal would include on site sports facilities nor the potential development numbers, but based on the approved site to the south it is likely to be around 700 dwellings.</p> <p>The population of the proposed development is estimated to be around 1600 new residents. This increase in population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development.</p> <p>You may be aware that Sport England’s Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that a population of 1600</p>

new residents in this local authority area will generate a demand for around a 100 visits per week to sports hall and 100 visits per week to a swimming pool.

The capital cost needed to accommodate this demand would be in the order of £575,000 - Combined figures for both facilities (more detailed results can be provided once more detail is available on the proposed dwellings). This increased demand should be considered against an appropriate evidence base to understand if the demand generated can be accommodated in existing facilities, if existing facilities need to be upgraded or new facilities are required. For example can Hood Park LC accommodate the growth -should the development contribute to the planned improvements to accommodate the growth?

Outdoor sports facilities

It is not clear if the submitted masterplan indicates any areas identified for formal sports pitch provision. The needs generated by the new development will need to be considered.

The North West Leicestershire PPS was completed in 2017 (we are not sure if the PPS has been kept up to date), provides evidence on the supply and demand for sports pitches, the PPS gives an overview of the total planned growth to 2031 which was known in 2017. You may be aware that since that time Sport England has developed the Playing Pitch Demand Calculator (We notified you of this in 2018 – but the calculator has been developed further, we would be happy to go through this with you) which can be used to assess the demand for sports pitches generated by the new residents/development. Once the demand is understood then the PPS provides the evidence and priorities to assess how that demand can/could be met either on site or in the form of an off-site contribution.

You may be aware that the Football Association is in the process of developing Local Football Facility Plans for every authority across the country. The work on the LFFP for NWL is underway. The LFFP is, in part, an investment plan, developed from the PPS, but also includes potential investment in recreational and informal football and as such the LFFP is an easier plan to develop if the PPS is up to date. For example the emerging LFFP advises that there is Requirement for a pitch in Ashby, to support Ashby Ivanhoe, a growing club which has currently 16 teams. It is recommended that a small sided provision (60 x 40) would be the preferred option.

Given the above it would seem sensible to ensure that the PPS is up to date in order to best inform this development . This would give the opportunity to seek the views of National Governing Bodies for Sport on the proposals and the impacts of the increased demand from this development

<p>Respondent 21 Erewash Borough Council</p>	<p>Thank you for consulting us on the above. Erewash Planning Policy do not have any comments regarding this consultation. We look forward to hearing from you regarding future consultations.</p>
<p>Respondent 24 Leicestershire Fire and Rescue Service</p>	<p>Under the Fire and Rescue Service Act 2004 – A fire and rescue authority must take all reasonable measures for securing that an adequate supply of water will be available for the authority’s use in the event of fire. To achieve this requirement all developers will need to consider the following:</p> <ul style="list-style-type: none"> • Installation of fire hydrants at agreed locations with LFRS. Fire hydrants should be installed on water mains 90mm or above. Developers should refer to guidelines on firefighting flow rates from fire hydrants. • Consideration should be given on open water access for firefighting. To achieve this developers may need to consider providing access (hardstanding) for a fire appliance next to an open water site such as a canal/river or large pond/lake. This supply will support firefighting alongside on-site fire hydrants. • Industrial/commercial buildings may require additional measures to assist with firefighting water supplies; this should be consider as part of the Building Regs Consultation. • LFRS recommends the installation of domestic sprinkler systems to British Standard BS9251 in residential dwellings and to British Standard BS EN:12845 in commercial premises. <p>Council Highways to work with LFRS in ensuring that developers install fire hydrants in accordance to British Standard specification (hydrant/chamber/frame/lid and reinstatement).</p>
<p>Respondent 30 National Grid</p>	<p>We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.</p>
<p>Respondent 33 Highways England</p>	<p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the NWLLP, our principal interest is safeguarding the operation of the M1, A42 and sections of the M42, A50 and A453.</p> <p>We understand that the production of the Masterplan is a requirement set out in the Local Plan to show how the Money Hill site is envisaged prior to development.</p>

	<p>We note that within the adopted Local Plan, provision across the District should be made for a minimum of 9,620 dwellings over the Plan period. It is noted that, as indicated by the submitted Masterplan, the Money Hill site has been allocated for the development of 2050 dwellings (including 605 dwellings that have already received planning permission), and for 16 Ha of employment land, making the site a mixed use development. The site is expected to come forward for the period up to 2031.</p> <p>We acknowledge that this site would be in alignment with the Government’s pro-growth agenda, but it would also be important for the Council to ensure that there is sufficient infrastructure capacity to accommodate this growth. This includes adequate capacity on the SRN particularly at A42 J13, which is located adjacent to the Money Hill site, to ensure the safe and efficient operation of the network. We would expect that the impacts from development growth coming forward are appropriately assessed as part of the development management process, to allow for any potential impacts on the operation of the SRN to be better understood and relevant mitigation to be identified.</p>
<p>Respondent 35 Natural England</p>	<p>Natural England does not object to the proposed masterplan, however there is scope for improvement and we would like to highlight that it may be possible to avoid constraints at the end of the development process by considering elements of the final design at the earliest possible opportunity.</p> <p>Biodiversity Net Gain The Government’s 25 Year Environmental Plan Chapter 1 Policy 1 makes an explicit reference to “Embedding an ‘environment net gain’ principle for development including housing and infrastructure” . The updated 2018 NPPF also includes a number of strong references to net gain. In order to help with the delivery of net gain Defra has developed a metric that will provide a quantifiable tool for consultants, developers and planners to determine whether or not a proposal will be able to deliver net gain. Details on this can be found here.</p> <p>Green Infrastructure potential The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Section 10.3 of NWL Local Plan Nov 2017 highlights the benefits of Green infrastructure. Green infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and ‘blue infrastructure’ such as streams, ponds, canals and other water bodies. Green infrastructure is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk.</p>

	<ul style="list-style-type: none"> • GI can be designed to maximise the benefits needed for this development. Improve connectivity to other green spaces, provide opportunities for recreation, promote sustainable transport and improve conservation and biodiversity – Wynyard Woodland and Blyth Estuary Green Travel Project • Natural England would advise that the applicant consults the Leicester, Leicestershire and Rutland Biodiversity Action Plan 2016 – 2026 and Natural England’s National Character Area Profile when they come to create their Green Infrastructure strategy for the site. <p>We strongly encourage you to share this advice with the applicant to maximise opportunities to incorporate green infrastructure during the development of the detailed proposal.</p> <p>Additional evidence and case studies on green infrastructure, including the economic benefits of GI can be found on the Natural England Green Infrastructure web pages.</p> <p>Discretionary Advice Service Natural England has introduced an improved service to provide discretionary advice related to planning proposals, supported by the introduction of charges – our Discretionary Advice Service (DAS). Natural England advises that the applicant/developer consults Natural England directly, so that they have the opportunity to express an interest in using DAS.</p>
<p>Respondent 38</p> <p>Derbyshire County Council</p>	<p>Local Member Comments The local County Councillors Linda Chilton, Gary Musson, have been consulted for their views on the Masterplan for the Land north of Ashby de LA Zouch.</p> <p>No comments have been received however I will forward any comments received at a later date for your consideration.</p> <p>Officer Comments The information provided below is based on the consultation details as provided by the North West Leicestershire District Council.</p> <p>The Masterplan proposals include the proposed development of 1,400 homes and 16ha of employment land on a large area of land to the north-east of Ashby. The adopted Local Plan includes the allocation of land on the site for 2050 houses and 16ha of employment land under policies HC3a and EC2 and policy HC3a (viii) requires the provision of a comprehensive Masterplan to inform the development of the site in accordance with the Local Plan allocation.</p> <p>Landscape</p>

It is not anticipated that that this proposal would result in any significant adverse landscape or visual amenity effects. Although the county boundary is relatively close to the north of the Money Hill site, there are no obvious sensitive receptors within the immediate locality such as villages, dwellings or footpaths. The nearest settlement in Derbyshire to the site is Smisby, and although it appears that some parts of the village can gain views of the Ivanhoe Office Park, off Smisby Road, it is unlikely that these receptors would gain significant views of the Money Hill development due to the extent of intervening vegetation. The Masterplan does show earthworks and planting along the northern boundary of the site and again this would reinforce any screening already afforded by existing woodland.

The landscape character of this area is relatively distinctive at the county scale being part of the wider Melbourne Parklands National Character Area as defined by Natural England and Calke Abbey is an important heritage asset some distance away to the north of the site. However, the general 'estate' character of the landscape (which is already well-wooded) in this location has been modified in recent years through the initiative to develop the National Forest and there is the opportunity to reinforce the character of the National Forest through the development of this site. The A511 that wraps around the site to the north and east forms a logical boundary to the development and already exerts an urbanising effect on the local landscape.

Highways

The proposals, development of the Money Hill site, a significant site located on the periphery of the existing settlement. The consultation makes no reference in so far as I can see to the cumulative traffic impacts that could arise from the redevelopment of the Money Hill site in particular, potential traffic impacts upon Derbyshire's roads. Further insight into what the impact could be together with proposals for their mitigation would therefore be welcomed.

Education

In regards to the potential impact of the Masterplan upon education within Derbyshire, it is noted that there are 5 primary schools in Ashby de la Zouch. These 5 primary schools are all within 1km of the development and a secondary school. The border with Derbyshire County is nearly 2km away and the nearest Derbyshire primary school is nearly 5km away. The nearest secondary school is over 5km away.

In summary, we cannot see that the proposed plan will have any potential impact on Derbyshire schools.

General Comments

	<p>The Masterplan is considered to be broadly in accordance with the local plan allocation although some of the Masterplan site to the north and east includes housing development rather than employment development as indicated on the Local Plan. Nevertheless, It is believed that the Masterplan is broadly in accordance with the local plan allocation and quantum of development and accordingly, would not impact significantly on housing and employment delivery in nearby South Derbyshire around Woodville, which is also a significant area of housing growth proposed in the adopted South Derbyshire Local Plan Part 1.</p> <p>The Masterplan consists of a range of land uses which consist of residential, employment, Green Infrastructure, open space, pedestrian and cycle routes. The Masterplan also includes areas for new block planting, important spaces; as well as, key building locations and views to existing key buildings which are to be retained. However, the detailed Masterplan does not identify or encourage opportunities to create a Local Centre or small parades in which to cater for the Money Hill Site. The Masterplan could be enhanced further by allocating areas within the Masterplan to include Local Centres in accordance with Local Plan Policies such as Ec12 Local Centres. These local centres would enable the opportunity to create a more attractive place to live as well as creating a community in which future residents could be a part of. This would also provide new opportunities for inward investment in a variety of forms, which in turn can create new job opportunities and a potentially thriving community. The provision of a local centre would cater for the day-to-day shopping and service needs of residents of the site, which also enhance the sustainability of the site by helping to reduce vehicular trips away from the site for shopping and service related needs.</p>
<p>Respondent 41</p> <p>The Coal Authority</p>	<p>The Coal Authority records indicate that the site is in an area of likely historic unrecorded coal mine workings at shallow depth, parts of the site also fall within areas of past surface mining activity.</p> <p>The risks posed by past coal mining activity to any development on the site will need to be considered, where surface mining activity has taken place on a site we would expect the location of the highwall to be established and its location used to inform the site layout. This is to ensure that buildings are not located over this feature in order to avoid potential risks posed by differential settlement.</p> <p>In respect of the masterplan, the subject of this current consultation, I can confirm that we have no specific comments to make.</p>
<p>Respondent 44</p> <p>Iceni Projects on behalf of the Money Hill Consortium</p>	<p>Iceni Projects, on behalf of the Money Hill Consortium (hereafter referred to as MHC) submits these representations to North West Leicestershire District Council (hereafter referred to as NWLDC) in relation to the Money Hill Wider Masterplan submitted for public consultation until 12th August 2019.</p>

Land to the north of Ashby-de-la-Zouch (hereafter referred to as Ashby), known as Money Hill, is allocated in the Local Plan for housing and employment uses. This land is promoted by the MHC and others, including two national house builders (comprising of Taylor Wimpey, Bloor Homes and Cogent Land LLP).

We welcome the opportunity to provide further information on the process to that already published by NWLDC alongside the Money Hill Wider Masterplan. The team have been working closely with key stakeholders through extensive consultation processes which have informed the overall vision of the scheme, in order to bring forward comprehensive development of the site for the benefit of Ashby's local community.

a. Progress so far

Outline Planning Permission (Ref. 15/00512/OUTM)

On 10 November 2017 planning permission was granted for the following uses:

Development of 605 residential dwellings including a 60-unit extra care centre (C2), a new primary school (D1), a new nursery school (D1), a new community hall (D1), new neighbourhood retail use (A1), new public open space and vehicular access from the A511 and Nottingham Road (outline - all matters other than part access reserved).

The other aspects of the wider site that have planning permission include the Arla Diaries (Approved – 153 dwellings and open space) (Ref: 16/00275/OUTM) and Verney Land schemes (Approved – 70 dwellings and open space) (Ref: 15/00354/OUTM). The details of these developments are public and can be found on NWLDC's Planning Application Portal. A key aim of the Money Hill development proposals has been to ensure that the entire scheme responds to and is well connected to the adjacent development proposals and surrounding neighbourhoods.

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Conditions 5 and 8 Approved

In the preparation of the applications to discharge Condition 5 (Masterplan) and 8 (Design Code) of the outline planning permission, since their submission in October 2018, further work and consultation has been carried out to inform the future delivery of the sustainable, high quality new neighbourhood at Money Hill. The Masterplan and Design Code provide a clear briefing on how to achieve an urban area that is:

- Respectful of its setting in the landscape;
- Responsive to the setting of Ashby;
- Flexible enough to adapt future demands;
- Memorable, with distinctive buildings and public spaces; and
- A benefit to existing and new residents with a balance of new homes and social amenities.

NWLDC successfully discharged both conditions on 26th July 2019. For ease of reference, the full conditions are set out in Appendix A1 of these representations and the full documents have been uploaded on NWLDC's planning portal under reference 15/00512/OUTM.

The MHC will continue to discharge the relevant pre-commencement conditions and prepare and submit a Reserved Matters application for Phase 1, progressing into the deliverability stage which will enable a new school, community hall, town centre car park and significant open space in compliance the National Forestry Standard to be provided for Ashby.

Wider Masterplan Consultation

NWLDC adopted its Local Plan on 21 November 2017 which comprises of a district-wide plan that considers all forms of growth over the next 15 years. It also includes specific planning policies that relate exclusively to Ashby-de-la-Zouch; notably in relation to employment (Policy Ec2) and housing provision (Policy H3a).

- Policy Ec2 allocates the Money Hill site for up to 16 hectares of employment land. This is subject to access being provided from the A511.
- Policy H3a allocates the Money Hill site for up to 2,050 homes in total. This includes the 605 homes that were approved on 10 November 2017 (Ref. 15/00512/OUTM).

For ease of reference, the full description of these policies can be found in Appendix A2.

Both policies require a comprehensive Masterplan to be prepared in consultation with stakeholders, including both NWLDC and Ashby Town Council and agreed in writing with the local planning authority for the comprehensive development of the site. The plan has been in preparation since 2016 and in order to comply with the Local Plan, the Wider Masterplan therefore shows all the following:

- A range of land uses including residential, employment and commercial uses, green infrastructure and open spaces, pedestrian and cycle links within and beyond the site and community facilities).
- Their relationship to each other and existing development in the vicinity of the site; and
- What measures will be put in place to protect amenity of existing residential areas.

The Wider Masterplan relates to the site and should be read in conjunction with the Neighbourhood Plan which is the overarching framework for Ashby-de-la-Zouch and the Local Plan which is the overarching framework for North West Leicestershire.

b. Context and Vision

Ashby has good links to a number of larger towns and employment centres and has a vibrant town centre with a wide range of facilities and services. The Money Hill site is in a sustainable location to accommodate an extension to the existing town, bound by the A511 which provides regional links to Leicester and Burton upon Trent. The development of Money Hill therefore represents a unique opportunity for the growth of Ashby. The scheme will provide much needed housing, employment and community uses for the existing and new residents; doing so whilst preserving and extending the existing character of the town.

The project has been driven by a series of succinct design principles which have been inspired by key influences from best practice and the existing characterises of Ashby. In combination, these seven principles which underpin the proposals aim to make Money Hill a successful place for the community.

1. Creating a new settlement;
2. Promoting healthier lifestyles;
3. Being well connected into the surroundings;
4. Integrating the National Forest character;
5. Creating streets not roads;
6. The integration of local heritage; and

7. Establishing long term stewardship

The MHC has been and will continue to be committed to producing a quality new neighbourhood which accords with these principles and overarching vision in order to deliver a place which is of a higher quality than recent developments in the district.

c. Engagement

The MHC are not looking to provide the Money Hill development in isolation, but to provide new homes alongside new jobs whilst making sure the scheme responds appropriately the adjacent schemes and surrounding neighbourhood. The team has been committed to working with local stakeholders to deliver a partnership based, joined up approach and have worked closely with NWLDC and Ashby Town Council in order to fulfil this aim.

A memorandum of Understanding was established in June 2016 with NWLDC in order to prepare a common goal and vision for the site. This described a series of workshops and site visit which were organised in order to establish agreed principles to be carried forward for future outline planning applications at money hill.

The purpose of this engagement process was:

- To identify the area of land to be considered;
- To coordinate across several landholdings;
- To understand the initiatives and status of the various stakeholders, including current approvals and their programmes;
- To share ownership of the plan across all stakeholders, including the Town Council;
- To establish the brief for the area including a vision for how north east Ashby can contribute to the whole, including agree parameters and principles of development; and
- To identify the mechanism for taking to planning committee and gaining adoption.

Several key events formed part of this process to provide a vision for the Wider Masterplan and are detailed in the table below.

Event	Topic	Date
Workshop 1	Planning, Highways and Design	11th August 2016
Workshop 2	Housing, Education, Employment, Community Infrastructure and Leisure	18th August 2016
Workshop 3	Environment and other matters	8th September 2016
Workshop 4	Heritage	23 September 2016
Site Visit	-	25th August 2016
Design briefing	-	20 October 2016.

Over and above the design team, the attendees were a mix of local authority and development representatives, including:

- Technical and officer representatives;
- Elected members;
- Arla;
- Miller; and
- The Money Hill Consortium

Other invites included, but were not limited to the following stakeholders:

- Leicestershire County Council Highways;
- Highways England;
- Leicestershire County Council Education;
- Ashby de la Zouch Town Council
- Leicestershire County Council Ecology
- Leicestershire County Council Lead Local Flood Authority
- Environment Agency
- Severn Trent Water
- Natural England
- National Forest Company

	<ul style="list-style-type: none"> • Historic England <p>Since these workshops regular meetings have been held with NWLDC and Ashby Town Council which have continuously informed the final Wider Masterplan. In addition to this we expect the Masterplan to be reported to the forthcoming committee and agreed in writing which will inform the series of future planning applications on the site. These applications will be subject to further consultation in accordance with statutory requirements.</p> <p>As discussed, the MHC have had a long-term commitment to delivering this scheme and will continue to work with the local community and key stakeholders to deliver a truly sustainable scheme to the benefit of the whole community. We look forward to continuing to work with NWLDC to bring forward the comprehensive development of the site and meet the objectives of the Local Plan.</p>
<p>Respondent 45</p> <p>Environment Agency</p>	<p>Whilst we have no adverse comment to make on the submitted proposed site plan we would like to advise that:</p> <ul style="list-style-type: none"> • Any proposed development within Flood Zones 2 and 3 would be subject to the (flooding) Sequential Test and also require submission of an NPPF compliant FRA. • Any proposed development within 8m of a Main River of the Environment Agency (Gilwiskaw Brook) may require a Permit from the Environment Agency.
<p>Respondent 46</p> <p>Severn Trent</p>	<p>There are no specific issues with the proposal within the Masterplan, however it will be important that an overall drainage strategy is developed for the site ensuring that surface water is directed towards a comprehensive SuDS system before entering the local Watercourses.</p> <p>If the sewerage system in proposed to be adopted by Severn Trent Water, we would be keen to see a phasing plan and an overall drainage strategy to enable infrastructure improvements to be undertaken at the most appropriate point, mitigating the risk of delays to development profiles. The drainage strategy should also consider how flows from individual phases will be conveyed to the proposed connection points with existing infrastructure, to ensure that the phasing plan enable these systems to be developed efficiently.</p> <p>If the sewerage system is not proposed to be adopted by Severn Trent a point of connection will need to be agreed so that the need for improvements can be assessed alongside a build-out profile to schedule improvements needs alongside growth.</p>

Current assessments indicate that there are a number of localised capacity improvements that are likely needed as a result of the whole Money Hill development.

There is sufficient capacity for the proposed growth at Packington Wastewater Treatment Work (WwTW). However, consideration does need to be had for the constraints around the River Mease which cannot accept any additional flows.

Please keep us informed when your plans are further developed when we will be able to offer more detailed comments and advice.

For your information we have set out some general guidelines that may be useful to you.

Position Statement

As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments. Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may be an issue we would discuss in further detail with the Local Planning Authority. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a development will go ahead. We do this to avoid making investments on speculative developments to minimise customer bills.

Sewage Strategy

Once detailed development proposals are available this will enable us to carry out hydraulic model assessments to determine whether additional sewer capacity is likely to be required. Should additional capacity be needed this will be funded by Severn Trent with improvement work being programmed to align with development occupancy. Capacity will be provided so there will be no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works.

Surface Water and Sewer Flooding

We expect surface water to be managed in line with the Government's Water Strategy, Future Water. The strategy sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed sustainably. For new developments we would not expect surface water to be conveyed to our foul or combined sewage system and, where practicable, we support the removal of surface water already connected to foul or combined sewer.

We believe that greater emphasis needs to be paid to consequences of extreme rainfall. In the past, even outside of the flood plain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers.

To encourage developers to consider sustainable drainage, Severn Trent currently offer a 100% discount on the sewerage infrastructure charge if there is no surface water connection and a 75% discount if there is a surface water connection via a sustainable drainage system. More details can be found on our website

<https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/>

Water Quality

Good quality river water and groundwater is vital for provision of good quality drinking water. We work closely with the Environment Agency and local farmers to ensure that water quality of supplies are not impacted by our or others operations. The Environment Agency's Source Protection Zone (SPZ) and Safe Guarding Zone policy should provide guidance on development. Any proposals should take into account the principles of the Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.

Water Supply

When specific detail of planned development location and sizes are available a site specific assessment of the capacity of our water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts.

We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands.

Water Efficiency

	<p>Part G of Building Regulations specify that new homes must consume no more than 125 litres of water per person per day. We recommend that you consider taking an approach of installing specifically designed water efficient fittings in all areas of the property rather than focus on the overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations.</p> <p>We recommend that in all cases you consider:</p> <ul style="list-style-type: none"> • Single flush siphon toilet cistern and those with a flush volume of 4 litres. • Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute. • Hand wash basin taps with low flow rates of 4 litres or less. • Water butts for external use in properties with gardens. <p>To further encourage developers to act sustainably Severn Trent currently offer a 100% discount on the clean water infrastructure charge if properties are built so consumption per person is 110 litres per person per day or less. More details can be found on our website https://www.stwater.co.uk/building-and-developing/regulations-and-forms/application-forms-and-guidance/infrastructure-charges/</p> <p>We would encourage you to impose the expectation on developers that properties are built to the optional requirement in Building Regulations of 110 litres of water per person per day.</p> <p>We hope this information has been useful to you and we look forward in hearing from you in the near future.</p>
<p>Respondent 48</p> <p>Historic England</p>	<p>We welcome the engagement of the planning authority with stakeholders. At this stage the masterplan is not detailed and Historic England would welcome further engagement as the masterplan develops. I would refer you to our previous advice regarding the masterplan, in particular Tim Allen’s email of 14 October 2016 to ensure that all bullet points made in that email are incorporated.</p> <p>The staged archaeological process needs to be coordinated with your timetable for putting the scheme to members. As the scheme moves from general principles to outline and detailed stages, the degree of commitment from the planning authority at that stage needs to be matched by a proportional level of archaeological information. The basic layout and geometry of the development should be informed by an understanding of where heritage significance lies and its importance, at present that work is not yet fully in place.</p>

Money Hill is named after a hoard site and it appears from Richard Clark's advice that the site itself has been lost to later quarrying, however settlement to which it related may survive. Current research on hoard sites and their place in the contemporary landscape is progressing quite rapidly so your archaeological consultants should certainly talk to the researchers based at Leicester on this, their details are at :-

<http://www2.le.ac.uk/departments/archaeology/research/projects/hoarding-in-iron-age-and-roman-britain>

There are known crop-mark features relating to Iron Age / Roman settlement within the proposed development area and these are clearly a priority in terms of the significance and importance of that which lies below ground, likewise medieval settlement and land divisions (including parks) are an important research focus to understand the development area in context, this work will help support an understanding of where significance lies (both as above ground earthwork and boundary features and sub-surface remains).

Views in (and out) from the development in terms of impacts upon the significance of heritage assets in Ashby (e.g. the Castle and the Church of St Helen) are of particular relevance, those shown are welcomed although more work is needed (the castle is not included for example) and to address impacts. How the development's layout and design addresses the skyline in views from these assets will be particularly important. The mature tree line visible on the skyline when viewed from the historic town is of specific importance. These trees are aligned with the railway cutting and will it seems appear behind the new housing in views from Ashby. New development should perhaps work with this effect and use interleaving bands of trees between streets laid out in tiers along the contours of the hillside, setting the heights and massing of these buildings to avoid concealing the horizon created by the existing tree line. Restrictions on the heights of buildings, both residential and employment, should be utilised to prevent impact, particularly as the development rises to the north.

Where public / green spaces are to be vested in community trusts or management companies there should be a robust legal structure to prevent the alienation /disposal of that land without the consent of the planning authority. There should be a clear legal process for replacement of the management structure (and its asset transfer and reconstitution by the planning authority) should it become moribund or insolvent, hence the land itself in these amenity areas might best be vested in a charitable trust (thereby ensuring charity commission oversight).

Documentation submitted to the Local Authority has to be sufficiently detailed to support the commitment that the LPA are being asked to give at that stage (see NPPF Para's 185/189). In securing the principle of development and its outline form, those heritage issues which are material to the grant of consent do need to be set out with sufficient clarity and evidence. Notwithstanding the advice given in this letter, we reserve the right at a later stage to comment or object to

	any proposals that come forward. We recommend that local authority conservation expertise should be used in relation to all heritage assets.
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Group C Responses - Specific Questions Requiring a Response

Respondent	Comments
Respondent 1 Chris Tandy	Which stakeholders have been involved in developing this masterplan?
Respondent 4 Mr and Mrs Tissington	Is it now proposed that housing will continue past the old farm house and down towards Northfields and the new houses which are currently been built by Crest? See bats & owls every night and are concerned that building further houses will have impact on the wildlife.
Respondent 8 Paul Russon	<p>Please advise on the implementation of new or enhanced infrastructure to support the plan. How many new houses over what time period?</p> <p>What are the plans for additional education spaces, available NHS facilities (walk in centre?). Is there any noticeable impact on town centre traffic?</p> <p>I'm concerned that what there is in infrastructure is already shared by many, but I'm not necessarily against development of both residential and commercial/light industrial areas as this brings revenue to the town and improved services (in an ideal world).</p>
Respondent 11 Chris McMEnamin	We live in Ashby and we have just seen on the internet that there is possibly going to be 605 houses being built. Would you be able to tell us where the planning is for please? The plans that we have seen don't give us adequate information on which roads the planning is for as it's not on the drawings.

Group D Responses - Objection to Principle and/or Scale of Proposed New Development

Respondent	Comments
<p>Respondent 6 Stuart Preece</p>	<p>Amazed that the town faces yet more development when it is so clear to those of us that reside here (that have no financial gain from these developments) can see the town is significantly over developed as it is. Main concerns are :</p> <ul style="list-style-type: none"> • Locally the roads can hardly deal with the volumes of traffic at present, this will only become worse. Add to that the increase in local pollution levels and the health impact that will bring. • Public parking is at a premium. • Grey water run off and sewerage. • Local amenities are over stretched - doctors, dentists, public transport. • With an increase in local population an increase in crime is inevitable as witnessed over the last few years already. A real lack of police presence in the area is well noted. This is not just a reflection on crime levels but also in town on weekend nights where public disorder increases. • The lack of school place available, especially after primary level. • The impact on local wildlife. • The negative effect on local residents that a prolonged building schedule will have.
<p>Respondent 9 Emily Hutchins-Stead</p>	<p>I am emailing in objection to the planned proposal of extra homes in the Money Hill area of Ashby. With all the extra homes already being built in the area the town can simply not cope in terms of traffic and facilities.</p> <p>It is a constant struggle during peak times to travel through the town, traffic builds up in all directions and with additions of more homes of the A511 this is not going to improve.</p> <p>Parking is already at a premium on Market street and surrounding.</p> <p>If the need for more homes was needed in Ashby surely the new estates built off Burton Road and Moria Road would not still have many homes for sale??</p>
<p>Respondent 10 George Allen</p>	<p>I fully understand the need for more houses but Ashby seems to be getting the balance wrong. So many houses are being built with no changes made to the already useless road system.</p> <p>The A511 will become a carpark with traffic unable to clear at the Tesco roundabout. The traffic flow near Tesco and Aldi is a problem now.</p>

	<p>Ashby itself will not cope with the influx of any more people and their cars. Parking will be an even bigger challenge.</p> <p>The bypass will cease to be a bypass and just be just another slow, clogged up local road that adds to the poor air quality of the town.</p> <p>Why are planners so unable to see what is under their noses?</p> <p>A lovely small market town is being destroyed If you want to make these enormous changes then do something radical with the town itself. Find a way to get the traffic out of the town.</p> <p>The evening abuse of double yellow lines through the town is not controlled now and that will get worse. No doubt some councillor will say we haven't got the money. I say how come? You have built hundreds of new houses already so the flow of money in via Council Tax has gone up.</p> <p>It leaves me feeling that our local government system fails its communities when it comes to planning.</p> <p>I know that as an individual, I can't influence the system but at least I can let you know my views.</p>
<p>Respondent 12 Samantha Fuller</p>	<p>I would like express my grave concerns about the proposed plans to build 605 new homes in North Leicestershire.</p> <p>The town does not have the capacity to manage additional traffic or the capacity to take in more children in Ivanhoe College- I know that the waiting list for year 7 spaces is huge, and that children who live inside the current catchment area can't get a secondary school place as it is! By building another primary school but no secondary provision, this will be a nightmare in the making!</p> <p>Additionally, the town is already at full capacity, and building additional homes on this colossal scale will only aid the loss of the appeal of the town; it will become an overcrowded and unpleasant place to live.</p> <p>The roads, which are already heaving, are just going to get worse.</p> <p>As for the idea of a "village centre" does that mean you want to build a village within a town? It just doesn't make sense.</p>

	<p>With our climate in need of a help in hand, the wildlife needs us to be far more considerate. How do you propose to counteract the issue of destroying their habitat?</p> <p>I object, alongside many others who also object, to the building work taking place.</p> <p>I feel that there are enough homes available for sale or to rent already, within a wide price range, to satisfy demand- you only need to look on Right Move or in an estate agents window to see that!</p> <p>I would appreciate your feedback and being copied into any future documentation and discussions, or dates of planned meetings being shared with me.</p>
<p>Respondent 13 Nicola Andrews</p>	<p>I would like to share my concerns regarding the proposal of more houses being built in Ashby.</p> <p>We are quickly turning into a suburb of Birmingham and Leicester.... the pain would be bearable if the Ivanhoe Line was opened - at least traffic congestion would be somewhat minimised. The once quiet high street now looks like a busy main road with traffic building up on Nottingham road causing chaos for residents. Crime has also risen in Ashby and this will only impact it even more.</p> <p>Building needs to stop on the lovely green spaces that made Ashby the beautiful town that it was.... and salvage what is left of its beauty.</p> <p>I'm not against progress but there's a line that was broken years ago. The town infrastructure is past bursting point.</p>
<p>Respondent 14 Joe Goode</p>	<p>I would like to object to the planned site of 600 homes just north of Ashby-de-la-zouch, we do not need any more homes in the area, already Ashby Town center is grid locked with traffic let alone surrounding areas, the roads cannot take any more traffic it will become a black spot for all traffic. Why can't you people see that the residents of Ashby and surrounding areas do not want any more new homes let alone more of our green areas taken up with pointless building. Before we know it in Leicestershire there will be no more country side just a mass of concrete building. Why don't you listen to the people instead of your pockets. We don't want any more new homes nor do we need them. And I like how you mention a new school ect, how daft do you think we are. All new build builders say they will improve the infrastructure but this never comes! It's all lies. Just think about what's happening with leaving the E.U. ect, we no longer want to be told what to do, we want our own say, our own country again, we don't want more people coming into the country we are over run for a small island this is also the same feeling for more and more new build estates. We Do Not Want Them!</p>

<p>Respondent 15</p> <p>Jenny Tattersall</p>	<p>I have seen the news article regarding planning permission for up to 1700 new homes in Ashby and would like to lodge an objection on the basis of local services.</p> <p>If we have an average household of 3 then this is 5,000 extra people which need to be serviced by the police, fire brigade, the NHS and the education system. Secondary schools are already over subscribed. The police presence has completely gone. There is no A + E service locally, Burton, Leicester, Derby, Birmingham are all a considerable distance. It is difficult to find parking in Ashby at times. Tesco at Christmas and weekends is already rammed and would need to service these extra households. The waiting times at the doctor's surgery are silly, having to wait up to weeks to get an appointment.</p> <p>The investment in infrastructure are happening in the large towns. Please put the homes there instead.</p>
<p>Respondent 16</p> <p>Sean Andrews</p>	<p>Hi, just commenting on your future plans for 600 homes being built in Ashby-de-la-Zouch, in my opinion this is the most ridiculous idea, one traffic is bad enough now and working in the afternoon I use the town a lot and the dual carriageway! This is very busy most of the time and being at places for certain times can be very stressful with the amount of cars going through ashby! I'm sure a lot of people agree with me!? Ashby use to be a very peaceful town and by the looks of it cars will soon be bumper to bumper! I'm not trying to be funny I'm just putting my point across and hopefully you realise that?</p>
<p>Respondent 17</p> <p>Mary Wilson</p>	<p>I am writing to express my strong objections to the proposed housing in Ashby. We already have enough new houses under construction and now we're told that we should expect another 2000?!! It is disgraceful that NWLDC are even considering this, we are a small market town with limited facilities. Constructors will always promise new schools etc but they don't get built until the house building has been completed. Please listen to the concerns & objections of we, the residents of Ashby who are fed up with having to watch our town being taken over by these greedy constructors who seem to think that every spare piece of land around here has to have houses built on it! It's about time you supported US, not the builders, after all, we are the people who elect you.</p>
<p>Respondent 18</p> <p>Scott & Lynn Davies</p>	<p>As residents of Ashby we would like to oppose the planned housing development.</p> <p>There is already a lack infrastructure and the traffic has doubled creating traffic jams at weekends which were never there before.</p> <p>Pollution has increased and once the green belt has gone we'll never get it back, something we need to remove the carbon dioxide from the planet.</p> <p>We strongly oppose to any further development</p>

<p>Respondent 19 Michelle McIntosh</p>	<p>I am emailing with concern about the 2000 proposed houses to be built on the edge of Ashby-de-la-Zouch. In recent years we have seen the town expand massively from the small market town it once was, to become mostly a commuter town. I understand the need for expansion and new houses. However, on previous developments where schools were promised there has been no effort whatsoever by developers to include a school even when one was promised. David Wilson conveniently built slightly less houses so they didn't have to build a school in the end.</p> <p>Ivanhoe and Ashby School are already bursting at the seams, not to mention the primary schools. Where are the children from these extra 2000 houses going to go? If a school is agreed to be built by developers, shouldn't it be built BEFORE the houses so once families move in the children have a school to go to? I dread to think what it will be like when my children need to go to school in a couple of years time!</p> <p>It saddens me that the town is being expanded with seemingly no regard for extra facilities that go with thousands upon thousands of houses, but I hope something can be done other than empty promises.</p>
<p>Respondent 20 Matt Davies</p>	<p>I read an article about more houses being built in Ashby. I'm not usually the type to moan or complain about things as I'm in my 30s. I don't have a huge problem with new houses except the town centre is already at breaking point, the shops, doctors, roads are super busy.. You can just keep expanding a town with one high street, you'll ruin it, will just be one big housing estate, the house prices will decrease and the heart of the town will be lost.</p> <p>On a side note, The Hastings Park Estate needs another access route in and out for the size of the development, regulations need to be met.</p>
<p>Respondent 22 Carolyn McBride</p>	<p>I object to the proposed Money Hill Development in Ashby de la Zouch for the following reasons:-</p> <ul style="list-style-type: none"> - There is a proposal to direct millions of pounds towards developing and regenerating Coalville as well as building a new leisure centre there. Consequently, it would be beneficial to build more new housing near to Coalville and increase the town's economy and Footfall in the centre. - Public Transport is very poor from and to Ashby. Consequently the majority of households have cars. Most people who live in Ashby have to commute by car to the large towns causing pollution and traffic jams. I would also not advise walking along the Nottingham Road at 5-6pm rush hour, near to Ashby School. I had to put a handkerchief over my nose last time I walked into town from the school -Ashby de la Zouch is ideal to develop more as an attractive centre for tourism and culture. It still amazes me that we do not have a sign on the A42 North directing people to the castle or an apparent interest in opening the Gilliskaw through

	<p>the Bath Grounds or pushing for better transport to Ashby. More housing will just take away the feel and look of this Market Town.</p> <p>-With the new developments at East Midlands Airport and the future HS2 more housing will be needed nearer Kegworth.</p> <p>- the Ivanhoe Way and surrounding fields will be spoilt rather than developed into a space for health and activities. The land should ideally be saved and developed into an area like Hicks Lodge, which has been very successful and has helped increase the health of this town.</p>
<p>Respondent 25 Ben Field</p>	<p>I really feel strongly about all the developments in Ashby. They need to be stopped because it is ruining the town as it once was. The roads cannot cope the school are over filled. Crime rates are rising with more people and we don't even have a police station anymore! The country side is being devastated. Our small town is now just a big housing estate! PLEASE STOP THIS DEVELOPMENT.</p>
<p>Respondent 40 Mrs L Kirk</p>	<p>As I have been away for the last few weeks I have only just got to print off the plan for the Money Hill Wider Site and it is quite difficult to properly see the area at the back of Money Hill/Willowbrook Close. I hope that there will be (as promised) a sizeable buffer zone between us and the development in order not to "hem us in" - and also not to misplace the skylarks and pheasants and other wildlife which occupy the field at present (after all they were here before humans came on the scene so they have as much, if not more, right to the country as we have).</p> <p>Also, I hope that the houses will be "side on" not "back on", as also promised, as being on the hill would otherwise look straight into our back bedrooms.</p> <p>I'm still concerned about the infrastructure. Surely much more will need to be done to accommodate all the extra traffic!</p> <p>As far as I am aware nothing is being done about higher education. Where will all the 11 year olds go when they leave primary school? Surely the Ivanhoe and the Upper School can't accommodate them all!</p> <p>Of course I've mentioned these issues before in previous consultations and correspondence and been assured that all these points have been considered, but that was a while ago and circumstances can change, and often do. Are you sure you're getting enough affordable homes/social housing and not just expensive houses which will make the developers</p>

	loads of money? I may sound cynical but I don't trust big companies promising the earth. As this project seems set to go ahead I hope you keep them to their word to deliver what they promise.
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Responses Received to Revised Money Hill Masterplan Consultation (October 2019)

The responses received during the public consultation on the revised Money Hill masterplan undertaken between 2 October and 16 October 2019 can be viewed below:

Respondent	Comments
Sport England	Have commented previously.
COUNCIL RESPONSE:	Noted
Severn Trent	As the plan does not contain any drainage details our advice would be consistent with our previous response.
COUNCIL RESPONSE:	Noted
Nottinghamshire County Council	At this time, Nottinghamshire County Council does not have any comments to make.
COUNCIL RESPONSE:	Noted
Nick Salt	<p>I've been sent this update but it is not clear what has changed from the original to the revised master plan. I have followed the links provided but can only get to a plan diagram but no narrative. I think it would help everyone you have contacted if you can provide a short summary of what has changed please.</p> <p>As an owner of (<i>redacted</i>) (which is opposite the proposed new junction onto Nottingham Road) we remain extremely concerned about the increased safety risk for the public including school children. The road is already full of traffic since other housing has been introduced which this development will make worse. Please consider people's safety as well as the additional noise and pollution that the new junction will impose on all of us who live close to this location.</p> <p>The access should only be via the bypass road not onto Nottingham Rd.</p> <p>The junction will introduce stopping and starting traffic which brings pollution and the noise of their engines and radios roaring through the night. This will devalue our property as well.</p> <p>Have you consulted with people who live further down into Ashby where new junctions have been put in? The noise from the stopping traffic has devalued these property's and people are living in the back part of their house because of the noise and pollution. Please only use the bypass?</p> <p>We cannot see in the proposals if there is to be a new school, but also leisure facilities. The Hood Park facility is already at teaching capacity (swimming for example).</p> <p>We would expect this huge new development to include these facilities as well as some others such as shops.</p>

COUNCIL RESPONSE:	The issues regarding access from Nottingham Road are considered in response to the comments on the initial Masterplan consultation at Appendix C of the report. The revised Masterplan identifies that there will be a new school within that part of the site that has outline planning permission. A new leisure facility would not be supported by a development of this scale, but the Council will seek improvements to existing facilities where justified. The revised Masterplan identifies an area of mixed uses within that part of the site that has outline planning permission. This may include some shops to meet local needs, but this will be dependent upon the commercial viability of such a proposal.
South Derbyshire District Council	The comments SDDC submitted on 27/08/2019 still stand.
COUNCIL RESPONSE:	Noted
Simon Attwell	<p>I have concerns regarding the proposed Money hill development.</p> <p>Concern about cycle and pedestrian link that is accessed on to Woodcock Way. Already short of parking spaces in area and having this area open will make life difficult for residents. <i>(Comment summarised due to inclusion of personal information in response)</i></p> <p>Also I'm concerned about the road noise that this new development being so close will cause. Ashby is already surrounded by major roads and this will just add to noise and air pollution.</p> <p>The proposed development is too close to existing housing and not only spoils the green areas and is far too condensed.</p> <p>Traffic is a nightmare and these plans don't add any benefit to the quality of life in Ashby. There is a need however, for more housing which I understand.</p>
COUNCIL RESPONSE:	A link through to Woodcock Way for pedestrians and cyclists is important so as to facilitate access to existing parts of Ashby by means other than the car. It is not clear how this link would impact upon parking in the locality. The principle of development has already accepted as part of local plan process. In supporting the allocation of the site the Inspector did not raise any concerns regarding impact of development from traffic.
Environment Agency	<p>Whilst we have no adverse comment to make on the submitted proposed site plan we would like to advise that:</p> <ul style="list-style-type: none"> • Any proposed development within Flood Zones 2 and 3 would be subject to the (flooding) Sequential Test and also require submission of an NPPF compliant FRA. • Any proposed development within 8m of a Main River of the Environment Agency (Gilwiskaw Brook) may require a Permit from the Environment Agency.

COUNCIL RESPONSE:	Noted
<p data-bbox="206 236 427 264">Highways England</p>	<p data-bbox="602 236 1440 264">Additional consultation on Moneyhill Masterplan, Ashby de la Zouch</p> <p data-bbox="602 309 2016 411">We welcome the opportunity to comment on the revised Moneyhill Masterplan document which has been produced for public consultation as part of the North West Leicestershire Local Plan. We note that this consultation is being held to comply with requirements as set out in the adopted Local Plan.</p> <p data-bbox="602 416 2016 588">Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the NWLLP, our principal interest is safeguarding the operation of the M1, A42 and sections of the M42, A50 and A453.</p> <p data-bbox="602 633 2016 767">Highways England was previously consulted on a former version of the Moneyhill masterplan and raised comments contained in the letter response dated 30 July 2019. We note that the masterplan has now been slightly revised to add details showing how it is envisaged that the site would be developed. Having reviewed the revised information, we consider this does not affect our previous position.</p> <p data-bbox="602 812 2033 1054">As previously noted, we acknowledge that the Moneyhill site would be in alignment with the Government’s pro-growth agenda, but it would also be important for the Council to ensure that there is sufficient infrastructure capacity to accommodate this growth. This includes adequate capacity on the SRN particularly at A42 J13, which is located adjacent to the site, to ensure the safe and efficient operation of the network. We would expect that the impacts from development growth coming forward are appropriately assessed as part of the development management process, to allow for any potential impacts on the operation of the SRN to be better understood and relevant mitigation to be identified.</p> <p data-bbox="602 1099 1971 1163">We have no further comments to provide at this stage and trust the above is useful in the progression of the North West Leicestershire Local Plan.</p>
COUNCIL RESPONSE:	Noted
<p data-bbox="206 1230 568 1291">Miller Homes Ltd and Redrow Homes Ltd</p>	<p data-bbox="602 1230 1308 1259">Re: Consultation on Revised Moneyhill, Ashby de la Zouch</p>

I write on behalf of Miller Homes Ltd ('Miller') and Redrow Homes Ltd ('Redrow') further to our letter dated 9 August 2019 (copy enclosed) and in response to the current public consultation on the revised illustrative masterplan prepared in relation to land north of Ashby de la Zouch, known as Moneyhill (Local Plan Ref: H3a and Ec2 (1)).

As previously advised Miller and Redrow jointly control land within the western part of the allocation as illustrated at enclosure 1 to this letter. Neither Miller nor Redrow have been party to any recent discussions regarding either the initial masterplan or the revised illustrative masterplan which is the subject of this consultation.

We wish to make the following points:

Residential development density

As set out in our previous representations it is our view that establishing, through the illustrative masterplan, a density cap of 35 dph is overly restrictive.

The revised illustrative masterplan continues to promote the notion of a density cap of 35 dwellings per hectare and we wish to raise again our concerns in doing so. We strongly object to the inclusion of this notation on the illustrative masterplan.

To include such a prescriptive requirement could result in deliverability issues should it be demonstrated that it is unviable to deliver a parcel at no greater than 35 dph.

We consider it critical that the illustrative masterplan allows for flexibility with regards to the density of new residential development and we request that the density cap included in the key is removed from the illustrative masterplan. In this respect it is worth noting that this requirement repeats adopted planning policy and that the Council, through the determination of future planning applications, will have the opportunity to consider the most appropriate density for the given part of the allocation on an application by application basis.

Employment allocation Ec2 (1)

	<p>As confirmed in our previous representations we support the minor amendment to Local Plan Allocation Ec2 (1) which now supports the part development of this area for residential uses. We consider that the identification of land in this location for residential uses will provide an attractive gateway to the wider allocation and Ashby de la Zouch.</p> <p>We support the confirmation that this area is suitable for residential (Use Class C3) and business (Use Class B1) development, however, we also consider that the area identified for business use (Use Class B1) is also appropriate for hotel use (Use Class C1) and residential care home use (Use Class C2). We therefore recommend that the revised illustrative masterplan is amended to support Use Class B1, C1 and appropriate C2 uses in this location.</p> <p>We would be pleased to discuss our comments and the timescales for delivering the site with the Council and look forward to working with the Council and Consortium on a revised illustrative masterplan.</p>
COUNCIL RESPONSE:	<p>The issues regarding density of development are considered in response to the comments on the initial Masterplan consultation at Appendix C of the report. In terms of the area off Smisby Road the adopted Local plan identifies that this area should be for employment uses (Class B1) which, by their nature can be carried out in residential areas without resulting in harm to the amenity of the area. In this respect, therefore, the Masterplan is consistent with the Local Plan. It would be more appropriate for other possible uses to be considered as part of any future planning application rather than through the Masterplan.</p>
Ashby de la Zouch Town Council	<p>Ashby de la Zouch Town Council's Planning and Transportation Committee have discussed the revised masterplan and welcomed the changes the developers have made to the Masterplan following comments from the Town Council.</p> <p>Separate from this consultation the Town Council requests that the allocation of 15 hectares of employment land near the Mcvities distribution centre is restricted to B1 and B2 uses.</p>
COUNCIL RESPONSE:	<p>The Town Council's welcoming of the changes is noted.</p> <p>The principal of employment uses falling within Use Classes B1,B2 or B8 on that part of the site adjoining McVities has been established through the local Plan process.</p>

Historic England	<p>Thank you for consulting Historic England regarding the above, 02 October 2019.</p> <p>Historic England have no additional further comment to our previous letter of 28 August, providing that the additional area of employment shown to the south of the Masterplan is not on an area of extant ridge and furrow.</p>
COUNCIL RESPONSE:	Noted
The National Forest Company	<p>Thank you for consulting us on the revised Money Hill Masterplan.</p> <p>The amendments made have not addressed the comments raised in our original comments below. We would be grateful if these could still be taken into account in your consideration of the plan.</p>
COUNCIL RESPONSE:	Noted
Natural England	<p>Natural England has previously commented on this proposal and made comments to the authority in our letter dated 12 August 2019</p> <p>The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.</p> <p>The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.</p>
COUNCIL RESPONSE:	Noted

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

LOCAL PLAN COMMITTEE – WEDNESDAY, 13 NOVEMBER 2019

Title of report	LOCAL PLAN PARTIAL REVIEW
Contacts	<p>Councillor Robert Ashman 01530 273762 robert.ashman@nwleicestershire.gov.uk</p> <p>Interim Head of Planning and Infrastructure 01530 454782 chris.elston@nwleicestershire.gov.uk</p> <p>Planning Policy Team Manager 01530 454677 ian.nelson@nwleicestershire.gov.uk</p>
Purpose of report	To seek Members approval for publication of the pre-submission (Regulation 19) Partial Review of the Local Plan.
Council Priorities	<p>Local people live in high quality, affordable homes</p> <p>Support for businesses and helping people into local jobs</p> <p>Developing a clean and green district</p> <p>Our communities are safe, healthy and connected</p>
Implications:	
Financial/Staff	The cost of the review 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. Failure to submit the Partial Review by 20 February 2020 will result in the Local Plan being considered out-of-date.
Equalities Impact Assessment	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Human Rights	None discernible
Transformational Government	Not applicable

Comments of Head of Paid Service	Report is satisfactory
Comments of Section 151 Officer	Report is satisfactory
Comments of Deputy Monitoring Officer	Report is satisfactory
Consultees	None
Background papers	<p>Report to Cabinet 16 July 2019 minutes1.nwleics.gov.uk/ieListDocuments.aspx?CId=126&MId=2006&Ver=4</p> <p>Report to Cabinet 29 October 2019 https://minutes-1.nwleics.gov.uk/documents/s26434/Cabinet%20report%20edited.pdf</p> <p>Planning Practice Guidance – Plan Making www.gov.uk/guidance/plan-making</p>
Recommendation	<p>THAT THE LOCAL PLAN COMMITTEE:</p> <p>(I) APPROVES THE PUBLICATION LOCAL PLAN PARTIAL REVIEW AS SET OUT AT APPENDIX B OF THIS REPORT;</p> <p>(II) AGREES TO PUBLISH AND INVITE REPRESENTATIONS UPON THE LOCAL PLAN PARTIAL REVIEW DOCUMENT TOGETHER WITH THE SUSTAINABILITY APPRAISAL REPORT AND HABITAT REGULATION ASSESSMENT IN ACCORDANCE WITH REGULATION 19 OF THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012;</p> <p>(III) DELEGATES AUTHORITY TO THE STRATEGIC DIRECTOR OF PLACE TO SUBMIT THE LOCAL PLAN PARTIAL REVIEW TO THE SECRETARY OF STATE FOLLOWING RECEIPT AND CONSIDERATION OF REPRESENTATIONS INCLUDING THE IDENTIFICATION OF POSSIBLE MODIFICATIONS TO THE INSPECTOR;</p> <p>(IV) NOTES THAT THE APPOINTED INSPECTOR WILL</p>

	<p style="text-align: center;">BE REQUESTED TO RECOMMEND MODIFICATIONS TO THE SUBMITTED LOCAL PLAN PARTIAL REVIEW TO THE COUNCIL IN THE EVENT THAT THE INSPECTOR CONSIDERS THAT SUCH MODIFICATIONS WOULD MAKE THE PLAN SOUND;</p> <p style="text-align: center;">(V) NOTES THAT THE DIRECTOR OF PLACE, IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING AND REGENERATION WILL AGREE AND PUBLISH A NEW LOCAL DEVELOPMENT SCHEME;</p> <p style="text-align: center;">(VI) AGREES THAT THE SUBSTANTIVE REVIEW SHOULD COVER THE PERIOD TO 2039</p>
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1.0 BACKGROUND

- 1.1 Members will recall that a report was considered at the 2 October 2019 meeting of this committee in respect of the Partial Review of the Local Plan.
- 1.2 The report sought the committee’s approval to undertake a consultation in respect of the Partial Review. An amendment was tabled at the meeting which sought to expand the scope of the Partial Review. The amendment was supported by the majority of members present.
- 1.3 Whilst this committee has the authority under the Council’s constitution to agree to publish documents for consultation, it does not have the authority to make changes to documents. Instead, it is required to instruct Cabinet (as the Executive) to reconsider documents. Therefore, this matter was referred to back to Cabinet for its consideration at an Extraordinary meeting on 29 October 2019. A copy of the Cabinet report is attached at Appendix A of this report.
- 1.4 Cabinet resolved to not agree to the amendment as per the recommendations and asked this committee to reconsider its position.
- 1.5 This report, therefore, seeks authorisation to publish the Partial Review for consultation.

2.0 THE LOCAL PLAN

- 2.1 The North West Leicestershire Local Plan was adopted on 21 November 2017 and covers the period to 2031.
- 2.2 Policy S1 commits the Council to undertaking an early review of the plan. It states that:

“The District Council will commence a review of this Local Plan (defined as being publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) by the end of January 2018 or within 3 months of the adoption of this Local Plan (whichever is the

later). The Plan Review will be submitted for examination within two years from the commencement of the review. In the event that the reviewed plan is not submitted within two years then this Local Plan will be deemed to be out of date”.

- 2.3 The wording of Policy S1 was agreed with the Local Plan Inspector during the Examination process. The Inspector had required the wording regarding timescales so as to ensure that *“the Council is expressly committed, by adopted policy, to early review of the plan, within a stated period after any such unmet needs to be met within NWL are identified”* (paragraph 135 of Inspector’s Report).
- 2.4 The review formally commenced in February 2018 in accordance with the provisions of Policy S1. Further consultation was undertaken in November/December 2018 in accordance with the council’s Local Development Scheme.
- 2.5 To date the review has been seen as a partial review rather than a whole scale review. The Local Development Scheme envisaged that the partial review would be submitted for Examination in February 2020, again to meet the requirements of Policy S1.
- 2.6 At its meeting on 16 July 2019 Cabinet considered a report which outlined a revised approach to the Local Plan review. A key reason for the revised approach is the fact that Leicester City has yet to declare the extent of its unmet need, something which the Local Plan Inspector had clearly anticipated would happen as referred to in paragraph 2.3 above.
- 2.7 Cabinet agreed the recommendations which, in effect, mean that the council is undertaking two reviews in parallel; a partial review which addresses the wording of Policy S1 and a substantive review. The work and consultations undertaken to date will feed in to this Substantive Review.
- 2.8 Whilst most Local Plan reviews will cover a multitude of policies, it is not unheard of for only one policy to be reviewed. Furthermore, the Planning Practice Guidance (Plan Making paragraph 069) clearly anticipates such a possibility as it states *“A local planning authority can review specific policies of an individual basis”*.

3.0 THE PARTIAL REVIEW

- 3.1 The proposed new wording for policy S1 is set out at Appendix B of this report. The proposed wording is similar to that in the adopted Local Plan but the timescale for submitting the review is now linked to the agreement of a Statement of Common Ground by all of the Leicester and Leicestershire authorities in respect of the redistribution of unmet housing needs instead of the adoption of the Local Plan. This approach reflects the comments of the Local Plan Inspector as set out above at paragraph 2.3 that an early review should take place *“within a stated period after any such unmet needs to be met within NWL are identified”*.
- 3.2 Work on a Statement of Common Ground to address the redistribution of any unmet need is underway through the auspices of the Strategic Planning Group and the Member Advisory Group. Progress on this will be reported to future meetings of this Committee as part of the process for the Substantive Review (see section 4 of this report).

- 3.3 The Local Plan partial review has also been subject to the following independent assessments as required by the Regulations:
- Sustainability Appraisal/Strategic Environmental Assessment (Incorporating Equalities Impact Assessment);
 - Habitats Regulations Assessment
- 3.4 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).
- 3.5 The Local Plan which this committee 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 minimum six week period for representations to be made. It is proposed to do this from 18 November 2019 to 6 January 2020. This is longer than the normal 6 weeks as it allows for the fact that the consultation period runs over the Christmas period.
- 3.6 Any representations received as part of the consultation will need to be considered before submitting the Local Plan for examination. In order to ensure compliance with the provisions of policy S1 this will need to be by 20 February 2020. The report to Cabinet on 29 October 2019 allowed for this be delegated to the Strategic Director of Place in consultation with the Portfolio Holder for Planning and Regeneration.
- 3.7 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. It is not possible to be certain about when an Examination might take place, but it could be summer 2020.
- 3.8 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.
- 3.9 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.

- 3.10 Discussions have taken place with the other Leicestershire authorities to make them aware of the approach which the council is proposing to take. A Statement of Common Ground relating to the Partial Review only (as opposed to the Statement of Common Ground dealing with the redistribution of any unmet housing need referred to in paragraph 3.2 above) has been prepared and agreed with all of the authorities at officer level. Some authorities will need to take this through their internal political processes for final sign off.
- 3.11 In addition to the Local Plan document the SA/SEA and HRA as outlined at paragraph 3.3 above will also be made available as part of the consultation.
- 3.12 Once the consultation is closed officers will need to go through, assess and consider all of the representations, set out the Council's response to the representations, as well as pulling together other documents required by the regulations, including an updated Statement of Consultation.
- 3.13 To submit by 20 February 2020 will give offices just over 6 weeks to undertake the above tasks .This is tight but, subject to the number of representations received, is considered to be achievable. However, to do so it will be necessary for Local Plan Committee to agree to delegate authority to the Portfolio Holder and the Strategic Director of Place to submit the review, when all of the representations have been considered. This is allowed for by recommendation (iii) of this report.
- 3.14 During the examination stage it is possible that the Inspector will enquire of officers from time to time whether a change to the policy is something which the Council would support. In order to enable the smooth running of the examination the Director of Services has delegated authority to agree to changes to the policy. Such changes would then be the subject of modifications recommended by the Inspector.
- 3.15 Members should note that a Local Plan can only be adopted by a meeting of Full Council. Members would have an opportunity to consider any modifications put forward by an Inspector as part of the process of adopting the plan.
- 3.16 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.

4.0 THE SUBSTANTIVE REVIEW

- 4.1 By its nature the substantive review will cover a broad range of issues which will, amongst other matters, extend the plan period and address development needs for that period including any unmet need from Leicester City that is redistributed to North West Leicestershire. This will include those matters raised by members as part of the amendment previously discussed and agreed by this committee.
- 4.2 In terms of the appropriate period for the substantive review to cover, this committee has previously agreed that the Local Plan review should cover the period up to 2036. Members will be aware that the July 2018 version of the NPPF introduced a requirement that

strategic policies (those which set out an overall strategy for the pattern, scale and quality of development) should look ahead over a minimum 15-year period from the date of adoption. This approach is continued in the February 2019 version.

- 4.3 An end date of 2036 would require adoption in 2021. In view of the tight timescale this would require for the review to be adopted, it is recommended that the plan period be extended to 2039. Whilst this will have implications for the amount of development to be provided for, it would allow for greater certainty over a longer period of time and would help the Council to demonstrate that it is planning positively. Recommendation (vi) allows for this.
- 4.4 In terms of the timetable for the substantive review, the proposed wording of policy S1 in the partial review requires submission of the substantive review within 18 months of the Statement of Common Ground regarding the redistribution of any unmet need being agreed. As noted, work on such a Statement of Common Ground has commenced, although there is not a confirmed timetable for this to be concluded.
- 4.5 There are other factors to consider when determining the timetable. In particular, the next set of household projections (upon which the Standard Method is based) are due to be published in September 2020. It would be prudent, therefore, for the submission version of the plan to take full account of the new projections as it will provide certainty that does not currently exist. However, in order to ensure that progress can be made on the substantive review a separate report on the agenda for this meeting considers the issue of potential housing requirements.
- 4.6 Resourcing is also an important consideration in setting the timetable for the Substantive Review. A review has recently been completed as a result of which some additional capacity at a principal officer level has been created. This is in the process of being recruited to. The following outline timetable takes account of these factors and assumes that the additional resource will be available, either as a permanent appointment or as a temporary appointment in the event that a permanent appointment is not successful.

Consultation on draft plan (Regulation 18)	Summer 2020
Pre-submission consultation (regulation 19)	Spring 2021
Submission	Autumn 2021
Examination	Winter 2021/22
Adoption	Autumn 2022

- 4.7 An updated Local Development Scheme will be prepared that provides more details about both the Partial and Substantive Reviews.

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – TUESDAY, 29 OCTOBER 2019

Title of report	LOCAL PLAN REVIEW
Key Decision	a) Financial Yes b) Community Yes
Contacts	Councillor Robert Ashman 01530 273762 robert.ashman@nwleicestershire.gov.uk Chris Elston Interim Head of Planning and Infrastructure 01530 454782 chris.elston@nwleicestershire.gov.uk Planning Policy Team Manager 01530 454677 ian.nelson@nwleicestershire.gov.uk
Purpose of report	To consider the decision of the Local Plan Committee to refer the Local Plan Partial Review back to Cabinet for its further consideration.
Reason for Decision	Cabinet approval of the proposed approach required.
Council Priorities	These are taken from the Council Delivery Plan: Local people live in high quality, affordable homes Support for businesses and helping people into local jobs Developing a clean and green district Our communities are safe, healthy and connected
Implications: Financial/Staff	If Cabinet agree to the recommendations in this report then there no additional financial implications from those considered in the report to the 16 July 2019 meeting of Cabinet.
Link to relevant CAT	None
Risk Management	For the reasons set out in the report agreeing to the amendment proposed by the Local Plan Committee represents a significant risk and so should not be agreed by Cabinet.

Equalities Impact Assessment	An Equalities Impact Assessment of the Local Plan review is included as part of the Sustainability Appraisal.
Human Rights	No discernible impact. Any consultation will be undertaken in accordance with the Council's approved Statement of Community Involvement.
Transformational Government	Not applicable
Comments of Head of Paid Service	The report is satisfactory
Comments of Section 151 Officer	The report is satisfactory
Comments of Monitoring Officer	The report is satisfactory
Consultees	Portfolio Holder
Background papers	<p>National Planning Policy Framework which can be found at www.gov.uk/government/publications/national-planning-policy-framework--2</p> <p>Adopted North West Leicestershire Local Plan Local Plan 2011-2031 - North West Leicestershire District Council</p> <p>Planning and compulsory Purchase Act 2004 www.legislation.gov.uk/ukpga/2004/5/contents</p> <p>Report to Council of 20 March 2018 https://minutes-1.nwleics.gov.uk/ieListDocuments.aspx?CId=129&MId=1579&Ver=4</p> <p>Agenda and draft minutes to Local Plan Committee of 2 October 2019 https://minutes-1.nwleics.gov.uk/ieListDocuments.aspx?CId=344&MId=2100&Ver=4</p>
Recommendation	<p>THAT CABINET:</p> <p>(I) CONSIDERS THE AMENDMENTS MADE TO RECOMMENDATIONS 1 AND 4 OF THE REPORT TO THE LOCAL PLANS COMMITTEE OF 2 OCTOBER 2019 AS SET OUT AT APPENDIX B OF THIS REPORT AND</p>

	<p>THE IMPLICATIONS OF ACCEPTING THEM;</p> <p>(II) IN THE EVENT THAT THE LOCAL PLAN COMMITTEE</p> <p>AGREES TO PUBLISH THE PROPOSED CONSULTATION, DELEGATES AUTHORITY TO THE STRATEGIC DIRECTOR OF PLACE IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING AND REGENERATION TO AGREE AMENDMENTS TO THE PARTIAL REVIEW AS A CONSEQUENCE OF CONSIDERING RESPONSES TO THE CONSULTATION</p>
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1.0 BACKGROUND

- 1.1 Members will recall that a report was considered by Cabinet at its meeting of 16 July 2019 in respect of the Local Plan Review. The report noted that the original intention to submit the review within 2 years of commencement was no longer possible due to changes in circumstances since the Local Plan was adopted , including the fact that Leicester City has to yet to declare the extent of any unmet housing need, uncertainty about employment land requirements and the publication of a new National Planning Policy Framework
- 1.2 The report outlined what, in effect, is a two stage approach to the review of the Council’s adopted Local Plan; namely a Partial review and a Substantive Review. It was proposed, and agreed by Cabinet, that the Partial Review should only address the need to review and revise Policy S1. This was so as to ensure that the Local Plan was not out-of-date.
- 1.3 Therefore, the only change that is proposed as part of the Partial Review is to change the date by which the (now) substantive review would be submitted.
- 1.4 The review of the local plan has to be submitted by 20 February 2020. This is because Policy S1 requires that the review be submitted within 2 years of the commencement of the review otherwise the plan would be out-of-date. The first consultation on the review commenced on 21 February 2018. Therefore, it will be necessary to submit the review no later than 20 February 2020.
- 1.5 The consequences of failing to meet this deadline are set out in section 2.
- 1.6 The approval of the Chairman of the Council has been given to the exemption to the Council’s Scrutiny Procedure rules in relation to the call in of this decision on this item, since any call in would prejudice the ability of the Council to submit the review by 20 February 2020. The chairman has considered the review time table and agrees that the matter before Cabinet is urgent for this reason.

2.0 WHAT ARE THE CONSEQUENCES OF NOT SUBMITTING BY 20 FEBRUARY 2020?

- 2.1 Policy S1 of the adopted Local Plan requires that the review be submitted within 2 years of the commencement of the review otherwise the plan would be out-of-date. The first consultation on the review commenced on 21 February 2018. Therefore, it will be necessary to submit the review no later than 20 February 2020.

2.2 Should submission by 20 February 2020 be missed for any reason, the effect of this would be to enact that part of the policy S1 which states:

“In the event that the reviewed plan is not submitted within two years then this Local Plan will be deemed to be out of date.”

2.3 Once out-of-date this will then bring in to play paragraph 11d) of the NPPF which states that:

“(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed ; or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

2.4 The consequence of not having an up-to-date plan will, therefore, be that the Council is at risk of receiving adhoc planning applications for developments which would be contrary to the Local Plan, but which it would be difficult to resist in the absence of an up-to-date plan and in view of what the NPPF says. Such developments could be for any number of uses, not just housing and employment, although these are the most likely. Members will recall that this was the situation the Council found itself in before the current Local Plan was adopted.

2.5 It is in order to avoid a situation where the Local Plan is considered to be out of date that the Partial Review proposals were put forward. Any further delays put this is jeopardy.

3.0 LOCAL PLAN COMMITTEE – 2 OCTOBER 2019

3.1 In accordance with the Council’s constitution the Partial Review was referred to the Local Plan Committee (LPC). At its meeting on 2 October 2019 a report was considered which outlined the proposed approach to the Local Plan review which was agreed by Cabinet at its meeting on 16 July 2019 and which sought approval of a consultation document. A copy of the recommendations is set out at Appendix A of this report.

3.2 At the meeting of the LPC an amendment to the recommendations was tabled. A copy of the draft minutes of the LPC which includes the wording of the amendment is attached at Appendix B.

3.3 The amendment was agreed by the LPC. Whilst the LPC has the authority under the Council’s constitution to agree to publish documents for consultation, it does not have the authority to make changes to documents. Instead, it is required to instruct Cabinet (as the Executive) to reconsider documents. Therefore, this matter is referred to back to Cabinet for its consideration.

3.4 The council report of 20 March 2018 sets out, in full, the remit of both the executive and LPC in respect of Development Plan Documents. A copy of the Council report is provided via the background papers.

4.0 WHAT DOES THE AMENDMENT SEEK?

Suggested amendment to Recommendation (i)

4.1 The first part of the amendment agreed by the LPC sought to extend the scope of the Partial Review so as to include revisions or deletions to policies Ec2(2) and S3. These two policies are inextricably linked and deal with the issue of employment land and its possible impact upon the countryside. The policies are summarised below.

Policy Ec2(2)

4.2 Policy Ec2 is concerned with New Employment Sites. Part 1 of the policy allocates land at Money Hill Ashby de la Zouch for employment purposes. Part 2 sets out the Council's approach to the consideration of planning applications for employment land and, in particular, it makes clear that where an "*immediate need or demand for employment land*" can be demonstrated then the Council will look favourably on proposals (subject to meeting certain criteria).

4.3 Part 2 of the policy was the result of a modification to the policy following Examination. It was specifically included to address the fact that there was a shortfall of employment land compared to the requirements in the Housing and Economic Development Needs Assessment (HEDNA). For the avoidance of doubt, the HEDNA was only concerned with employment land falling within Use Classes B1, B2 or small B8 (buildings of less than 9,000sq metres).

4.4 Including part 2 of the policy thus avoided the need for specific allocations to be made as part of the Local Plan as that would have delayed its adoption.

4.5 The Inspector considered that the modification was "*appropriate and necessary for soundness*" (paragraph 194 of the Local Plan inspector's Report). As a result the Inspector was able to conclude that "*it is acceptable to regard the provisions of the Plan for employment land as sound in their modified form*" (paragraph 195 of the Local Plan Inspector's Report).

4.6 It is understood that the reason for seeking the amendment was the concern that the Substantive Review will take about 2½ - 3 years to adoption and that this would leave the Council vulnerable to adhoc planning applications for employment use in the countryside and particularly along the A42 corridor, as a result of the support provided by policy Ec2(2).

Policy S3(s)

4.7 Policy S3 sets out the Council's approach to proposed development in the Countryside. Part (s) of the policy allows for "Employment land in accordance with the provisions of Policy Ec2" (subject to meeting certain other criteria). Therefore, S3 is subservient to Ec2.

Suggested amendment to Recommendation (iv)

4.8 The second part of the amendment sought to include reference to the Climate Change Emergency Policy agreed by Council on 25 June 2019.

5.0 SHOULD CABINET AGREE TO THE AMENDMENT?

Recommendation (i)

5.1 Officers have a number of concerns about the proposed amendment in respect of deleting policies Ec2(2) and S3(s). These are:

- Notwithstanding the fact that a number of permissions have been granted for employment land which fall within the definition as used by the HEDNA, there still remains a shortfall. Therefore, deleting this requirement would contradict the views of the Local Plan Inspector who clearly considered the provisions in Policy Ec2(2) were essential. It would also leave the Council with a policy vacuum and so have to rely upon the provisions of the National Planning Policy Framework (NPPF).
- Deleting EC2(2) would lead to objections, particularly from the development industry, on the grounds that there is still a shortfall of employment land and so the Council is not satisfying its obligations to meet the development needs of the district as required by the NPPF. Such objections would be difficult to refute and pose a serious risk to the Partial Review and could result in an Inspector considering that the Partial review was not sound.
- Extending the scope of the Partial Review will generate additional representations either from those who are aggrieved by the change or those who consider that other changes should also be made at this juncture rather than leaving until the Substantive Review. This has implications from a resource point of view. If a substantial number of representations were received it could make it extremely difficult to achieve submission by February 2020 as it will take time for officers to go through and consider the representations and so could result in a delay to submission beyond that allowed for by policy S1, and so would result in the plan being considered to be out-of-date. Additional representations could also result in a longer Examination which would have cost implications. Furthermore, it will also take resources away from the Substantive Review and so potentially delay it.

5.2 It will be noted that the amendment refers to possible revisions to policy Ec2(2) and S3. No revisions were tabled as part of the amendment.

5.3 Officers have considered whether revisions are possible to policy Ec2(2) without changing its principles such that it would be not likely to generate objections. The reference in policy Ec2(2) to immediate need could be replaced with reference to the needs identified in the Local Plan. However, it would still leave reference to meeting a demand and removing this reference as well would change the principles of the policy. Furthermore, in the event of new evidence in respect of need becoming available which was different to that in the local plan, the policy would, in effect, be out-of-date. Finally, as strategic B8 developments are not included as part of the HEDNA requirements there would be a policy vacuum in respect of such developments from the point of view of need which would weaken the Council's ability to resist such proposals.

- 5.4 For the above reasons, it is considered that it is not possible to revise policy Ec2(2).
- 5.5 In terms of policy S3(s) the only possible change which could be made would be to delete it in its entirety. However, this would build in a potential conflict within the plan as a proposal could satisfy Ec2(2) and then fall foul of policy S3. As such this would not provide sufficient certainty.
- 5.6 Furthermore, officers are of the view that the concerns outlined above at paragraph 3.1 would equally apply in respect of any revision to the policies.
- 5.7 The concerns about the fact that policy Ec2(2) and S3(s) would not be replaced for 2½ - 3 years are noted. However, the following should be borne in mind:
- If the plan is not submitted by February 2020 and so becomes out-of-date then the result will be the opposite of what the amendment is seeking to achieve (as set out in Section 2). If the plan is out-of-date this will make it difficult to resist the type of development proposals (and others such as housing) that the amendment was trying to stop happening.
 - Once the shortfall in employment land against the HEDNA is satisfied this will add strength to the Council's position should it wish to resist other developments which are considered inappropriate as it can be argued that the "immediate need" aspect of the policy is satisfied (although it has to be acknowledged that the issue of demand would remain debateable).
 - As the Substantive Review progresses greater weight will be able to be attached to it and the evidence behind it and in terms of policy Ec2(2) this would be capable of being a material consideration in considering any planning applications.
- 5.8 For the reasons set out above officers are of the view that the amendment put forward by the LPC in respect of policies Ec2(2) and S3(s) should not be agreed and that the partial review should, instead, be limited to policy S1 only as previously agreed by Cabinet.

Recommendation (iv)

- 5.9 The Council is under various obligations to address climate change related issues. For example, Section 19 of the 2004 Planning and Compulsory Act (as amended by the 2008 Planning Act) includes a legal duty on local planning authorities to ensure that taken as a whole, plan policy contributes to the mitigation of, and adaptation to, climate change. The NPPF advises that "*Plans should take a proactive approach to mitigating and adapting to climate change*".
- 5.10 The Climate Change emergency policy agreed by Council included specific reference to addressing climate change as part of the Local Plan.
- 5.11 Therefore, having regard to the above, the amendment agreed by the LPC does not introduce any new requirement as such. Whilst the amendment is arguably not necessary, equally it does not raise any concerns.

6.0 NEXT STEPS

- 6.1 If Cabinet decides to not accept the amendment put forward by LPC, it is proposed that a further report be taken to the meeting of the LPC scheduled for 13 November 2019. This would be with a view to the LPC agreeing to publish a consultation as per the original

report considered by LPC at its meeting on 2 October 2019. The proposed recommendations are set out at Appendix C of this report.

- 6.2 If LPC agree to this then it is proposed that a consultation commence on 18 November 2019. It is normal practice for consultations to run for 6 weeks. However, this would mean that the consultation would close on 30 December 2019. In view of the fact that this is in the middle of the Christmas holidays it would therefore be prudent to instead have a 7 week consultation period resulting in a consultation end date of 6 January 2020.
- 6.3 Once the consultation is closed officers will need to go through, assess and consider all of the representations, set out the Council's response to the representations, as well as pulling together other documents required by the regulations, including an updated Statement of Consultation.
- 6.4 A consequence of needing to submit by 20 February 2020 is that whilst any consultation could be scheduled so as to miss the Christmas period (i.e. not starting until January 2020) this would mean that this submission date would be missed as a 6 week consultation would, if it started on 2 January 2020, not finish until 14 February 2020. This would be insufficient time to undertake those tasks outlined at above.
- 6.5 The report to the LPC of 2 October 2019 had allowed for the reporting and consideration of the representations by a meeting of LPC in January 2020 (scheduled for 15 January). This would have still enabled the submission of the review by 20 February 2020.
- 6.6 In view of the delay to the consultation as a result of the decision of LPC to refer the matter back to Cabinet, this is no longer an option. The report deadline for the 15 January 2020 LPC is 3 January 2020; at this point the consultation would be still ongoing. It is still the intention to go ahead with this meeting and so a verbal update could be provided to the LPC on the number of responses to the consultation.
- 6.7 It would potentially be possible to add in a further meeting of the LPC in order to enable it to consider the representations. This would need to be no later than 17 February 2020 if the submission date of 20 February is to have any chance of being met. However, this would have a report deadline of 5 February 2020. This would give offices only just over 4 weeks to do those tasks outlined at paragraph 6.3. This timetable is not feasible.
- 6.8 To submit by 20 February 2020 would give offices just over 6 weeks. This is tight but, subject to the number of representations received, is considered to be achievable. However, to do so it will be necessary for Cabinet to agree to delegate authority to the Portfolio Holder and the Strategic Director of Place to submit the review, when all of the representations have been considered. This is included as a recommendation to the LPC (Recommendation (iii) of Appendix C).
- 6.9 Should representations be received which raise significant issues then it is likely that the submission date of 20 February 2020 would be missed.
- 6.10 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' i.e. that the plan is:

- **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.

- 6.11 At the point that the review is submitted, the Council loses control of the process which will, instead, be the responsibility of the Planning Inspector. The timing of any Examination will depend upon the availability of the Inspector and his/her consideration of any issues raised in response to the consultation.
- 6.12 During the examination stage it is possible 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 Place be delegated authority to agree to changes to policies. This is included as a recommendation to the LPC (Recommendation (iv) of Appendix C). 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 by a meeting of the full Council as only Council has the authority to adopt a Local Plan.
- 6.13 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 (v) to the LPC (Appendix C).
- 6.14 In terms of the remaining recommendations to the LPC:
- Recommendation (vi) to is necessary to enable an updated Local Development Scheme to be prepared;
 - Recommendation (vii) is necessary to enable officers to begin to develop options for the plan.

APPENDIX A

Recommendation to Local Plan Committee – 2 October 2019

THAT THE LOCAL PLAN COMMITTEE:

(I) APPROVES THE PUBLICATION LOCAL PLAN PARTIAL REVIEW AS SET OUT AT APPENDIX B OF THIS REPORT;

(II) AGREES TO PUBLISH AND INVITE REPRESENTATIONS UPON THE LOCAL PLAN PARTIAL REVIEW 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) REGULATIONS 2012;

(III) DELEGATES AUTHORITY TO THE DIRECTOR OF PLACE, IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING AND REGENERATION TO PUBLISH AN UPDATED LOCAL DEVELOPMENT SCHEME REFLECTING THE NEW TIMESCALES DESCRIBED IN THIS REPORT;

(IV) AGREES THAT THE SUBSTANTIVE REVIEW SHOULD COVER THE PERIOD TO 2039

Draft minutes of Local Plan Committee – 2 October 2019

DRAFT MINUTES of a meeting of the LOCAL PLAN COMMITTEE held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 2 OCTOBER 2019

Present: Councillor D Harrison (Deputy Chairman in the Chair)

Councillors D Harrison, D Bigby, R Johnson, J Legrys, V Richichi, A C Saffell and N Smith

Officers: Mr L Sebastian, Mr I Nelson, I Jordan, Mrs R Wallace and Mr C Elston

9 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors R Boam, J Bridges, J Hoult and M B Wyatt.

10 DECLARATION OF INTERESTS

There were no declarations of interest.

11 MINUTES

Consideration was given to the minutes of the meeting held on 26 June 2019.

In reference to the Strategic Growth Plan, Councillor A C Saffell expressed his surprise that it was not a regular item on the agenda and asked the Chairman if it was possible to have a short discussion on the topic. All members agreed for a short discussion at the end of the meeting.

Councillor D Bigby referred to the terms of reference of the committee in that it should meet at least every two months, and pointed out that it had been three months since the last meeting. He expressed the importance of meeting regularly and stated that he would also be happy to meet during the summer break in August. The comments were noted by the Chairman.

It was moved by Councillor J Legrys, seconded by Councillor R Johnson and

RESOLVED THAT:

The minutes of the meeting held on 26 June 2019 be approved and signed by the Chairman as a correct record.

12 LOCAL PLAN PARTIAL REVIEW

The Planning Policy Team Manager presented the report to Members. He advised that the proposed approach to the review of the local plan was approved by Cabinet in July and was detailed within appendix b of the report. He expressed the importance of continuing the substantive review alongside the partial review.

In response to the request for an update from Councillor Johnson, the Planning Policy Team Manager reported that a potential gypsy and traveller's site had been identified in March 2018 but was not supported. . Work on this would continue through the substantive review and progress reports would be brought to committee in due course.

In response to a question from Councillor V Richichi, the Planning Policy Team Manager confirmed that there was currently a 5-year housing land supply. The assessment had been prepared following discussion with individual developers/landowners. In response to a further query from Councillor V Richichi he advised that it did include some sites which had outline permission, but these were either subject to a reserved matters application of pre-application discussions with a view to a reserved matters application. The sites that were not at either of these two stages were not included in the calculations. Councillor V Richichi asked why it was necessary to assist the City Council with their land supply when we already had more than required. The Planning Policy Team Manager explained that national policies required that the Leicestershire authorities collectively accommodate the area's needs; therefore, we would need to provide assistance. He added that any unmet need from the City redirected to North West Leicestershire may not be high but at this stage, it was impossible to say.

In response to a further question regarding the authority's assistance with the City Council's land supply from Councillor N Smith, the Planning Policy Team Manager explained that the City Council would be required to demonstrate that they could not meet the need; therefore, officers would be examining the evidence carefully moving forward.

In response to a question from Councillor N Smith regarding gypsy and traveller sites, the Planning and Policy Team Manager stated that officers liaised with the County Council officer with responsibility for gypsies and travellers and that he communicated with the gypsy and traveller community

Councillor J Legrys felt that all the different organisations and authorities involved in strategic growth planning throughout the region were having discussions in isolation; therefore, the committee was not seeing the full picture. He also reported that residents were complaining about planning policies being ignored when considering large planning applications and questioned why policies were drawn up in the first place.

The Chairman agreed that it would be good to receive updates of what was happening regionally with strategic growth and asked for a regular item on the agenda. The Planning Policy Team Manager explained that it might not be possible for information at every meeting but agreed to provide regular updates.

Councillor D Bigby asked officers if they were confident that the Planning Inspector would accept the partial review as it seemed very risky. The Planning Policy Team Manager confirmed that it was less risky than not doing it at all. Councillor D Bigby expressed concerns that the proposed timeline for completion meant that policies were being delayed for three years and this could lead to the beautiful corridors of countryside throughout the district being developed as employment land; he therefore moved the following amendment to recommendations one and four of the report:

- i) Approves the publication Local Plan Partial Review as set out at appendix b of this report **but also including revision or deletion of Local Plan Policies Ec2 (2) and S3 (s) in order to avoid a further erosion of countryside.**
- iv) Agrees that the substantive review should cover the period to 2039 **and should take full account of the Council's Climate Emergency Policy.**

The amendment was seconded by Councillor J Legrys. Regarding employment land, he disputed the calculations used, as he believed there was enough granted already, he was finding it difficult to justify decisions to the public. Regarding climate emergency, he felt that a policy was needed so that there was something in writing to refer to when he was on residents' doorsteps. The Planning Policy Team Manager confirmed that the HEDNA identified the employment land requirement.

The Planning Policy Team Manager strongly advised against the amendment of recommendation one, as it would delay the consultation and ultimately, the submission of the review. He added that it would also widen out the review considerably and he had no doubts that there would be significant objections. He advised that this approach would make the review more risky than it already was. As a result it increased the risk of the plan being out-of-date, the very situation that the partial review was designed to avoid. He had no concerns regarding the amendment to recommendation four as the Council was required to address Climate Change as part of the local plan.

Councillor N Smith stated that he could not support the amendment as proposed.

Councillor V Richichi was not happy that the amendment had been submitted at short notice and therefore he did not have time to look into the full impact it would have.

Councillor R Johnson explained that the amendment was intended to protect the further erosion of the countryside and although it had been submitted at short notice, it was important.

Councillor D Bigby apologised for not giving prior notice of the amendment. As he mentioned earlier in the meeting, he believed that this supported his argument that the committee did not meet regularly enough as decisions were being rushed due to the lack of time. He felt that if the committee had met earlier, then the discussion could have been held sooner and a delay could have been avoided. He added that the original inclusion of policies Ec2 (2) and S3 (s) was due to an identified deficit in employment land, however, figures showed that an additional 10 hectares of employment land was being gained every six months. He was proposing the removal of these policies to give more time for revision.

The Planning Policy Team Manager advised that there was still a shortage of employment land when compared to the requirement in the HEDNA. A discussion was had on the merits of deferring the item to allow further consideration of the impact before making the decision. It was deemed that a deferral would cause too much of a delay for the partial review.

A lengthy discussion was had in relation to the powers of the committee in accordance with the constitution and the procedures to be followed to vote on the proposed amendment. The Legal Advisor confirmed that he had no legal objections to the content of

the amendment; however, the Committee would only be able to refer the amended motion back to Cabinet to reconsider.

The Interim Head of Planning and Infrastructure expressed strong concerns that the amendment could delay the submission for the partial review, which would lead to the local plan becoming out of date and in turn, this would affect planning decisions. He felt that this outcome would have the exact opposite effect of what members were trying to achieve with the proposed amendment.

A number of members were disappointed that the committee had not had a chance to look at this report sooner and felt like they could not contribute to the decision due to restrictive timescales.

The Chairman reminded members that the officer advice was clear and urged for the decision to be considered carefully when put to the vote.

Councillor J Legrys stated that it was not the intention to delay the process as they believed that the committee was a decision making body and any decision made would stand alone without going back to Cabinet for further consideration.

After further discussion around the wording of the proposed amendment, the mover and seconder wished to continue with the amendment as submitted, with the intention that it would need to be sent back to Cabinet for further consideration. The Legal Advisor confirmed that he was satisfied with the approach.

The proposed amendments to recommendations one and four were put to the vote. A recorded vote being requested by Councillor J Legrys, the voting was as follows:

Motion to amend the recommendations as submitted by Councillor D Bigby	
Councillor Dan Harrison	Against
Councillor Dave Bigby	For
Councillor Russell Johnson	For
Councillor John Legrys	For
Councillor Virge Richichi	For
Councillor Tony Saffell	For
Councillor Nigel Smith	Against
Carried	

The recommendations as amended were moved by Councillor D Harrison, seconded by Councillor J Legrys and

RESOLVED THAT:

- i) The publication of the Local Plan Partial Review as set out at appendix b of this report be approved but also including revision or deletion of Local Plan Policies Ec2 (2) and S3 (s) in order to avoid a further erosion of countryside.
- ii) It be agreed to publish and invite representations upon the Local Plan Partial Review 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) Regulations 2012.

- iii) The authority to publish an updated Local Development Scheme reflecting the new timescales described in the report be delegated to the Strategic Director of Place in consultation with the Portfolio Holder for Planning and Regeneration.
- iv) The substantive review should cover the period to 2039 and should take full account of the Council's Climate Emergency Policy.

13 LOCAL PLAN REVIEW - AREA OF SEPARATION STUDY

The Planning Policy Team Manager presented the report to members, highlighting the study undertaken by The Landscape Partnership, which was attached at appendices B and C. He explained that the study would form part of the Council's evidence base to support the substantive review of the local plan.

Councillor J Legrys fully supported the recommendations but asked how the proposed dualing of Stephenson Way would affect the plan. The Planning Policy Team Manager commented that until details were received it was difficult to say. Councillor J Legrys raised concerns that the Committee were agreeing a plan that could change, and the fact that the new leisure centre was not included. He also expressed his annoyance that the Ordnance Survey maps still included the railway line that was not in use and formed an important part of the nature reserve.

Councillor D Bigby referred to the three proposed areas of separation as indicated in the Ashby Neighbourhood Plan, which was rejected by the Planning Inspector because it was not supported by sufficient evidence and was outside the plan area. Therefore, he suggested that other areas of separation be considered, particularly those proposed in Ashby. The Planning Policy Team Manager explained how areas of separation were considered and reminded members that the area between Coalville and Whitwick was unique as it was within an otherwise built up area.

Councillor R Johnson raised concerns about his village of Hugglescote losing its identity and asked if there were plans to look at possible areas of separation in the near future. The Planning Policy Team Manager responded that officers would look at an area if a suggestion was put forward.

Councillor D Bigby appreciated the comments from the Planning Policy Team Manager but asked if officers could look into Policy S3 to see if it was possible to make any changes to protect these areas between towns and villages. The Planning Policy Team Manager advised that the policy already did this.

It was moved by Councillor J Legrys, seconded by Councillor V Richichi and

RESOLVED THAT:

- a) The outcome of the area of separation study be noted.

- b) It be noted that the area of separation study form part of the Council's evidence base to support the Local Plan Substantive Review.
-

As agreed earlier in the meeting, an informal discussion was had regarding the Strategic Growth Plan. Councillor A C Saffell expressed concerns about the sites identified for housing in and around Castle Donington as they were very close to the racetrack and the airport. He also had concerns that the houses being built in the area were too expensive for the people that were working in the area. As a result of these concerns he raised a suggestion for a new town to be created, on a site just outside of Castle Donington which could be made up of more affordable houses created by a company such as Rent Plus. He believed this would be a suitable solution for the growing workforce in the area and asked for an item on a future agenda for a full discussion.

Councillor J Legrys agreed with the proposal for a future item, as he would be happy to debate the principle but stated that it was also important to have discussions with neighbouring authorities. The Chair asked officers to investigate the options available and report to a future meeting.

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 8.20 pm

Proposed recommendations to Local Plan Committee of 13 November 2019

THAT THE LOCAL PLAN COMMITTEE:

- (I) APPROVES THE PUBLICATION LOCAL PLAN PARTIAL REVIEW AS SET OUT AT APPENDIX B OF THIS REPORT;**
- (II) AGREES TO PUBLISH AND INVITE REPRESENTATIONS UPON THE LOCAL PLAN PARTIAL REVIEW DOCUMENT TOGETHER WITH THE SUSTAINABILITY APPRAISAL REPORT AND HABITAT REGULATION ASSESSMENT FOR IN ACCORDANCE WITH REGULATION 19 OF THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012;**
- (III) DELEGATE AUTHORITY TO THE DIRECTOR OF PLACE, IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING AND REGENERATION TO SUBMIT THE LOCAL PLAN PARTIAL REVIEW TO THE SECRETARY OF STATE FOLLOWING RECEIPT AND CONSIDERATION OF REPRESENTATIONS INCLUDING THE IDENTIFICATION OF POSSIBLE MODIFICATIONS TO THE INSPECTOR ;**
- (IV) DELEGATES AUTHORITY TO THE DIRECTOR OF PLACE TO AGREE POSSIBLE MODIFICATIONS WHERE REQUESTED BY THE PLANNING INSPECTOR DURING THE EXAMINATION;**
- (V) REQUESTS THAT THE APPOINTED INSPECTOR TO RECOMMEND MODIFICATIONS TO THE SUBMITTED LOCAL PLAN PARTIAL REVIEW TO THE COUNCIL IN THE EVENT THAT THE INSPECTOR CONSIDERS THAT SUCH MODIFICATIONS WOULD MAKE THE PLAN SOUND;**
- (VI) DELEGATES AUTHORITY TO THE DIRECTOR OF PLACE, IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING AND REGENERATION TO AGREE AND PUBLISH A NEW LOCAL DEVELOPMENT SCHEME;**
- (VII) AGREE THAT THE SUBSTANTIVE REVIEW SHOULD COVER THE PERIOD TO 2039**

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Why are we reviewing the Local Plan?

The North West Leicestershire Local Plan was adopted on 21 November 2017. It sets out a strategy for delivering the homes, jobs and infrastructure needed in the district between 2011 and 2031. The Council committed to start a review of the plan within three months of the date of adoption.

There are two main reasons why an immediate review was required:

1. A shortage of employment land up to 2031 compared to what is needed (as identified in our [Housing and Economic Development Needs Assessment](#), or HEDNA)
2. The possible need to accommodate additional housing arising from unmet needs in Leicester city.

What has happened so far?

Work on a partial Local Plan review began with an [Issues consultation](#), under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, between 21 February and 4 April 2018. We contacted landowners, developers, local residents, neighbouring authorities, statutory consultees, Parish Councils, local interest groups and other stakeholders. The consultation was also publicised on the Council website and via social media. We received 72 responses from a range of individuals and organisations, and those responses have helped to inform our approach to the current consultation. A report summarising the consultation was prepared for the Council's [Local Plans Committee](#) in September 2018.

Between 25 June and 28 August 2018 we undertook further consultation, this time inviting the submission of potential housing and employment sites (through a call for sites exercise for the Strategic Housing and Economic Land Availability Assessment – SHELAA), as well as Gypsy and Traveller sites and also seeking nominations for potential local greenspace. Although work on assessing the potential housing, employment and Gypsy and Traveller sites is now underway, we are still accepting further submissions via the [‘submit a site’](#) form on the Council website.

We undertook a further consultation between 12 November 2018 and 11 January 2019 in respect of a range of emerging issues. We received 62 responses from a range of individuals and organisations. A report summarising the consultation was prepared for the Council's [Local Plans Committee](#) in June 2019.

Changes since Adoption

The District Council is committed to meeting the future development needs of the district and to do this through a review of the Local Plan. However, the circumstances have changed since the Local Plan Inspector made his recommendations to the district council and since the local plan was adopted.

These changes are summarised below.

The National Planning Policy Framework

The revised National Planning Policy Framework (NPPF) was published in July 2018 (and there were subsequent further changes in February 2019). This introduced a number of new plan-making requirements which would need to be addressed as part of a review, including:

- Clear distinction between strategic and local policies with strategic policies looking ahead “over a minimum 15 year period from adoption”;
- Guidance on the provision of ‘entry level homes’;
- Specific reference to storage and distribution uses;
- Specific reference to lorry parking; and
- Viability

Uncertain housing requirements

At the time the Inspector’s recommended modifications to the Local Plan were being finalised (winter 2016/17) it had been envisaged that the housing requirements for a review would be based upon the Housing and Economic Development Needs Assessment (HEDNA) and that Leicester City would have declared the full extent of any unmet need and that this would have been agreed with the Leicestershire authorities as would its redistribution. However, Leicester City Council has still not formally declared the extent of its housing need that it cannot meet within its own boundaries.

A further issue in terms of housing requirements is the uncertainty regarding the future housing requirements which should be planned for. The government has introduced a “standard method” for calculating housing requirements. The latest figure for North West Leicestershire when using the 2014-household projections, as the government has advised, is 379 dwellings. This is over 100 dwellings less than that in the adopted Local Plan.

Furthermore, the government has stated that it intends to publish changes to the standard methodology at some point before the next household projections are published in autumn 2020 (these would be 2018 based projections). This is partly to ensure that the outcome from the standard methodology reflects the government’s stated aim of 300,000 new homes annually across England. It is reasonable to assume (based on the fact that the 2016-projections resulted in a housing figure of 529 dwellings) that the housing requirement (irrespective of any unmet need from Leicester City) will be higher than those derived from the 2014-household projections, but it is not clear as to what this is likely to be.

There is, therefore, considerable uncertainty regarding the housing requirement element which the review would need to plan for. In the meantime, the adopted local plan’s requirement figure appears sufficient to meet need arising in North West Leicestershire and a significant contribution to need that arises elsewhere in the HMA.

Uncertain employment requirements

The HEDNA identifies the amount of employment land required to 2031 and 2036, except for strategic B8 uses (i.e. warehouses those of over 9,000sqm in size) which are identified in a separate study.

Since the Local Plan was adopted additional planning permissions which have been granted means that as 1 April 2019 the shortfall was about 19ha compared to 39ha in October 2016 (the figures used at the Examination). However, since 1 April 2019 additional permissions and resolutions mean that the shortfall is only about 9Ha.

Whilst the needs identified in the HEDNA have been nearly addressed, there are concerns about its reliability from an evidence base point of view. In particular, the amount that is identified as being required for office type uses (Use Class B1a/b) is contrary to past trends and also to what the market appears to want which is more warehousing.

For this reason the Local Plan consultation undertaken in late 2018 asked a specific question regarding the suitability of the HEDNA as an evidence base. Whilst there was some support for the HEDNA, there were also some representations which questioned its continuing validity for a number of reasons, including:

- The latest evidence from the Office of National Statistics shows that the overall level of jobs located in North West Leicestershire has increased substantially;
- The HEDNA was based on assumptions that were overly optimistic with the future supply of workers and overly-pessimistic regarding the future demands of employers;
- It over-simplifies the need and demands for employment land and how economic investment is realised;
- It fails to address the relationships with employment land supply, need and demand in the West Midlands with which North West Leicestershire has a functional relationship; and
- The evidence presented in HEDNA on the take-up of employment land is questionable, when compared to Valuation Office Agency data.

Additional evidence has been commissioned to assess the continuing robustness of the HEDNA conclusions and (if necessary) to produce some alternative forecasts.

In terms of strategic B8 requirements, the requirements for this are set out in the Leicester and Leicestershire Strategic Distribution Study 2014, which was updated in 2016. It has been agreed by the Leicester and Leicestershire authorities to commission updated evidence on this issue.

As with housing there is significant uncertainty regarding the exact amount of employment land which would need to be identified as part of the review.

Leicester and Leicestershire Strategic Growth Plan

The Leicester and Leicestershire authorities have jointly prepared and agreed a Strategic Growth Plan (SGP) covering the period 2011-50. This is a non-statutory plan, but its intended purpose was to provide a framework for future Local Plans. The SGP was formally agreed in late 2018.

The SGP is seeking a step change in the way that growth is delivered; focussing more development in strategic locations and reducing the amount of new development that takes place in existing towns, villages and rural areas. One of these strategic locations lies partly within North West Leicestershire and is known as the 'Leicestershire International Gateway' (The Gateway) which covers the northern part of North West Leicestershire and Charnwood. The SGP estimates that The Gateway could accommodate about 11,200 dwellings to 2050. The split between North West Leicestershire and Charnwood has to be agreed, but is likely to be at least 5,200 dwellings in North West Leicestershire.

Whilst the Local Plan review will not go up to 2050, the scale of development is such that it will need to be planned for well in advance and so will need to be addressed as part of the review. It is likely that some large scale developments will be required, possibly new settlements. Such developments are inherently complex and require time to compile the necessary supporting evidence.

What are we now proposing?

In light of the above, we are now proposing to:

- 1) Amend Policy S1 and some of the supporting text of the adopted Local Plan. This is referred to as the '**Partial Review**'.

- 2) Continue to work on a more **Substantive Review** to address the longer term development needs of the district.

The Partial Review

It is proposed to amend Policy S1 and some of the supporting text of the adopted Local Plan as set out in the box below. Changes that the Council are proposing to policies/supporting text are shown as **bold** and underlined, and proposed deletions are shown as strikethrough.

Policy S1 – Future housing and economic development needs

Over the plan period to 2031 provision will be made to meet the housing and employment land needs of the district as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (January 2017).

This means that:

- provision will be made for the development of a minimum of 9,620 dwellings (481 dwellings per annum) which is the Objectively Assessed Need (OAN) and Housing Requirement for the district;
- provision will be made for 66 hectares of land for employment purposes (B1, B2 and B8 of less than 9,000sq metres)
- Provision will also be made for 7,300sq metres for shopping purposes.

The Council will continue to work collaboratively with the Leicester & Leicestershire Housing Market Area (HMA) authorities to establish the scale and distribution of any additional provision that may be necessary in North West Leicestershire and elsewhere in the HMA as a result of the inability of one or more authority to accommodate its own needs as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment. **This will be done through a Statement of Common Ground (SOCG) dealing with the redistribution of any unmet need from Leicester City and the submission of a replacement Local Plan will take place within 18 months of the date at which the SOCG is agreed by all of the authorities.**

~~The District Council will commence a review of this Local Plan (defined as being publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) by the end of January 2018 or within 3 months of the adoption of this Local Plan (whichever is the later). The Plan Review will be submitted for examination within two years from the commencement of the review. In the event that the reviewed plan is not submitted within two years then this Local Plan will be deemed to be out of date.~~

Paragraph 5.8

~~Policy S1 recognises that there is a need to undertake an early review of the Local Plan. This is because whilst the current total provision of employment land is about 291 hectares, there is a mismatch between the type of land identified as being required in the HEDNA and the actual provision. There is~~ At the time of the examination there was a shortfall of about 29 hectares when compared to the HEDNA requirement for Class B1, B2 and B8 of less than 9,000sq metres. This reflects the fact that the HEDNA was completed towards the end of the process of preparing this plan. In addition, it is apparent that not all of the other HMA authorities will be able to accommodate their housing needs within their boundaries. The Council is committed to working with the other HMA authorities to agree how and where this unmet need will be accommodated. It may, therefore, be necessary for additional provision to be made for housing (and/or

employment) when this work is completed.

Local Plans are required to be subject to a Strategic Environmental Assessment (SEA) incorporating a Sustainability Appraisal and 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)). The part of the River Mease and its tributaries which lie within North West Leicestershire are designated as a Special Area of Conservation.

This partial review is therefore accompanied by a Sustainability Appraisal/Strategic Environmental Assessment and a Habitats Regulations Assessment.

The Sustainability Appraisal Report includes details of the range of options that have been considered ranging from 'do nothing' (i.e. not making any changes to Policy S1) to that the subject of this consultation.

The Substantive Review

Our proposed approach includes also continuing to work on a more Substantive Review which will extend the plan period beyond 2031, at least to 2036 but possibly longer to ensure that any strategic policies look ahead at least 15 years from adoption as required by the NPPF. This work will continue in parallel to the partial review. The timetable for the Substantive Review is:

Consultation on draft plan (Regulation 18)	Summer 2020
Pre-submission consultation (regulation 19)	Spring 2021
Submission	Autumn 2021
Examination	Winter 2021/22
Adoption	Autumn 2022

What are we consulting on?

This Partial Review represents the District Council's preferred approach and is published in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as Amended).

We are asking for comments on our proposed approach, including the proposed wording to policy S1, the Sustainability Appraisal Report and Habitats Regulations Assessment. We are not asking for comments on other policies in the adopted Local Plan as these issues will be dealt with as part of the Substantive Review.

Responding to this Consultation

Details of the consultation can be found at www.nwleics.gov.uk/localplanmysay

Visit this website to fill in our online response form or to download a MS Word version.

Responses can be sent to planning.policy@nwleicestershire.gov.uk or Planning Policy, North West Leicestershire District Council, Whitwick Road, Coalville, Leicestershire LE67 3FJ

Copies of the consultation material can also be found in all Council libraries and at the main Council offices in Coalville during normal opening times.

What happens next?

All comments made in response to this consultation will be assessed. At this point the Council will decide whether to submit the partial review for examination or whether to make further changes. If the partial review is submitted to the Planning Inspectorate (PINs) for Examination, then PINs will appoint a Planning Inspector who will consider the partial review and determine whether it meets the test of 'soundness'. To be 'sound' a Local Plan must be:

- Positively prepared;
- Justified;
- Effective; and
- Consistent with national policy

The timetable and substance for discussion for an Examination will be determined by the Planning Inspector.

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 adopted Local Plan.

Once adopted this Local Plan together with the Minerals and Waste Local Plan prepared by Leicestershire County Council and any Neighbourhood Plans which have been 'made' will be the Development Plan for North West Leicestershire. The Development Plan provides the basis for determining planning applications.

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

LOCAL PLAN COMMITTEE – WEDNESDAY, 13 NOVEMBER 2019

Title of report	LOCAL PLAN SUBSTANTIVE REVIEW – HOUSING REQUIREMENTS
Contacts	<p>Councillor Robert Ashman 01530 273762 robert.ashman@nwleicestershire.gov.uk</p> <p>Interim Head of Planning and Infrastructure 01530 454782 chris.elston@nwleicestershire.gov.uk</p> <p>Planning Policy Team Manager 01530 454677 ian.nelson@nwleicestershire.gov.uk</p>
Purpose of report	To outline for members a suggested interim housing requirement so as to inform the preparation of the Local plan Substantive Review
Council Priorities	<p>Local people live in high quality, affordable homes</p> <p>Support for businesses and helping people into local jobs</p> <p>Developing a clean and green district</p> <p>Our communities are safe, healthy and connected</p>
Implications:	
Financial/Staff	The cost of the review is met from existing budgets.
Link to relevant CAT	None
Risk Management	A risk assessment of the Local Plan 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. The provision of sufficient housing will be a key test at any Examination and so it is important that the Council is able to identify a robust housing requirement.
Equalities Impact Assessment	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Human Rights	None discernible
Transformational Government	Not applicable

Comments of Head of Paid Service	Report is satisfactory
Comments of Section 151 Officer	Report is satisfactory
Comments of Deputy Monitoring Officer	Report is satisfactory
Consultees	None
Background papers	<p>National Planning Policy Framework www.gov.uk/guidance/national-planning-policy-framework</p> <p>Planning Practice Guidance – Housing and economic needs assessment www.gov.uk/guidance/housing-and-economic-development-needs-assessments</p> <p>Housing and Development Needs Assessment (2017) www.nwleics.gov.uk/files/documents/hedna_main_report_january_2017/HEDNA%20Main%20Report%20%28January%202017%29.pdf</p> <p>Adopted North West Leicestershire Local Plan North West Leicestershire Local Plan</p> <p>Local Housing Needs Assessment – Overall Housing Need https://www.nwleics.gov.uk/files/documents/local_housing_needs_assessment_report_1/Local%20housing%20Needs%20Assessment%20-%20Report%201%20.pdf</p>
Recommendation	<p>THAT THE LOCAL PLAN COMMITTEE AGREES TO THE FIGURE OF 480 DWELLINGS BEING USED AS THE INTERIM HOUSING REQUIREMENT UNTIL SUCH TIME AS:</p> <ul style="list-style-type: none"> • THE UNMET NEED AND THE IMPLICATIONS OF ANY REDISTRIBUTION FROM LEICESTER CITY ARE KNOWN AND; • THE OUTCOME FROM THE 2018 HOUSEHOLD PROJECTIONS AS APPLIED TO THE STANDARD METHOD ARE KNOWN

1.0 INTRODUCTION

- 1.1 A key role of the Local Plan Substantive Review is to establish the housing requirements which the Council needs to plan for.
- 1.2 The purpose of this report is to identify a 'working' housing requirement figure to inform future work on the Substantive Review.

2.0 BACKGROUND TO HOUSING REQUIREMENTS

- 2.1 Members will recall from a number of previous reports that the government has introduced a standard method which is to be used to calculate future local housing need. Members will also recall that the purpose of the standard methodology is to have an approach which is relatively "*simpler, quicker to update and more transparent*" than is currently the case ('Planning for the right homes in the right places' DCLG September 2017). By having such a methodology less time should be required at examinations debating what the appropriate level of housing is which a plan should provide for.
- 2.2 The standard methodology uses a combination of data published by the Office for National Statistics on household growth projections and information regarding affordability of housing (referred to as the median workplace based affordability ratios). More information regarding the standard methodology can be found on the [planning practice guidance](#) website.
- 2.3 Notwithstanding the intention that the standard method was intended to provide a greater degree of certainty regarding future housing requirements, to date this has not been the case.
- 2.4 The latest household projections are those which use data from 2016 but were published in 2018 (there is always a two year time difference between the publication date and the year on which the projections are based). Nationally these resulted in a total housing requirement somewhat below the government's stated aim of 300,000 new homes being built each year. Therefore, the government has confirmed that the 2014 household projections should be used to inform the calculation of local housing need, not the 2016-based projections
- 2.5 Applying the 2014 household projections to the standard method results in an annual local housing need figure of 379 dwellings.
- 2.6 However, paragraph 60 of the NPPF states:

"To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for."

- 2.7 There are some important points to note from the paragraph above:
- The local housing need figure is not necessarily the same as the overall housing requirement but is a component of it;
 - Any local housing need figure is the minimum required;
 - There may be 'exceptional circumstances' in which a different approach can be used; and
 - Any housing requirement has to take account of unmet needs elsewhere in neighbouring areas.
- 2.8 What paragraph 60 of the NPPF in effect requires is what can be regarded as a 3 staged approach:
- Stage 1 – what is the local housing need derived from the standard methodology
 - Stage 2 – are there any demographic and (or) market signals which suggest there should be an adjustment?
 - Stage 3 – is there any unmet needs from elsewhere which needs to be accommodated in NWL?
- 2.9 The outcome from consideration of the 3 stages is the overall housing requirement.
- 2.10 Officers have sought external advice on this matter from a consultant who supported the Council on the adopted Local Plan. The consultant's report provides an overview of the standard methodology, how it has evolved and how it might change. A copy of his report can be viewed [here](#).
- 2.11 Having regard to the report, the following section considers each of the stages outlined above.

3.0 ESTABLISHING A HOUSING REQUIREMENT FIGURE

Stage 1 – what is the local housing need derived from the standard methodology

- 3.1 As noted in paragraph 2.5 applying the 2014 household projections to the standard method results in an annual local housing need figure of 379 dwellings.

Stage 2 – are there any demographic and (or) market signals which suggest there should be an adjustment?

- 3.2 In addition to the NPPF, further guidance is to be found in the Planning Practice Guidance (PPG). This states that:

The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area". It goes on to state that "there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates".

- 3.3 On the latter point the PPG states that:

"Circumstances where this may be appropriate include, but are not limited to situations where increases in housing need are likely to exceed past trends because of:

- growth strategies for the area that are likely to be deliverable, for example where funding is in place to promote and facilitate additional growth (e.g. Housing Deals);
- strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or
- an authority agreeing to take on unmet need from neighbouring authorities, as set out in a statement of common ground [this is picked up later];

There may, occasionally, also be situations where previous levels of housing delivery in an area, or previous assessments of need (such as a recently-produced Strategic Housing Market Assessment) are significantly greater than the outcome from the standard method. Authorities will need to take this into account when considering whether it is appropriate to plan for a higher level of need than the standard model suggests”.

- 3.4 Taking the last paragraph first, the table below compares the housing requirement derived from the standard method against both the adopted Local Plan and the Housing and Economic Development Needs Assessment (HEDNA) requirement to 2036 (that to 2031 is the same as the adopted Local Plan).

Table 1

Source	Annual number of dwellings
Standard Method (2014 based)	379
Adopted Local Plan	481
HEDNA (2011-36)	448

- 3.5 It can be seen that the outcome from the standard method is significantly less than that from the other sources. This raises some doubts as to how reliable the standard method outcome is.

- 3.6 This is further reinforced when looking at recent build rates. Table 2 below shows annual completions from 2011, the start date for the adopted Local Plan.

Table 2 – build rates 2011-19

Year	Number of dwellings built
2011/12	235
2012/13	365
2013/14	428
2014/15	686
2015/16	628
2016/17	727
2017/18	978
2018/19	710
Average	595

- 3.7 The outcome from the standard method has been exceeded in all but the first two years of the plan period. The low figures in these two years reflect the impact of the recession on

the housing market. Whilst the build rate is an indicator that the standard method is too low, it does not itself suggest what would be a reasonable figure, not least because to some extent the later figures are a market correction to the very low build rate achieved during the recession.

- 3.8 So both previous assessments of need and evidence in terms of housing delivery clearly suggest that the outcome from the standard method is on the low side.
- 3.9 Further support for this conclusion can be found by looking at the requirement derived from the standard method using the 2016-household projections (notwithstanding that the government has made it clear that it considers the 2016 projections to be unacceptable). In the instance the figure is 529 dwellings
- 3.10 It is clear that having regard to the advice and the factors outlined in the PPG, that the standard method figure is on the low side. However, there is no great consistency between the other figures outlined above and presented in the table 3 below for ease of reference.

Table 3

Source	Annual number of dwellings
Standard Method (2014 based)	379
Adopted Local Plan	481
HEDNA (2011-36)	448
Average build rate 2011-19	595
Standard method (2016 based)	529

- 3.11 Having established that the outcome from the standard method is on the low side, it is necessary to consider what a reasonable figure might be.
- 3.12 The NPPF refers to demographic trends and market signals. In terms of demographic trends, the 2014 Sub-National Population Projections (SNPP) produced by the Office for National Statistics forecast a growth in population between 2018 and 2036 of 9,800 people. The 2016 SNPP however, identified an increase of 12,800 people. A 31% increase over the 2014-based projections. The 2016-SNPP have informed the 2016-base household projections which the government has rejected for use with the standard method, but nevertheless suggests that demographic trends are on an upward trajectory.
- 3.13 In terms of market signals, to some extent this partly relates to the house build rates considered above. However, it can also refer to wider economic factors. In this respect the HEDNA included an economic uplift for North West Leicestershire (and also Melton Borough). The uplift used in the HEDNA could be applied to the standard method figure to give a further indication of possible requirements. The HEDNA added 56 dwellings per annum for the period 2011-31 and 32 for 2011-26. When these figures are added to the outcome from the standard method the resulting figures are:

Table 5 – outcome from adding HEDNA economic growth uplift

Scenario	Requirement
Standard method plus economic growth from HEDNA (2036)	411
Standard method plus economic growth from HEDNA (2031)	435

- 3.14 From the figures in table 4 (excluding the build rate and the standard method 2016 figures for the reasons set out in paragraph 3.7 and 3.9 respectively) and table 5 we can conclude that requirement could be between 379 and 435 dwellings. The NPPF refers to the government objective of “*significantly boosting the supply of homes*” and to the need to ensure that “*a sufficient amount and variety of land can come forward*”. Furthermore, a key test of soundness is that the plan is “*positively prepared*” and that “*as a minimum, seeks to meet the area’s objectively assessed needs*”.
- 3.15 Bearing this in mind, it is considered that it would be prudent to use the standard method plus economic growth from HEDNA taking the mid-way point between the 2 figures in table 5 (423 dwellings) to provide a suitable figure at this point. This is towards the top end and so demonstrates that the Council is planning positively.
- 3.16 The conclusion from stage 2 is that a figure of 423 dwellings would be appropriate. It is now necessary to consider the third stage.

Stage 3 – is there any unmet needs from elsewhere which needs to be accommodated in North West Leicestershire?

- 3.17 It is already known that Leicester City has an unmet need but has yet to formally quantify the amount. Discussions are ongoing with all of the Leicester and Leicestershire authorities regarding a Statement of Common Ground which will need to address this issue when there is greater clarity on the level of unmet need.
- 3.18 It is not possible with any great certainty to say how much unmet need might be directed to North West Leicestershire. However, it would be prudent to build in a buffer at this stage to allow for taking some unmet need from Leicester. Any such figure would be a best guess at this stage. However, a figure close to that in the adopted Local Plan would represent a continuation of the existing approach and would reinforce the fact that the council is planning positively.
- 3.19 At this stage a figure of 480 dwellings is recommended.
- 3.20 It is important to note that this figure is not the final figure; it is only to be regarded as an ‘interim’ figure. A final figure will only be known when the quantity of unmet need from Leicester City is both known and a redistribution agreed. In addition, new 2018 household projections are due to be published next year. On the basis of the 2016-based SNPP it is reasonable to assume that the next set of population and household projections will be higher than 2014-based projections and so a higher figure than the 379 dwellings from the standard method will result. Therefore, the final housing requirement may be at or above the 480 dwellings recommended in this report. However, it would not be reasonable to wait until the next set of projections are produced. The recommendation allows for a final decision on the housing requirements when these matters have been clarified.

4.0 NEXT STEPS

- 4.1 It is important that the Council is able to identify a 'working' housing figure if progress is to be made on the Substantive Review. If Members agree the recommendations set out above, it will be possible for officers to begin to develop a clear understanding of what the outstanding requirements are that would need to be accommodated and options for how these could be met. This will be the subject of further reports to this committee in due course.