

North West Leicestershire Local Plan – Report on Examination - September 2017

APPENDIX

**SCHEDULE OF RECOMMENDED
MAIN MODIFICATIONS**

Modification Reference	Document Page Number	Policy/ Paragraph/ Table	Modified Text
MM1	23	New paragraph 5.4	<u>A Housing and Economic Needs Development Assessment (HEDNA) has been undertaken for the Leicester and Leicestershire Housing Market Area (HMA) which identifies the future housing and employment needs for the district. Whilst the HEDNA was completed towards the end of the process of preparing this Plan it was considered and subjected to public consultation as part of the evidence base and provides the basis for the housing and employment provision made in this plan.</u>
MM2	23	Paragraph 5.4 (new paragraph 5.5)	<p>It is essential that there is a sufficient supply of land for future business needs in order to ensure that the local economy continues to grow. We have had regard to work undertaken on behalf of the Leicester and Leicestershire Enterprise Partnership in 2013 by the Public and Corporate Economic Consultants (PACEC) on this matter. This identified that up to 2031 there would be 5,600 employment jobs created (that is those uses which fall within the B Use Class of the Use Classes Order 2015). This then translates in to a need for about 96 hectares of land for employment. This is the basis upon which the employment land needs of the plan are based.</p> <p><u>The HEDNA has identified a need for 66 hectares of employment land (comprising those uses which fall within Class B1, B2 and B8 of less than 9,000sq metres (as defined by the Use Classes Order 2015). A study¹ in respect of the need for additional provision for distribution uses (Class B8) of more than 9,000 sq metres has identified a need for both additional road and rail connected sites across the HMA but it does not identify any specific requirements for individual districts/boroughs. Within North West Leicestershire such provision has already been made through a Strategic Rail Freight Interchange (SRFI) near to East Midlands Airport/junction 24 (referred to as Roxhill), which was approved by the Secretary of State in January 2016.</u></p>

¹ **Leicester and Leicestershire Strategic Distribution Study**

MM3	24	Paragraph 5.5 (new paragraph 5.6)	North West Leicestershire forms part of the Leicester and Leicestershire Housing Market Area (HMA). In accordance with the NPPF a Strategic Housing Market Assessment (SHMA) has been undertaken to identify future housing needs both across the HMA and for individual districts. For North West Leicestershire the HEDNA this identified an Objectively Assessed Need (OAN) of 285 to 350 481 dwellings each year for the period 2011-2031. This equates to a total of between 5,700 and 7,000 9,620 dwellings.
MM4	24	Paragraph 5.6	However, we also have to have regard to other evidence before we can confirm whether this is the appropriate level of development to plan for. The Planning Practice Guidance advises that in identifying housing need account should be taken of “ <i>the likely change in job numbers....</i> ”. A Strategic Rail Freight Interchange (SRFI) near to East Midlands Airport/junction 24 (referred to as Roxhill), was approved by the Secretary of State in January 2016. It is estimated that it will create 7,400 jobs. In contrast the PACEC study referred to above forecast an increase in the number of jobs in the B8 Use Class (Storage or distribution) (which the vast majority of the new jobs at Roxhill would comprise of) of only 3,400. Therefore, the PACEC study does not does not make sufficient allowance for jobs in the B8 sector.
MM5	24	Paragraph 5.7	We commissioned a study (Review of Housing Requirements 2011-31 by JG Consulting) to look at what the potential impact of the SRFI with its projected additional 7,400 jobs would be in terms of housing needs. This work also updated the demographic data used to inform the SHMA. It found that the most significant impact of the SRFI would be on North West Leicestershire as just over 50% of all employees at the SRFI could be expected to be resident in the district. The study concluded by recommending that an Objectively Assessed Need for North West Leicestershire of 520 dwellings each year (or 10,400 dwellings over the plan period would be appropriate). This is slightly less than the figure we had proposed in our draft Local Plan in September 2015 (535 dwellings per annum).
MM6	24	Paragraph 5.8	Having regard to this evidence this Local Plan makes provision sufficient to seeks to ensure that a minimum of 10,400 9,620 dwellings will be delivered over the plan period 2011-31.

		(New paragraph 5.7)	
MM7	24/25	Paragraph 5.9	As noted at paragraph 1.14 we have, together with the other HMA authorities, commissioned a Housing and Economic Development Needs Assessment (HEDNA) which will identify new housing and employment requirements. This work is currently scheduled to be completed in September 2016. Following this a new Memorandum of Understanding (or equivalent) will be agreed by the HMA authorities. It is possible that the HEDNA and subsequent agreement could result in a change to the housing requirements of this Local Plan. We have considered whether we should delay publication of the Local Plan until this work has been completed. However, having regard to the Government's stated intention for local authorities to get local plans in place by early 2017 and the advantages of having up to date policies in place we have concluded that such a delay would not be appropriate.
MM8	25	Paragraph 5.10 (new paragraph 5.8)	Policy S1 recognises that there <u>is may be</u> a need to undertake an early review of the Local Plan in the event that the HEDNA and/or subsequent agreement require that additional provision be needed. <u>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 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 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.</u>
MM9	26	Policy S1	Policy S1 – Future housing and economic development needs Over the plan period to 2031 provision is made for a minimum of 10,400 dwellings (520 dwellings each year), 96 hectares of land for employment purposes and 7,300 sq meters for shopping purposes. <u>will be made to meet</u>

		<p><u>the housing and employment land needs of the district as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (January 2017).</u></p> <p><u>This means that:</u></p> <ul style="list-style-type: none"> • <u>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;</u> • <u>provision will be made for 66 hectares of land for employment purposes (B1, B2 and B8 of less than 9,000sq metres)</u> <p><u>Provision will also be made for 7,300sq metres for shopping purposes.</u></p> <p>The Council will continue working collaboratively with other Authorities, including those in Leicester & Leicestershire to establish through a Housing and Economic Development Needs Assessment, objectively, the level of long term housing and economic growth required including testing options for, and agreeing, its scale and distribution amongst the authorities concerned.</p> <p>In the event that this work indicates an additional need in North West Leicestershire, the Council commits to bringing forward an early review of this Plan (either partial or otherwise) unless there is sufficient flexibility within the Local Plan.</p> <p><u>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.</u></p> <p><u>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</u></p>
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			<u>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.</u>						
MM10	27/28	Policy S2	<p><u>Policy S2 – Settlement Hierarchy</u></p> <p>The following Settlement Hierarchy will be used when assessing the suitability of a settlement for new development, with the general principle being that those settlements higher up the hierarchy will take more growth than those lower down and that the type of development proposed is appropriate to the scale and character of the settlement and its place in the hierarchy.</p> <table border="1"> <thead> <tr> <th>Settlement Classification</th> <th>Settlement(s)</th> </tr> </thead> <tbody> <tr> <td> <p>Principal Town</p> <p>The primary settlement in the district which provides an extensive range of services and facilities including employment, leisure and shopping and which is accessible by public <u>sustainable</u> transport from surrounding areas and to other large settlements outside the district. The largest amount of new development will be directed here, including retail development, to support the regeneration of Coalville Town Centre.</p> </td> <td> <p>Coalville Urban Area which comprises of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.</p> </td> </tr> <tr> <td> <p>Key Service Centre</p> <p>Smaller than the Principal Town in terms of population and also the range of services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some public <u>sustainable</u> transport. A significant amount of development will take place in these settlements but less than that in the Principal Town.</p> </td> <td> <p>Ashby de la Zouch Castle Donington</p> </td> </tr> </tbody> </table>	Settlement Classification	Settlement(s)	<p>Principal Town</p> <p>The primary settlement in the district which provides an extensive range of services and facilities including employment, leisure and shopping and which is accessible by public <u>sustainable</u> transport from surrounding areas and to other large settlements outside the district. The largest amount of new development will be directed here, including retail development, to support the regeneration of Coalville Town Centre.</p>	<p>Coalville Urban Area which comprises of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.</p>	<p>Key Service Centre</p> <p>Smaller than the Principal Town in terms of population and also the range of services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some public <u>sustainable</u> transport. A significant amount of development will take place in these settlements but less than that in the Principal Town.</p>	<p>Ashby de la Zouch Castle Donington</p>
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			<p>Local Service Centre</p> <p>Settlements which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place</p>	<p>Ibstock</p> <p>Kegworth</p> <p>Measham</p>
			<p>Sustainable Villages</p> <p>Settlements which have a limited range of services and facilities where a limited amount of growth will take place within the defined Limits to Development.</p>	<p>Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Coleorton (the Lower Moor Road area only), Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Worthington.</p>
			<p>Small Village</p> <p>Settlements with very limited services and where development will be restricted to conversions of existing buildings or the redevelopment of previously developed land (as defined in the National Planning Policy Framework) or affordable housing in accordance with Policy H5 (Rural Exceptions Sites for Affordable Housing).</p>	<p><i>Battram, Coleorton (the part not considered to be a Sustainable Village), Griffydham, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Osgathorpe, Peggs Green, Sinope, Snaresstone, Sweptstone, Spring Cottage, Tonge, Wilson.</i></p>
			<p>Hamlets</p> <p>Small groups of dwellings with no services and facilities and where development will be considered in the context of the countryside policy (Policy S3 S4).</p>	

			<p><u>The re-use of previously developed land (as defined in the National Planning Policy Framework) will be supported where it is compatible with the settlement hierarchy set out above. The redevelopment of previously developed land for housing should be within or well-related to the Principal Town, a Key Service Centre, Local Service Centre, Sustainable Village or Small Village.</u></p> <p>Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.</p>
MM11	29	Paragraph 5.20 (new paragraph 5.18)	<p>... Any further development in such settlements will be restricted to either infilling or physical extensions <u>previously developed land which is well related to the settlement concerned.</u>" ...</p>
MM12	30/31	Policy S3	<p><u>Policy S3: Countryside</u></p> <p>(1) Land outside the Limits to Development is identified as countryside which will be protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all <u>where those uses listed (a) to (s) below will be supported, subject to those considerations set out in criteria (i) to (vi) below.</u></p> <p>(2) In areas designated as Countryside on the Policies Map, development for the following uses will be supported:</p> <ul style="list-style-type: none"> (a) Agriculture including agricultural workers dwellings ; (b) Forestry including forestry workers dwellings; (c) The preservation of Listed Buildings; (d) The re-use and adaptation of buildings for appropriate purposes including housing in accordance with the Settlement Hierarchy (Policy S3<u>S2</u>);

			<p>(e) The redevelopment of previously developed land for housing in a Small Village in accordance with Policy S2 the Settlement Hierarchy (Policy S3)</p> <p>(f) Flood protection;</p> <p>(g) Affordable housing in accordance with Policy H5;</p> <p>(h) The extension and replacement of dwellings;</p> <p>(i) Expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;</p> <p>(j) Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H7;</p> <p>(k) Small-scale employment generating development or farm diversification;</p> <p>(l) Community services and facilities meeting a proven local need;</p> <p>(m) Development by statutory undertakers or public utility providers;</p> <p>(n) Recreation and tourism;</p> <p>(o) Renewable energy;</p> <p>(p) Development at East Midlands Airport in accordance with Policy Ec5;</p> <p>(q) Development at Donington Park Racetrack in accordance with Policy Ec8;</p> <p>(r) Transport infrastructure;</p> <p>(s) <u>Employment land in accordance with the provisions of Policy Ec2</u></p> <p>(2) Developments in accordance with (2) (a) to (s) above will be supported where:</p> <p>(a) the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced. Decisions in respect of impact on landscape character and appearance will be informed by the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence ; and</p> <p>(b) it does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from settlement boundaries; and</p> <p>(c) it does not create or exacerbate ribbon development; and</p>
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			<p>(div) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where appropriate; and</p> <p>(ev) the development will not seriously undermine the vitality and viability of existing town and local centres <u>and</u>;</p> <p>(vi) <u>The proposed development is accessible, or will be made accessible, by a range of sustainable transport.</u></p>												
MM13	41	Table 2	<p>Table 2– Housing provision as at 1 October 20152016</p> <table border="1"> <thead> <tr> <th></th> <th>Number of dwellings</th> </tr> </thead> <tbody> <tr> <td>Completions 1 April 2011- 31 September 2015 2016(A)</td> <td>2,172 2,690</td> </tr> <tr> <td>Under construction (B)</td> <td>322 471</td> </tr> <tr> <td>Planning permission (C)</td> <td>5,207 8,851</td> </tr> <tr> <td>Resolution to grant planning permission (D)</td> <td>3,506 541</td> </tr> <tr> <td>Total provision (A+B+C+D)</td> <td>11,207 12,553</td> </tr> </tbody> </table>		Number of dwellings	Completions 1 April 2011- 31 September 2015 2016(A)	2,172 2,690	Under construction (B)	322 471	Planning permission (C)	5,207 8,851	Resolution to grant planning permission (D)	3,506 541	Total provision (A+B+C+D)	11,207 12,553
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MM14	41/42	New paragraph 7.5	<p><u>The figures above include dwellings on sites of less than 10 dwellings. We have considered whether we should make an allowance for unidentified sites which may come forward over the plan period. These can either be small sites (usually those of less than 10 dwellings) or larger sites (for example perhaps a former factory site). Whilst historically such sites have provided an important part of the supply, the provision of such sites is, by its nature, very uncertain. Therefore, for the purposes of estimating housing supply we have not made any allowance for such sites coming forward. However, should such sites come forward and planning permission be granted then they would count towards the housing supply at that point in time just as those which currently have planning permission are included in the figures at Table 2.</u></p>												

MM15	42	7.8	As a result of these considerations we think it is likely that only about 9,600 dwellings in total will be built up to 2031 across the district (11,207 committed dwellings less 1,600 dwellings at south-east Coalville that are not expected to be built by 2031). Therefore, we need to make provision for an additional 800 dwellings to ensure that the required number of dwellings (10,400) will be achieved.
MM16	42	7.9	We have considered whether we should make an allowance for unidentified sites which may come forward over the plan period. These can either be small sites (usually those of less than 10 dwellings) or larger sites (for example perhaps a former factory site). Whilst historically such sites have provided an important part of the supply, the provision of such sites is, by its nature, very uncertain. Therefore, for the purposes of estimating housing supply we have not made any allowance for such sites coming forward. However, should such sites come forward and planning permission be granted then they would count towards the housing supply at that point in time just as those which currently have planning permission are included in the figures at Table 2.
MM17	42	New paragraph 7.8	<u>In addition, two of the sites with permission at Kegworth for 260 dwellings (Ashby Road Kegworth and south of A6, Derby Road, Kegworth) are both potentially affected by the route of HS2. There is, therefore, considerable doubt as to whether these sites will be able to be built during the plan period.</u>
MM18	42/43	New paragraph 7.9	<u>Allowing for the sites referred to above, together with uncertainties in respect of a small number of other sites with planning permission, it is estimated that about 9,000 dwellings (including those already built) will be built in the plan period. Therefore, we need to make provision for at least a further 600 dwellings.</u>
MM19	43/44	Policy H1	<p><u>Policy H1 – Housing provision : planning permissions</u></p> <p>The following sites have the benefit of planning permission for housing development. In the event that planning permission lapses on these sites it will be renewed subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability of any particular site.</p> <p>Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.</p>

			Site	Capacity
			H1a Off Measham Road, Appleby Magna	39 dwellings
			H1b Off Top Street, Appleby Magna	29 dwellings
			H1c 3 Top Street, Appleby Magna	12 dwellings
			H1d Holywell Spring Farm, Burton Road Ashby de la Zouch	400 dwellings
			H1ea Holywell Mill, Ashby de la Zouch	44 dwellings
			H1b Land north of Ashby de la Zouch	605 dwellings
			H1f Off Leicester Road, Ashby de la Zouch	101 dwellings
			H1g South of Burton road, Ashby de la Zouch	275 dwellings
			H1h Former depot Kilwardby Street, Ashby de la Zouch	32 dwellings
			H1ic South of Park Lane, Castle Donington	895 dwellings
			H1j Rear of 138 Bardon Road, Coalville	132 dwellings
			H1k Rear of 164-222 Bardon Road, Coalville	77 dwellings
			H1l Former depot Highfield Street, Coalville	28 dwellings
			H1m Land off North Avenue, Coalville	17 dwellings
			H1nd Standard Hill/West of Highfield Street, Coalville	400 dwellings
			H1e Off Jackson Street Coalville	129 dwellings
			H1f Off Kane Close Coalville	21 dwellings
			H1o The Farm, Manor Road, Donington le Heath	14 dwellings
			H1pg Acresford Road, Donisthorpe	36 dwellings
			H1qh Land north and south of Grange Road , Hugglescote	800-3,500 dwellings
			H1r Castle Inn, Dennis Street, Hugglescote	10 dwellings
			H1s Rear of Frearson Road, Hugglescote	188 dwellings
			H1ti South of Grange Road, Hugglescote	105 dwellings
			H1tj Station Road, Ibstock	142 dwellings
			H1vk Ashby Road, Kegworth	110 dwellings
			H1l Slack & Parr , Long Lane, Kegworth	188 dwellings
			H1m Land south of A6, Derby Road, Kegworth	150 dwellings
			H1w New Street, Measham	20 dwellings
			H1x Atherstone Road, Measham	77 dwellings
			H1y Off Measham Road, Moira	80 dwellings

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MM20	44/45	Policy H2	<p><u>Policy H2 – Housing provision: resolutions</u></p> <p>The Council has resolved to grant planning permission for housing development on the sites listed below. The Council will work with developers and applicants to ensure that the legal agreements associated with these developments are completed as efficiently as possible so that permission can be issued. Once planning permission is granted it will be subject to the provisions of Policy H1.</p> <p>Where there has been a delay in the signing of a legal agreement and a planning permission not granted, it may be necessary for the application to be referred back to Planning Committee for account to be taken of any material change in circumstances since the initial resolution to grant permission.</p> <p>Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.</p> <table border="1"> <thead> <tr> <th></th> <th>Site</th> <th>Capacity</th> </tr> </thead> <tbody> <tr> <td>H2a</td> <td>Off Jackson Street, Coalville</td> <td>129 dwellings</td> </tr> <tr> <td>H2b</td> <td>Off Kane Close, Coalville</td> <td>21 dwellings</td> </tr> <tr> <td>H2c</td> <td>North and south of Grange Road, Hugglescote</td> <td>2,700 dwellings</td> </tr> <tr> <td>H2d</td> <td>Slack & Parr, Long Lane, Kegworth</td> <td>188 dwellings</td> </tr> <tr> <td>H2ea</td> <td>West of High Street, Measham</td> <td>450 dwellings</td> </tr> <tr> <td>H2fb</td> <td>Land at Blackfordby Lane, Moira</td> <td>18 dwellings</td> </tr> </tbody> </table>		Site	Capacity	H2a	Off Jackson Street, Coalville	129 dwellings	H2b	Off Kane Close, Coalville	21 dwellings	H2c	North and south of Grange Road, Hugglescote	2,700 dwellings	H2d	Slack & Parr, Long Lane, Kegworth	188 dwellings	H2ea	West of High Street, Measham	450 dwellings	H2fb	Land at Blackfordby Lane, Moira	18 dwellings			
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MM21	45	Paragraph 7.13	As outlined at paragraph 7.8 it is necessary to identify additional sites to ensure that the overall provision of housing will be sufficient to meet the housing requirement of 10,400 9,620 dwellings.
MM22	45	Paragraph 7.15	We have considered a range of potential locations and sites to make this provision and have concluded that the most appropriate allocation would be is north of Ashby de la Zouch (more details about this assessment can be found in the supporting Background Paper and the Sustainability Appraisal). This area comprises two sites which are identified in our Strategic Housing Land Availability Assessment Site A5 (Land north of Ashby, Money Hill) and Site A22 (Former Arla dairy, Smisby Road). Part of site A5 has planning permission for 605 dwellings (H1b). They remainder of A5 together with the whole of A22 adjoin each other and are proposed included as a single allocation. The overall scale of development that could be realised on the site (including that part which has planning permission) is about 2,050 dwellings.
MM23	46	Paragraph 7.18	Land west of High Street Measham (H2ea) is potentially affected by the currently preferred proposed route for HS2. In order to provide flexibility in the event that the final route of HS2 does impact upon the site if this route is confirmed as the final route some, if not all, of this development will not be provided. It would, therefore, be necessary it is proposed to make alternative provision to ensure that the overall requirement is still met. Our preference would be to make this provision elsewhere in Measham. We have assessed the various sites identified in the SHLAA. Whilst a number of the sites are quite small and or now have planning permission there are two large areas identified in the SHLAA; one off Atherstone Road (sites M6 and M7) and one off Ashby Road/ Leicester Road (sites M11 and M12). The site off Atherstone Road is largely in use as a brick and pipe manufacturing works. Our preference, therefore, is to identify land off Ashby Road/Leicester Road as a reserve site should the route of HS2 prohibit the development of land west of High Street.
MM24	46	New paragraph 7.20	<u>As noted at paragraphs 7.8 two sites at Kegworth are also potentially affected by the route of HS2. Land south of Ashby Road, Kegworth is therefore, proposed as an alternative to these sites in the event that the route of HS2 does prohibit their development. The site is capable of accommodating about 110 dwellings so it will not make up all the shortfall that would result from the loss of these two sites.</u>
MM25	47	Policy H3	<u>Policy H3 – Housing provision: new allocations</u>

			<p>The following sites are allocated for housing development, subject to meeting the specified requirements set out below. These sites will be subject to a Section 106 Agreement to secure the provision of any specific requirements including on and off-site infrastructure.</p> <p>H3a - Land north of Ashby de la Zouch (about 2,050 1,750 dwellings in total)</p> <p>Development will be subject to the following requirements:</p> <ul style="list-style-type: none"> (i) provision for suitable and safe access from the A511 (the principal vehicular access route), Smisby Road (the secondary vehicular access point) and Nottingham Road (primarily as a sustainable transport access, with some potential for very limited vehicular access); and (ii) any highway link between the A511 access and Smisby Road access should be designed in such a way that it would not provide an attractive through route from the A511 to Smisby Road; and (iii) provision of suitable and safe walking and cycling connections from the site to Ashby town centre, and adjoining employment areas (existing and proposed) and the wider countryside; and (iv) provision of a range of infrastructure including a new primary school, extensions to secondary schools, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision; and (v) design and layout of the proposed development should have due regard to the protection and enhancement of Heritage Assets including minimise the impact upon the setting of Ashby de la Zouch Conservation Area and the Ashby Castle Scheduled Ancient Monument, Parish Church of St Helen and Ashby de la Zouch Conservation Area; and (vi) provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted until a second ‘development window’ for the Developer Contributions Scheme has been agreed and no more than 600 dwellings will be allowed to be built
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			<p>until provision is made for pumping wastewater from the sewage treatment works at Packington out of the river Mease catchment; and</p> <p>(vii) provision of a mineral assessment identifying the potential effect of the proposed development on the mineral resources beneath and adjacent to the site; and</p> <p><u>(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.</u></p>
MM26	48/49	Policy H3c	<p>H3c - Land off Ashby Road/Leicester Road, Measham (about 420 300 dwellings)</p> <p>Development of this site will be supported in the event that the proposed route of HS2, when confirmed, prohibits the development of land west of High Street Measham (Policy H2e).</p> <p><u>Development of this site will be supported when:</u></p> <p>(a) <u>The Government confirms the line of HS2 in the vicinity of Measham; and</u> (b) <u>The confirmed route passes through land West of High Street Measham (H2a); and</u> (c) <u>The site West of High Street Measham is not capable of being developed in its entirety as a result of the alignment of HS2.</u></p>
MM27	49	New policy H3d	<p><u>H3d - Land south of Ashby Road, Kegworth (about 110 dwellings)</u></p> <p><u>Development of this site will be supported when:</u></p> <p>(d) <u>The Government confirms the line of HS2 in the vicinity of Kegworth; and</u></p>

			<p>(e) <u>The confirmed route passes through those sites north of Ashby Road Kegworth and/or south of Derby Road Kegworth which currently benefit from planning permission for housing development; and</u></p> <p>(f) <u>Either of the two sites is not capable of being developed in their entirety as a result of the alignment of HS2.</u></p> <p><u>Development will be subject to the following:</u></p> <p>(i) <u>Provision of vehicular access from Ashby Road; and</u></p> <p>(ii) <u>The proposed development being compatible with the route of the proposed Kegworth bypass; and</u></p> <p>(iii) <u>Provision of walking and cycling connections from the site to Kegworth centre; and</u></p> <p>(iv) <u>Provision of a range of infrastructure including contributions towards education provision, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision; and</u></p> <p>(v) <u>The incorporation of appropriate measures to mitigate the impact of any noise issues associated with the M1, HS2 or East Midlands Airport.</u></p>
MM28	50	Paragraph 7.22 (now paragraph 7.23)	The NPPF requires that the Council maintain a 5 year supply of housing sites. As at 1 October 2015 2016 for the 5 year period to October 2020 1 and based on the projected completions in the trajectory there is a supply of <u>between 5.4 6 years (with a 20% buffer) and 7 years (with a 5% buffer)</u> . More details about this are set out in the Housing Background Paper published alongside this Local Plan.
MM29	50	Paragraph 7.23 (now paragraph) 7.24	The trajectory identifies that 8,597 7,902 dwellings will be developed by 2031, in addition to the 2,172 2,690 which were built from April 2011 to 1 October 2015 6 . Therefore, it is projected that 10,769 10,592 dwellings will be developed over the plan period. This is more than the identified requirement of 10,400 9,620 dwellings <u>by about 1,000 dwellings. This additional provision in supply will provide a degree of flexibility in the unforeseen event that some of the identified sites do not come forward as predicted. In addition, as already noted there may be a need to accommodate additional housing development from elsewhere in the Housing Market</u>

			<u>Area. Therefore, this level of supply will help to make an immediate contribution to any additional provision required and so will ensure that supply continues to be made whilst the review of the Plan which is committed to in Policy S1 takes place.</u>																		
MM30	51/52/53	Policy H4	<p><u>Policy H4: Affordable Housing</u></p> <p>(1) To support the provision of mixed, sustainable communities the Council will seek the provision of affordable housing on new housing developments. The provision of affordable housing will be subject to the following thresholds above which provision will be sought and the level of contributions will be sought:</p> <p><u>Greenfield Sites</u></p> <table border="1"> <thead> <tr> <th>Settlement</th> <th>Affordable Housing Contribution</th> <th>Threshold</th> </tr> </thead> <tbody> <tr> <td>Ashby de la Zouch</td> <td>30%</td> <td>15 or more dwellings <u>11 or more dwellings OR 1,000sqm (gross floor space)</u></td> </tr> <tr> <td>Castle Donington</td> <td>30%</td> <td>15 or more dwellings <u>11 or more dwellings OR 1,000sqm (gross floor space)</u></td> </tr> <tr> <td>Coalville Urban Area</td> <td>20%</td> <td>15 or more dwellings <u>11 or more dwellings OR 1,000sqm (gross floor space)</u></td> </tr> <tr> <td>Ibstock</td> <td>20%</td> <td>11 or more dwellings OR 1,000 (gross) floor space</td> </tr> <tr> <td>Kegworth</td> <td>30%</td> <td>11 or more dwellings OR 1,000 (gross) floor space</td> </tr> </tbody> </table>	Settlement	Affordable Housing Contribution	Threshold	Ashby de la Zouch	30%	15 or more dwellings <u>11 or more dwellings OR 1,000sqm (gross floor space)</u>	Castle Donington	30%	15 or more dwellings <u>11 or more dwellings OR 1,000sqm (gross floor space)</u>	Coalville Urban Area	20%	15 or more dwellings <u>11 or more dwellings OR 1,000sqm (gross floor space)</u>	Ibstock	20%	11 or more dwellings OR 1,000 (gross) floor space	Kegworth	30%	11 or more dwellings OR 1,000 (gross) floor space
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			<p>Where it can be demonstrated that the full affordable housing requirement would adversely affect the viability of a proposed development then the Council will agree to look at other measures to increase viability in accordance with Policy IM1 (Implementation and Monitoring of the Local Plan) before agreeing to a lesser amount of affordable housing subject to the provision of part (4) below.</p> <p>(3) The Council’s preference is for on-site affordable housing provision which should:</p> <ul style="list-style-type: none"> • include a mix of types and tenure that reflects the type and nature of any need at the time the application is determined; and • be integrated within the design and layout of a development such that they are externally indistinguishable from market housing on the same site. <p>(4) Planning permission will be subject to a legal agreement to secure the provision of the agreed amount of affordable housing. Where a site is likely to be developed in phases over the longer term the agreement will include a suitable mechanism to review the amount of affordable housing provided over time as viability improves.</p> <p>(5) The Council will encourage the provision of affordable homes to meet the need of elderly people. Where bungalow provision is made the Council will consider reducing the overall level of affordable housing contribution, having regard to the type and size of other affordable housing provided across the site.</p>
MM31	54	New paragraphs 7.35 to 7.38	<p><u>In regards to previously developed land, the Viability Study tested a range of scenarios to assess the viability of affordable housing on both greenfield and brownfield sites. The Study identified that affordable housing viability on brownfield sites is generally more constrained compared to greenfield sites.</u></p> <p><u>The Viability Study identifies that brownfield sites in areas such as Coalville and Castle Donington, for example, have a higher value for employment land compared to residential.</u></p> <p><u>The generally higher development costs of previously developed land (compared to greenfield sites) can impact upon site viability and so will require a different approach in respect of associated development costs, including affordable housing.</u></p>

			<u>Therefore, to ensure the Local Plan responds to this evidence and to assist the viability and therefore delivery of brownfield sites Policy H4 provides for different affordable housing requirements for greenfield and brownfield sites.</u>
MM32	63	8.16	The PACEC study, which has been used to inform our future employment needs, identified that in 2010 just under half of all jobs were provided by the employment sector. It is by far the most significant sector for job opportunities and the creation of prosperity. It is important therefore, that the local plan ensures the provision of sufficient land for such uses. This requires not only the provision of new land but also the protection of key employment areas against non-employment uses.
MM33	64	Paragraph 8.17 (new paragraph 8.14)	As noted in policy S2, provision needs to be made for a minimum of 9666 Hectares of land for employment purposes during the plan period. As with housing, we are not starting with a blank sheet of paper; a number of developments have taken place since 2011 and there are also a number of sites where planning permission has previously been granted for some form of employment development.
MM34	64	Paragraph 8.18 (new paragraph 8.15)	In addition to the existing provision, we need to consider whether some land currently in use for employment purposes could be lost to other uses. For example, older stock which may become not-fit-for purpose during the plan period. Over the period 1991-2011 a total of 23.54 hectares of employment land was lost to housing. This equates to 1.18 hectares each year. If this rate were to be repeated over the period of this plan then there would be a loss of about 24 hectares (i.e. 20 X 1.18). More recently for 2011-14 some 8.53 hectares of employment land has been lost to housing (an annual average of 2.84 hectares). If this rate were to be repeated during the remainder of the plan period (17 years) then about 48 hectares of employment land would be lost. <u>An Assessment of Employment Sites study was a comprehensive survey of employment sites in the district which considered which the most suitable sites were to retain in employment use and which might reasonably be considered for other uses. Those sites which were identified as being potentially suitable for release to other uses totalled 25.8ha. Of these 15.4ha has already been (or are being) redeveloped for other uses, principally housing. Therefore, this leaves only 10.4ha as potentially suitable for release to other uses.</u>

MM35	64	8.19	It is not possible to predict with any great certainty as to how much existing employment land might be lost in the future. The fact that the average figure for 2011-14 is higher than the previous 20 years possibly reflects the state of the economy (i.e. limited demand for employment space) and the governments stated aim of boosting housing supply (i.e. competing alternative uses which are more commercially viable). The average figure for 2011-14 may, therefore, be considered too high. However, we have only considered employment land lost to housing. It is likely that employment land will be lost other uses as well. Whilst these uses may generate jobs in their own right, they would be non-employment uses.																		
MM36	64	8.20	Having considered these factors it would be prudent to be cautious and so a figure of 45 hectares of employment land lost to other uses is assumed for the purpose of calculating the need for additional employment land.																		
MM37	65	Table 5	<p>Table 5 – Employment land provision as at 1 October 20152016</p> <table border="1"> <tr> <td>Requirement 2011-31</td> <td>9666 Ha</td> <td>A</td> </tr> <tr> <td>Starts 2011-1516</td> <td>7.756.81 Ha</td> <td>B</td> </tr> <tr> <td>Commitments (excluding Class B8 sites over 9,000sqm)</td> <td>127.04 <u>29.86Ha</u></td> <td>C</td> </tr> <tr> <td>Residual requirement (A-B-C)</td> <td>- 38.79<u>29.33Ha</u></td> <td>D</td> </tr> <tr> <td>Allowance for potential loss of employment land</td> <td>45<u>10Ha</u></td> <td>E</td> </tr> <tr> <td>Residual requirement (D-E)</td> <td>-6.21<u>39Ha</u></td> <td></td> </tr> </table>	Requirement 2011-31	9666 Ha	A	Starts 2011- 15 16	7.756 .81 Ha	B	Commitments (excluding Class B8 sites over 9,000sqm)	127.04 <u>29.86Ha</u>	C	Residual requirement (A-B-C)	- 38.79 <u>29.33Ha</u>	D	Allowance for potential loss of employment land	45 <u>10Ha</u>	E	Residual requirement (D-E)	-6.21 <u>39Ha</u>	
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MM38	65	Paragraph 8.22	It can be seen that the effect of this allowance is that there is a small shortfall of about 6 <u>39</u> hectares compared to the requirements identified in the HEDNA (including an allowance for the potential loss of existing employment land) . This shortfall is addressed at Policy Ec2.																		

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MM39	64/65	Policy Ec1	<p><u>Policy Ec1 - Employment provision: permissions</u></p> <p>The following sites have the benefit of planning permission for employment development and where development has yet to commence. In the event that planning permission lapses on these sites it will be renewed subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability of any particular site.</p> <p>Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.</p> <table border="1"> <thead> <tr> <th></th> <th>Site</th> <th>Site Area (Hectares)</th> <th>Use Class</th> </tr> </thead> <tbody> <tr> <td>EC1a</td> <td>Former Lounge disposal point, Ashby de la Zouch</td> <td>25.5</td> <td>B8</td> </tr> <tr> <td>EC1b</td> <td>Rear of Charnwood Arms, Bardon</td> <td>1.2</td> <td>B1</td> </tr> <tr> <td>EC1c</td> <td>Off Beveridge Lane/South Lane, Bardon</td> <td>3.9</td> <td>B1, 2.8</td> </tr> <tr> <td>EC1d</td> <td>Off Beveridge Lane, Ellistown</td> <td>25.0</td> <td>B2,8</td> </tr> <tr> <td>EC1e</td> <td>Land at Sawley crossroads, Sawley</td> <td>24.88</td> <td>B1, B8</td> </tr> </tbody> </table> <p>Planning permission has also been granted for a Strategic Rail Freight Interchange on land north of East Midlands Airport/west of Junction 24 of the M1 (site EC1f<u>d</u> on the policies map). In the event that the permission lapses the Council will support its renewal through the Nationally Significant Infrastructure Project process (or any equivalent replacement process) subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability.</p>		Site	Site Area (Hectares)	Use Class	EC1a	Former Lounge disposal point, Ashby de la Zouch	25.5	B8	EC1b	Rear of Charnwood Arms, Bardon	1.2	B1	EC1c	Off Beveridge Lane/South Lane, Bardon	3.9	B1, 2.8	EC1d	Off Beveridge Lane, Ellistown	25.0	B2,8	EC1e	Land at Sawley crossroads, Sawley	24.88	B1, B8
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MM40	67/68	Policy Ec2	<p><u>Policy Ec2 – Employment allocations: new allocations</u> New Employment sites</p>																								

			<p>(1) Land north of Ashby de la Zouch (Money Hill) is allocated for employment development for up to 16 Ha subject to the following:</p> <ul style="list-style-type: none"> (a) The provision of vehicular access to the A511 in conjunction with the adjoining housing development proposed under policy H3a; and (b) The provision of employment units of varying sizes to meet the needs of a wide range of employers; and (c) <u>Land adjoining the A511 and Smisby Road will be restricted to those uses falling within the B1 Use Class; and</u> (d) The provision of appropriate landscaping, planting and other features so as to minimise the impact upon the adjoining housing development proposed under Policy H3a as well as the impacts on the wider landscape and biodiversity; and (e) Design and layout of the proposed development should <u>have due regard to the protection and enhancement of Heritage Assets including Ashby Castle Scheduled Ancient Monument, Parish Church of St Helen and Ashby de la Zouch Conservation Area</u>; minimise the impact upon the setting of Ashby de la Zouch Conservation Area and the Ashby Castle Scheduled Ancient Monument; and (f) The provision of cycle and walking links to the adjoining housing development proposed under Policy H3a; and (g) The provision of green infrastructure links, providing both an ecological connectivity and footpath and cycle links, within the development and to the wider area; and (h) <u>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</u>
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			<p><u>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; and</u></p> <p>(i) Provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted until a second ‘development window’ for the Developer Contributions Scheme has been agreed.</p> <p><u>(2) Where evidence indicates an immediate need or demand for additional employment land (B1, B2 and B8) in North West Leicestershire that cannot be met from land allocated in this plan, the Council will consider favourably proposals that meet the identified need in appropriate locations subject to the proposal:</u></p> <p><u>(a) Being accessible or will be made accessible by a choice of means of transport, including sustainable transport modes, as a consequence of planning permission being granted for the development; and</u></p> <p><u>(b) Having good access to the strategic highway network (M1, M42/A42 and A50) and an acceptable impact on the capacity of that network, including any junctions; and</u></p> <p><u>(c) Not being detrimental to the amenities of any nearby residential properties or the wider environment.</u></p>
MM41	68	New paragraph 8.26	<p><u>The provision of this site will result in a shortfall compared to the HEDNA (excluding an allowance for the potential loss of existing employment land) of about 13 hectares. This will be addressed through the review of the Local Plan committed to in Policy S1 (taking account of any additional employment land which might be redistribution to the district from elsewhere in the HMA) and through the determination, against Ec2 (2) of any planning applications which come forward in the meantime.</u></p>
MM42	73/74	Policy Ec4	<p><u>Policy Ec4: East Midlands Airport</u></p>

			<p>(1) The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity <u>or capability</u>:</p> <ul style="list-style-type: none"> (a) Is limited to that necessary to support an airport capable of handling up to 10 million passenger and 1.2 million tonnes of cargo per year; and (b) Incorporates measures that will reduce the number of local residents affected by noise as a result of the airport’s operation, as well as the impact of noise on the wider landscape; and (c) Incorporates measures to ensure that local air quality satisfies relevant standards; and (d) Is accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger); and (e) Will protect and enhance heritage assets within the vicinity of the airport. <p>(2) Within the boundaries of the airport, as defined on the Policies Map, development will be limited to:</p> <ul style="list-style-type: none"> (a) Operational facilities and infrastructure; and (b) Passenger and terminal facilities; and (c) Cargo facilities; and (d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship; and (e) Landscape works; and (f) Internal highways and infrastructure; and (g) Improvements to public transport and airport customer car parking.
MM43	96/97	Policy IF4	<p><u>Policy IF4: Transport Infrastructure and new development</u></p> <p>(1) The Council, working with the highway authorities, will ensure that development takes account of the impact upon the highway network and the environment, including climate change, and incorporates safe and accessible connections to the transport network to enable travel choice, including by non-car modes, for residents and commuters, businesses and employees. In assessing proposals regard will be had to any Transport Assessment/Statement and Travel Plan prepared to support the application.</p>

			<p>(2) New development will be expected to maximise accessibility by sustainable modes of transport, having regard to the nature and location of the development site and contribute towards improvement of the following where there is a demonstrable impact as a result of the proposed development:</p> <p>(a) The provision of cycle links within and beyond sites so as to create a network of cycleways across the district, including linkages to key Green Infrastructure;</p> <p>(b) The provision of public footpath links within and beyond sites so as to enhance the network of footpaths across the district, including linkages to key Green Infrastructure;</p> <p>(c) The provision of new public transport services, or the enhancement of existing services, to serve new developments so that accessibility by non-car modes to essential services and facilities, such as shops, schools and employment, is maximised.</p> <p><u>(3) Where new development has a demonstrable impact upon the highway network contributions towards improvements will be sought commensurate with the impact. The following specific highway improvements are identified as priorities:</u></p> <p>(d) Strategic road improvements</p> <ul style="list-style-type: none"> • J22 of M1 • J13 of A42 <p>(e) Local road improvements</p> <ul style="list-style-type: none"> • the A511 corridor between J22 of the M1 and J13 of the A42
MM44	107/108	Policy En2	<p><u>Amend part 3 to state:</u></p> <p>In the event that there is no headroom capacity available at the appropriate wastewater treatment works, or there is no capacity available within the Developer Contributions Scheme in operation at the time that an application is determined or exceptionally where as part of the development it is proposed to use a non-mains drainage solution for the disposal of foul water and this is supported by the Environment Agency, development</p>

			will only be allowed where it can be demonstrated that the proposed development, on its own and cumulatively with other development, will not have an adverse impact, directly or indirectly, upon the integrity of the river Mease Special Area of Conservation.
MM44/A	114	Policy En6	<p>(b) Appropriate mitigation measures are identified which avoid any unacceptably adverse impacts upon the site or adjacent areas, including groundwater quality.</p> <p>Development should avoid any unacceptably adverse impact upon soils of high environmental value (for example wetland and other specific soils) and ensure that soil resources are conserved and managed in a sustainable way.</p>
MM45	118/119	Policy He1	<p><u>Policy He1: Conservation and enhancement of North West Leicestershire’s historic environment</u></p> <p>(1) To ensure the conservation and enhancement of North West Leicestershire’s historic environment, proposals for development, including those designed to improve the environmental performance of a heritage asset, should :</p> <ul style="list-style-type: none"> a) Conserve or enhance the significance of heritage assets within the district, their setting , for instance significant views within and in and out of Conservation Areas; b) Retain buildings, settlement pattern, features and spaces, which form part of the significance of the heritage asset and its setting; c) Contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship; d) Demonstrate a clear understanding of the significance of the heritage asset and of the wider context in which the heritage asset sits. <p>(2) There will be a presumption against development that will lead to substantial harm to, or total loss of significance of a designated heritage asset. Proposals will be refused consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss or all of the following apply:</p> <ul style="list-style-type: none"> • The nature of the heritage asset prevents all reasonable uses of the site; and

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Deleted: and that it would not result in harm to the heritage asset or its setting; ¶
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Where harm results a clear convincing justification for any works is required

			<ul style="list-style-type: none"> • no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and • conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and • The harm or loss is outweighed by the benefit of bringing the site back into use. <p>Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.</p> <p>(3) Where permission is granted, where relevant the Council will secure appropriate conditions and/or seek to negotiate a Section 106 Obligation to ensure that all heritage assets are appropriately managed and conserved.</p> <p>(4) The district council will support development that conserves the significance of non-designated heritage assets including archaeological remains.</p>
MM46	123/124	Policy Cc1	<p>(1) Planning applications for renewable energy including any new grid connection lines and any ancillary infrastructure and buildings associated with the development will be supported where:</p> <ul style="list-style-type: none"> (a) There is no unacceptable impact on residential amenity in terms of noise, shadow flicker, vibration and visual dominance; and (b) There is no adverse impact on the landscape character taking account of the special qualities set out within the individual National Character Areas; and (c) All impacts on biodiversity have been adequately mitigated or enhanced; and (d) The special qualities of all heritage designations including their settings are conserved or enhanced; <u>Heritage assets and their settings are conserved or enhanced;</u> and (e) Proposals take account of the cumulative effect that would result from the proposal in conjunction with permitted and existing renewable energy schemes; and