

# **NORTH WEST LEICESTERSHIRE LOCAL PLAN**

**DRAFT FOR CONSULTATION**

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# 1 INTRODUCTION

## What is planning?

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

## What is the Local Plan?

- 1.2 A Local Plan is a key part of securing sustainable development by identifying how much new development is required and where it should go. This draft Local Plan represents the District Council's view on how sustainable development should be achieved in North West Leicestershire and covers the period to 2031. It identifies new sites for housing and employment and also includes a range of policies to ensure that new development, of whatever type, is of the highest quality possible so as to maintain North West Leicestershire as an attractive place to live, work and enjoy.

## What is the process for preparing a Local Plan?

- 1.3 This draft Local Plan has been prepared under the provisions of regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 and is published to seek the views of anybody with an interest in the future planning of the district. THIS IS NOT THE FINAL PLAN. When we have considered the responses received the Council will agree a publication Local Plan (Regulation 19). After a further consultation the plan will be submitted to the Secretary of State (Regulation 22) who will appoint a Planning Inspector to assess the plan through a Public Examination to establish whether it is 'sound' or not. To be 'sound' a Local plan must be:

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

- 1.4 Only when the plan has been through these various stages and a Planning Inspector considers the plan to be 'sound' is the Council able to adopt the Local Plan. Upon its adoption it will replace the existing Local Plan which was adopted in 2002.

- 1.5 Once adopted this Local Plan together with the Minerals and Waste Local plan prepared by Leicestershire County Council will be the Development Plan for North West Leicestershire. The Development Plan provides the basis for determining planning applications.

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

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

## **Duty to Cooperate**

- 1.11 The Localism Act 2011 introduced a requirement on local planning authorities to cooperate with neighbouring local authorities and other bodies with a regulatory or strategic interest in Local Plan issues. This is referred to as the “Duty to Cooperate” and includes the need to consider the impact of the strategy as a whole and its proposals for major development on other places close to North West Leicestershire.
- 1.12 North West Leicestershire lies within the county of Leicestershire which, together with Leicester City, has been identified as a Housing Market Area (HMA) and the Leicester and Leicestershire Enterprise Partnership area (LLEP). We have a close working relationship with the authorities across the HMA/LLEP through a variety of different groups.
- 1.13 The LLEP is serviced by three different boards (Place, People and Business). The Place Board is itself then serviced by a Strategic Planning Group which consists of high level officers from the various authorities. It is through this group that cooperation at a

strategic level is co-ordinated and also provides a direct link in to the work of the LLEP with whom we are required to cooperate. A Member Advisory Group which consists of the appropriate portfolio holders from each authority has also been established to provide a political buy-in to the work of the Strategic Planning Group.

1.14 In terms of this Local Plan we have co-operated with our partners across the HMA/LLEP on a variety of matters including:

- Establishing housing requirements – a joint Strategic Housing Market Assessment (SHMA) was commissioned by the District Council on behalf of all the partners in 2014. The SHMA set out a range of different scenarios for housing growth up to 2031 and 2036 in order that the Objectively Assessed Needs both for the HMA as a whole and for individual districts could be identified. Following completion of this work a Memorandum of Understanding (MOU) was agreed and signed by all the HMA authorities which confirms that each authority can meet its housing needs to 2028 and that we will continue to work together post 2028. This work is ongoing and will result in the preparation of a Development Strategy beyond 2028.
- Establishing employment needs - An assessment of the future economic needs across Leicester and Leicestershire up to 2026 was undertaken in 2008 by the Public and Corporate Economic Consultants (PACEC) on behalf of the then Leicester Shire Economic Partnership. This work was then updated in 2013 on behalf of the LLEP and covered the period 2010 to 2031.
- Planning for Climate Change – a report commissioned by all the HMA authorities (except Charnwood Borough) which considered the potential of different sources of renewable energy across Leicestershire.
- Charnwood Forest - the District Council has worked with Leicestershire County Council, Charnwood Borough Council and Hinckley and Bosworth borough Council to set up a Charnwood Forest Regional Park Steering Group to oversee the creation of a Regional park and to agree its long term Vision. This Vision has informed the Charnwood forest policies of this Local Plan.

1.15 We have worked with the highway authorities (Highways England and Leicestershire County Council) to establish the impact of proposed development on the highway network and to identify new infrastructure requirements resulting from this development.

1.16 The river Mease Special Area of Conservation also covers part of the districts of Lichfield and South Derbyshire. We have worked with the two authorities and Natural England, the Environment Agency and Severn Trent to develop a joint strategy to ensure that there is no detrimental impact on the water quality of the river Mease as a result of development.

- 1.17 We have worked with the Environment Agency and Leicestershire County Council to prepare an updated Strategic Flood Risk Assessment and with the former in the preparation of a Water Cycle Study.
- 1.18 Outside of the HMA/LLEP we also adjoin a number of other local authorities (North Warwickshire, Lichfield, South Derbyshire, Erewash and Rushcliffe). In addition to the work on the river Mease outlined above we have agreed a Statement of Common Ground with South Derbyshire. We also have a regular dialogue with each of these authorities, none of whom have asked North West Leicestershire for help in meeting their development needs.
- 1.19 We will continue to cooperate with these various bodies throughout the development of this Local Plan.

### **Evidence base**

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

### **Structure of Document**

- 1.21 The draft Local Plan is divided into a number of themed chapters which then contain a number of policies and supporting text. The policies are shown in grey boxes.
- 1.22 Following each policy is then a question upon which we welcome your comments. You can respond to as many or as few of the questions as you wish. **You do not have to answer every question.**
- 1.23 Where, as part of preparing the Local Plan, we have considered possible alternative approaches these are set out in an orange box.
- 1.24 The Local Plan is also accompanied by a Policies Map which shows the location of proposed allocations of land and other land use related policy information, on an ordnance survey base map. There is one single map which covers the whole district. At a settlement level there are then a series of inset maps which show more details at a suitable scale.
- 1.25 In addition to the draft Local Plan we have also published a number of themed background papers which explain in more detail some of the technical considerations which have informed the Local Plan. In responding to any of the questions please refer to these where appropriate.
- 1.26 We are aware that planning is full of a lot of technical words and jargon. To help you understand this better we have included a glossary of key terms at Appendix 1 of this document.

1.27 All of the supporting documents can be viewed on the Council's website at [www.nwleics.gov.uk](http://www.nwleics.gov.uk)

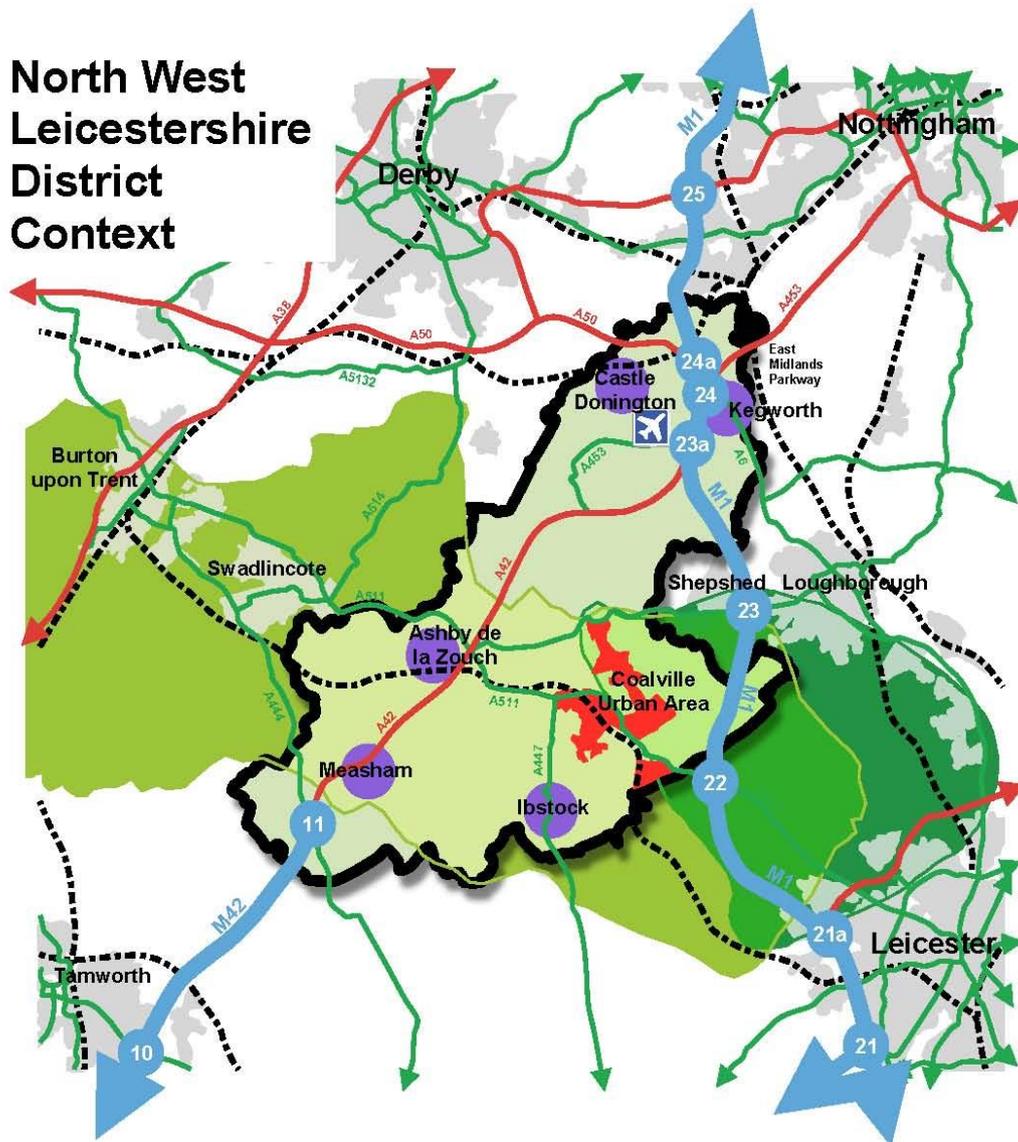
**IT IS IMPORTANT TO NOTE THAT WHEN USING THE LOCAL PLAN TO FORM A VIEW ON A PROPOSED DEVELOPMENT ALL OF THE POLICIES CONTAINED IN THE PLAN MUST BE CONSIDERED TOGETHER WHEN FORMING A VIEW.**

Please note that any comments submitted are made publically available.

## **2 NORTH WEST LEICESTERSHIRE CONTEXT**

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

# North West Leicestershire District Context



## Key

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

### 3 NORTH WEST LEICESTERSHIRE PROFILE

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

#### Population

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

#### Housing

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

#### Employment and the economy

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

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

#### Transport and Access

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

#### Air quality and noise

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

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

### Climate Change

- A technical review of renewable energy potential for the district for 2020 to 2030 indicates that there is potential for over 255MW of electricity and 217MW of heat in 2020 from all sources, including small scale generation. The greatest potential is from wind energy (up to 80% of the total), with solar Photovoltaic the other main source. However the overall potential is less than some other districts in Leicestershire and Rutland, due to limited wind resource.
- Information from the Department of Energy and Climate Change shows at present there is very little opportunity for district heat in the district.
- The tonnes of CO<sub>2</sub> per capita in the district has steadily declined from 2005 to 2011 in the district (commercial and domestic), although this has been less marked for transport. However, per capita emissions are well above that for England; in 2011 this was approximately 8.8 tonnes CO<sub>2</sub> per capita compared to England at 5.6 tonnes CO<sub>2</sub> per capita. This is largely attributable to industrial and commercial sources and transport (1.6 tonnes and 1.5 tonnes more than England respectively) whilst domestic is only marginally higher than England (0.1 tonne difference).
- The district lies wholly within the catchment of the River Trent.
- Fluvial flooding represents the primary source of flood risk with the northern part of the district (Kegworth across to Castle Donington) at the highest risk of fluvial flooding from the rivers Trent and Soar. Other areas at risk of flooding are central Ashby-de-la-Zouch, parts of the wider Coalville Urban Area including Thringston and Whitwick and the southern edge of Measham.
- Other potential sources of flooding include flooding from sewers and potential canal infrastructure failure, surface water flooding and groundwater rising from former coal mining areas, although the areas at risk are difficult to define.

### Biodiversity and geodiversity

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

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

#### Landscape and Land

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

#### Cultural Heritage

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

#### Water

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

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

#### Waste and minerals

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

## 4.0 WHAT ARE THE ISSUES?

- 4.1 Based on the findings outlined above, the Scoping Report identifies a broad range of issues across the district.
- 4.2 The following list summarises the key issues from the Scoping Report and concentrates upon those which are most likely to require addressing through the planning system.

**Table 1 – summary of key issues**

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

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

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

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

#### **Question 1**

**Are there any other issues which the Local Plan has not identified? If so what are these and what is the evidence to support it?**

#### **OBJECTIVES**

- 4.4 Having regard to the issues identified in the Sustainability Appraisal Scoping Report and to national policies as set out in the National Planning Policy Framework a range

of objectives have been prepared to identify what we are seeking to achieve through the Local Plan and new development.

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

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

Objective 3 - Deliver high quality developments that meet national standards and are of high architectural quality.

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

Objective 5 - Support economic growth throughout the district and the provision of a diverse range of employment opportunities.

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

Objective 7 - Consider the issue of community safety.

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

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

Objective 10 - Conserve and enhance the identity, character and diversity and local distinctiveness of the districts built, industrial and historic heritage.

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

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

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

Objective 14 - Seek to deliver the infrastructure needs of the area, including Green Infrastructure, where reasonable to do so and where consistent with delivering sustainable development.

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

**Question 2**

**Do you agree that the identified strategic objectives are appropriate for North West Leicestershire?**

**Should any changes be made? If so, please identify what changes should be made.**

## 5 STRATEGY

### INTRODUCTION

5.1 This chapter sets out the main components of our strategy

### PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

5.2 The National Planning Policy Framework (NPPF) states that planning should 'proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs'.

At the heart of national planning policy is a 'presumption in favour of sustainable development' which should be seen as a golden thread running through both plan-making and decision-taking. This requires that local authorities positively seek opportunities to meet the development needs of their areas. In particular, Local Plans should meet objectively assessed needs for both housing and employment development, with sufficient flexibility to adapt to rapid change.

Policy S1 sets out the presumption in favour of sustainable development.

#### **Policy S1: Presumption In Favour of Sustainable Development**

**When considering development proposals North West Leicestershire District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.**

**In addition, North West Leicestershire District Council will seek to involve local communities in shaping development proposals when they are forthcoming.**

**Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**

**Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:**

- (a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole;**

or

**(b) Specific policies in that Framework indicate that development should be restricted.**

- 5.3 National planning policy also identifies that notwithstanding the general presumption, that there are areas where development should be restricted. These include sites protected under the Birds and Habitats Directives and/or sites designated as Sites of Special Scientific Interest or sites designated under European legislation (such as the river Mease Special Area of Conservation), designated heritage assets; and locations at risk of flooding. These factors will be weighed alongside other considerations in reaching decisions on proposed developments.

**Question 3**

**Do you agree that the preferred approach provides a good basis for applying the presumption in favour of sustainable development?  
If not, what changes do you suggest?**

**HOW MUCH NEW DEVELOPMENT IS REQUIRED?**

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

*Business Needs*

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

*Housing Needs*

- 5.7 North West Leicestershire forms part of the Leicester and Leicestershire Housing Market Area (HMA). In accordance with the NPPF a Strategic Housing Market Assessment (SHMA) has been undertaken to identify future housing needs both across the HMA and for individual districts. For North West Leicestershire this identified an

Objectively Assessed Need (OAN) of 285 to 350 dwellings each year for the period 2011-2031. This equates to a total of between 5,700 and 7,000 dwellings.

- 5.8 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. We have had regard to the evidence in respect of future employment creation (the PACEC study referred to above). Whilst we consider this is appropriate in terms of employment needs, we concluded that it does not provide a balance with the number of new homes needed. In particular, it does not make sufficient allowance for jobs in the B8 sector. A proposal for a Strategic Rail Freight Interchange (SRFI) near to East Midlands Airport/junction 24 could create 7,400 jobs. Whilst it would be unreasonable to expect all the people employed at the SRFI to live in North West Leicestershire, we consider that additional housing needs to be provided to maintain the balance between jobs and homes.
- 5.9 Therefore, we propose to make provision for 10,700 dwellings between 2011 and 2031 (535 dwellings each year).

#### *Shopping Needs*

- 5.10 As the population grows it is necessary to ensure that as much of the shopping needs of local people can be met within the district.
- 5.11 A Retail Capacity Study was undertaken in late 2014 which assessed the need for additional shopping provision (both convenience (food) and comparison (non-food) goods). This study took into account projections of population growth, spending projections and non-traditional forms of shopping as well as sites with permission for a retail use or where new shops have been developed.
- 5.12 A number of scenarios were used to identify future floorspace requirements, using either a static or increased expenditure retention rate. Overall the study recommended that there is a need for 7,300 sqm of additional comparison retail floorspace in the District for the period to 2031, with the need not arising until after 2016. No additional need for convenience retail floorspace was identified.

#### **Policy S2 – Future housing and economic development needs**

**Over the plan period to 2031 provision is made for a minimum of 10,700 dwellings (535 dwellings each year), 96 hectares<sup>1</sup> of land for employment purposes and 7,300 sq meters for shopping purposes.**

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<sup>1</sup> This does not include land for the Strategic Rail Freight Interchange.

**Question 4**

**Do you agree with the amount of housing development we propose to make provision for? If not what changes do you suggest?**

**Question 5**

**Do you agree with the amount of employment development we propose to make provision for? If not what changes do you suggest?**

**Question 6**

**Do you agree with the amount of retail development we propose to make provision for? If not what changes do you suggest?**

**WHERE SHOULD DEVELOPMENT GO?**

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

**Policy S3 – Settlement Hierarchy**

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

<b>Settlement Classification</b>	<b>Settlement(s)</b>
<b>Principal Town</b>  The primary settlement in the district which provides an extensive range of services and facilities including employment, leisure and shopping and which is accessible by public transport from surrounding areas and to other large settlements outside the district. The largest amount of new development will be directed here,	<b>Coalville Urban Area</b> which comprises of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the

including retail development, to support the regeneration of Coalville Town Centre.	Bardon employment area.
<p><b>Key Service Centre</b></p> <p>Smaller than the Principal Town in terms of population and also the range of services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some public transport. A significant amount of development will take place in these settlements but less than that in the Principal Town.</p>	<p>Ashby de la Zouch</p> <p>Castle Donington</p>
<p><b>Local Service Centre</b></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><b>Sustainable Villages</b></p> <p>Settlements which have a limited range of services and facilities and so are suitable for a limited amount of growth, including infilling and/or physical extension of the settlement.</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><b>Small Village</b></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), Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Osgathorpe, Peggs Green, Sinope,</i></p>

	<i><b>Snarestone, Swepstone, Spring Cottage, Tonge, Wilson.</b></i>
<b>Hamlets</b>  <b>Small groups of dwellings with no services and facilities and where development will be considered in the context of the countryside policy (Policy S4).</b>	
<b>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.</b>	

- 5.13 In considering the sustainability of different settlements this means looking at the range of services and facilities available including accessibility by public transport and non-car modes. Consideration also needs to be given to the role of specific settlements. For example, some settlements will have services and facilities which only serve the immediate population, whilst in other settlements there is a greater range of services and facilities which serve an area wider than the settlement itself.
- 5.14 In North West Leicestershire the following settlements (in alphabetical order) offer the most comprehensive range of services and facilities and they also, to some extent, serve other settlements as well:
- Ashby de la Zouch;
  - Castle Donington;
  - Coalville Urban Area;
  - Ibstock;
  - Kegworth and
  - Measham
- 5.15 Therefore, these six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development.
- 5.16 Outside of these settlements there are a number of settlements which have some services and facilities but on a much lesser scale. Some development in these settlements will be appropriate, although there is already a significant level of provision made through planning permissions. Any further development in such settlements will be restricted to either infilling or physical extensions. We term these as Sustainable Villages and they comprise:

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

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

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

- 5.18 There are also small groups of buildings in the countryside that sometimes have a settlement name and may be best described as hamlets and that have no facilities. Development proposals in these settlements will be considered against Policy S3 (Countryside).

Other options considered

In defining a settlement hierarchy we considered the following options.

<b>Option A</b>	<b>Option B</b>
Coalville (Principal Town)	Coalville (Principal Town)
Ashby/Castle Donington/Ibstock/Kegworth/Measham (Rural Centres)	Ashby/Castle Donington (Main Towns)
Sustainable Villages	Ibstock/Kegworth/Measham (Rural Centres)
Rural Villages	Sustainable Villages
	Rural Villages

Option A

This option recognises the fact that Coalville is the largest settlement in the district with the greatest range of services and facilities. It also recognises that the Rural Centres do perform a different role to other settlements across the district. However, it can be argued that it fails to adequately reflect the role and function that some of the other larger settlements outside of Coalville play in meeting the needs of

local communities whilst also over emphasising Coalville’s role and function. This is illustrated by the fact that a significant amount of housing has already been built and is committed outside of the Coalville Urban Area. Whilst part of the role of the Local Plan is to influence future development patterns so as to be more sustainable, it has to be recognised that the settlement hierarchy also needs to be realistic in terms of likely delivery of new development.

#### Option B

This option recognises the important role played by Coalville, but also recognises that Ashby and Castle Donington are different to the other larger settlements outside Coalville in terms of population size (Ashby has the second highest population after the Coalville Urban Area whilst Castle Donington is the third largest in population terms) and the range of services and facilities available. For example, the retail capacity study demonstrates that Ashby has a strong town centre with a hinterland that covers a large part of the south-west of the district whilst Castle Donington provides significant employment within and close by which draws people from a wide area that goes beyond the district.

As with option A this option recognises that the Rural Centres perform a different role to other settlements.

Option B is our preferred approach as it more closely reflects the role and functions of the various settlements and it will contribute to creating a sustainable pattern of development.

We also gave consideration to the possibility of creating a new settlement. However in view of the fact that most new development is already committed there would be insufficient new development required to justify a new settlement and nor would it be likely to be viable.

#### **Question 7**

**Do you agree with our suggested settlement hierarchy? If not what changes do you suggest?**

### **COUNTRYSIDE**

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

**Policy S4: Countryside**

- (1) Land outside the Limits to Development is identified as countryside which will be protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all.**
  
- (2) In areas designated as Countryside on the Policies Map, development will be limited to that which requires a rural location and is for one or more of the following:**
  - (a) Agriculture including agricultural workers dwellings ;**
  - (b) Forestry including forestry workers dwellings;**
  - (c) The preservation of Listed Buildings;**
  - (d) The re-use and adaptation of buildings for appropriate purposes including housing in accordance with the Settlement Hierarchy (Policy S3);**
  - (e) The redevelopment of previously developed land for housing in a Small Village in accordance with the Settlement Hierarchy (Policy S3)**
  - (f) Flood protection;**
  - (g) Affordable housing in accordance with Policy H5;**
  - (h) The extension and replacement of dwellings;**
  - (i) Extensions to existing businesses;**
  - (j) Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H7;**
  - (k) Small-scale employment generating development or farm diversification;**
  - (l) Community services and facilities meeting a proven local need;**
  - (m) Development by statutory undertakers or public utility providers;**
  - (n) Recreation and tourism;**
  - (o) Renewable energy;**
  - (p) Development at East Midlands Airport in accordance with Policy Ec5;**
  - (q) Development at Donington Park Racetrack in accordance with Policy Ec8;**
  - (r) Transport infrastructure;**
  - (s) Mineral extraction; and**
  - (t) Waste management facilities.**
  
- (3) Development in the Countryside will only be approved where:**
  - (a) the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced; and**
  - (b) it does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby**

**settlements either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from settlement boundaries; and**

**(c) it does not create or exacerbate ribbon development; and**

**(d) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where appropriate; and**

**(e) the development will not seriously undermine the vitality and viability of existing town and local centres.**

- 5.20 North West Leicestershire is a mainly rural district and the area that separates our towns and villages consists of largely undeveloped countryside. Although major infrastructure, urban and industrial influences are rarely far away, there remain substantial areas of open, mainly arable, farmland. We want to maintain, and where possible enhance, the environmental, economic and social value of the countryside.
- 5.21 The uses listed above are those which it is considered would be potentially appropriate in the countryside but it will be necessary to ensure that proposed development does not unduly impact upon the character and appearance of the countryside.
- 5.22 The landscape of the countryside varies in character and appearance across the district. It is important that account is taken of these differences in considering development proposals in the countryside.
- 5.23 Natural England has defined National Character Areas across the whole country. There are five National Character Areas, within North West Leicestershire these are:
- Trent Valley Washlands (Area 69)
  - Melbourne Parklands (Area 70)
  - Leicestershire and South Derbyshire Coalfield ( Area 71)
  - Mease/Sence Lowlands (Area 72)
  - Charnwood (Area 73)
- 5.24 Each of these areas has a profile associated with it which describes in detail the key landscape features and identifies any issues and opportunities. We will have regard to these when considering proposals in a countryside location.

#### **Question 8**

**Do you agree with our suggested approach to development in the countryside? If not what changes do you suggest?**

## DESIGN OF NEW DEVELOPMENT

- 5.25 Good design is indivisible from good planning. Good design in the built environment is about the way a place functions, its appearance and its relationship to its immediate and wider surroundings; creatively responding to opportunities and constraints. Well designed, safe and attractive new developments can help to raise the quality of the built environment and the quality of the lives of those who live and work there. Poorly designed buildings and spaces are known to affect the quality of people's lives – their health, happiness and overall sense of wellbeing.
- 5.26 The Council uses design quality indicators to avoid subjective assessments of design quality. Within North West Leicestershire we use two design quality indicators to determine the design quality of applications:
- North West Leicestershire Place Making Principles
  - Building for Life 12 (also known as Built for Life) - for residential led developments.
- 5.27 Those applying for planning permission are encouraged to use the design quality indicator appropriate to their proposals, i.e. Building for Life 12 for residential led development and the place making principles for all other forms of development. Both design quality indicators require all proposals to be based upon a thorough appreciation of the site and its wider context; responding positively to both opportunities and constraints.
- 5.28 A National Forest Design Charter has been developed for the National Forest. Our Place making principles reflect this and reinforce design orientated policies within the NPPF.
- 5.29 Where there is no local or distinctive architectural or landscape character within the immediate vicinity, proposals must seek to draw inspiration from either the older and more distinctive parts of the settlement (where these exist) or from the District's close relationship with The National Forest. The National Forest can be reflected imaginatively in the use of natural materials such as wood in a structural and non-structural manner, the environmental performance of buildings and spaces and the use of green and blue infrastructure.

### **Policy S5: Design of new development**

#### **Development will be supported where:**

- a) **A good standard of design is achieved as measured against either the North West Leicestershire Place Making Principles or the Building for Life 12 design quality indicator (or subsequent equivalent standards which may be in place at the time an application is determined); and**

- b) Existing neighbour amenity is safeguarded; and**
- c) Intended occupants of the proposed development would not be negatively affected (or harmed) by neighbouring uses (existing or proposed); and**
- d) Future growth of a settlement is not compromised, in particular the ability to connect various developments together over a short or long period of time.**

**All new development will have to demonstrate how it satisfies the Council's place-making principles and should include the use of Master Plans to demonstrate how a site will be developed.**

**In considering design regard should also be had to the provisions of Policy Cc2 (Sustainable Design and Construction)**

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

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

National Forest- or locally-inspired identity: The National Forest provides a source of inspiration for the design and environmental performance of buildings, the design and management of green spaces and the integration of green and blue infrastructure. References for new development can also be drawn from local architectural characteristics where there is a strong and identifiable architectural identity.

Streets and spaces shaped by buildings: The most successful streets and spaces are those where the careful placement of buildings creates well defined and enclosed streets and spaces. Yet successful streets and spaces require more than physical (spatial) qualities, they require life (people) to make them succeed. Therefore the relationship between buildings and the public realm is of critical importance.

A greener footprint: Creating buildings and spaces with a reduced environmental impact and that offer people opportunities to live lower carbon lifestyles (for instance, where people are given practical and attractive opportunities to rely less on private cars), are suitable for future adaptation, conversion or expansion, and as such designed to stand the test of time will be encouraged.

Vibrant and mixed-use communities: By mixing uses we can create places that are more socially and culturally stimulating and where there are greater opportunities to carry out day to day activities on foot or by bicycle.

Responsive to context: New development must respond positively their site and wider context, for example by respecting the nature of existing development and by using features, such as landscape and views into, through and out of a site.

Connected places: Offering as many connections as possible will help to encourage higher levels of walking and cycling, particularly for shorter local journeys thereby helping to reduce car dependency and tackle issues related to the lack of physical activity.

Easy to get around: Routes should be safe, direct and attractive, recognising the impact that urban, landscape, highways and architectural design can have on the travel choices people make. Streets within settlements, town and village centres must be regarded principally as places for pedestrians and cyclists; rather than purely places for the fast movement of vehicles. Streets within settlements, town and village centres should seek to limit vehicle speeds to 20mph or less.

Well-designed and well-managed public spaces: Public spaces must be well designed, well managed with a clear public function. National Forest planting requirements must be used creatively to help create an interesting, attractive and ecologically diverse network of streets and spaces.

Architectural quality: New or converted buildings must be fit for purpose with careful attention afforded to the design and amount of internal space; and access to natural lighting. Buildings should be designed to respond to their orientation and adjacent buildings, streets and spaces with which they will have a relationship.

**Question 9**

**Do you agree with our suggested approach to the design of new development? If not what changes do you suggest?**

## 6 HOUSING

### INTRODUCTION

- 6.1 As already noted the NPPF seeks to boost significantly the supply of housing to meet the needs of the country and to contribute to the economic recovery following the recession of recent years.
- 6.2 In accordance with policy S2 provision needs to be made for a minimum of 10,700 dwellings during the plan period. However, it should be appreciated that in preparing this Local Plan we are not starting from a blank sheet of paper. Some development has already occurred or provision is in place. The following section outlines the current position in respect of housing provision.

#### Housing provision – current position

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

**Table 2– Housing provision as at 1 April 2015**

	<b>Number of dwellings</b>
Completions 1 April 2011- 31March 2015 (A)	1,706
Under construction (B)	428
Planning permission (C)	4,442
Resolution to grant planning permission (D)	4,178
Total provision (A+B+C+D)	10,754

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

- 6.6 A significant number of the committed dwellings (3,500) are on sites which are collectively referred to as south-east Coalville. Of these 3,500 dwellings there is permission for 800 dwellings on land north of Grange Road (site H1h) and there is a resolution to grant planning permission on one site, North and South of Grange Road Hugglescote (Site H2g) for 2,700 dwellings.
- 6.7 It is estimated that during the plan period that only 1,900 of these 3,500 dwellings are likely to be built.
- 6.8 As a result we think it is likely that only about 9,100 dwellings will be built up to 2031 in total across the district. Therefore, we need to make provision for an additional 1,600 dwellings to ensure that the required number of dwellings (10,700) will be achieved.
- 6.9 We have considered whether we should make an allowance for unidentified sites which may come forward over the plan period. These can either be small sites (usually those of less than 10 dwellings) or larger sites (for example perhaps a former factory site). Whilst historically such sites have provided an important part of the supply, the provision of such sites is, by its nature, very uncertain. Therefore, for the purposes of estimating housing supply we have not made any allowance for such sites coming forward. However, should such sites come forward and planning permission be granted then they would count towards the housing supply at that point in time just as those which currently have planning permission are included in the figures at Table 2.

### **PROVISION FOR HOUSING**

- 6.10 Policies H1, H2 and H3 set out how we will ensure that the overall housing requirement is met over the plan period. There are three types of provision which we identify – permissions, resolutions and allocations.
- 6.11 It should be noted that those sites listed under Policies H1 and H2 are only those sites of 10 or more dwellings. The number of dwellings with planning permission or the subject of a resolution in Table 2 includes all dwellings on all sites irrespective of size.

### **HOUSING PROVISION: PLANNING PERMISSIONS**

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

**Policy H1 – Housing provision : planning permissions**

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

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

	Site	Capacity
H1a	Off Measham Road, Appleby Magna	39 dwellings
H1b	Off Top Street, Appleby Magna	29 dwellings
H1c	Tudor Motors site, New Packington, Ashby de la Zouch	14 dwellings
H1d	Holywell Spring Farm, Burton Road Ashby de laZouch	400 dwellings
H1e	Holywell Mill, Ashby de la Zouch	44 dwellings
H1f	Off Leicester Road, Ashby de la Zouch	101 dwellings
H1g	South of Park Lane, Castle Donington	895 dwellings
H1h	Rear of 138 Bardon Road, Coalville	132 dwellings
H1i	Rear of 164-222 Bardon Road, Coalville	90 dwellings
H1j	Former Forest Way School, Waterworks Road, Coalville	24 dwellings
H1k	Former Pick & Shovel, High Street, Coalville	14 dwellings
H1l	North of Greenhill Road /East of Agar Nook Land Coalville	79 dwellings
H1m	The Farm, Manor Road, Donington-le-Heath	14 dwellings
H1n	Land north of Grange Road , Hugglescote	800 dwellings
H1o	Castle Inn, Dennis Street, Hugglescote	10 dwellings
H1p	Station Road, Ibstock	142 dwellings
H1q	Ashby Road, Kegworth	110 dwellings
H1r	New Street, Measham	20 dwellings
H1s	Off Measham Road, Moira	80 dwellings
H1t	Cresswells Coaches, Shortheath Road, Moira	24 dwellings
H1u	166 Spring cottage Road, Overseal	11 dwellings
H1v	Ibstock Road, Ravenstone	65 dwellings
H1w	Heather Lane, Ravenstone	50 dwellings
H1x	Church Lane, Ravenstone	27 dwellings
H1y	Fox Inn, Main Street, Thringstone	23 dwellings
H1z	61-65 Grace Dieu Road, Whitwick	12 dwellings

#### Question 10

Do you agree with our suggested approach in respect of how we should deal with housing sites where planning permission lapses? If not what changes do you suggest?

#### HOUSING PROVISION: RESOLUTIONS

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

#### Policy H2 – Housing provision: resolutions

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

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

	Site	Capacity
H2a	South of Burton Road, Ashby de la Zouch	275 dwellings
H2b	Standard Hill/West of Highfield Street, Coalville	400 dwellings
H2c	Off Jackson Street, Coalville	129 dwellings
H2d	Off Kane Close, Coalville	21dwellings
H2e	Rear of Frearson Road, Hugglescote	188 dwellings
H2f	South of Grange Road, Hugglescote	105 dwellings
H2g	North and south of Grange Road, Hugglescote	2,700 dwellings
H2h	Slack & Parr, Long Lane, Kegworth	181 dwellings
H2i	West of High Street, Measham	450 dwellings
H2j	Land at Blackfordby Lane, Moira	18 dwellings
H2k	Home Farm, Main Street, Oakthorpe	29 dwellings
H2l	Loughborough Road, Thringstone	85 dwellings

### Question 11

**Do you agree with our suggested approach in respect of housing sites with a resolution to grant planning permission? If not what changes do you suggest?**

#### **HOUSING PROVISION: NEW ALLOCATIONS**

- 6.14 As outlined at paragraph 6.8 it is necessary to identify additional sites to ensure that the overall provision of housing will be sufficient to meet the housing requirement of 10,700 dwellings.
- 6.15 In our existing Local Plan there are outstanding housing allocations on land at Waterworks Road Coalville and Wentworth Road Coalville. The Wentworth Road site was originally identified in the Coalville District Plan in the late 1970's. There is no evidence to suggest that this site will come forward for development and therefore it is not proposed to retain this allocation. The land at Waterworks Road is owned by the District Council and it remains our intention for the site to be developed for housing. Therefore, we propose that this site be allocated for housing as part of this plan. This site is capable of accommodating about 95 dwellings and so there remains a need to identify additional sites.
- 6.16 We have considered a range of potential locations and sites to make this provision and have concluded that the most appropriate allocation would be north of Ashby de la Zouch (more details about this assessment can be found in the supporting Background Paper). This area comprises two sites which are identified in our Strategic Housing Land Availability Assessment (Site A5 (Land north of Ashby(Money Hill) and Site A 22 (Former Arla dairy, Smisby Road). They adjoin each other and are proposed as a single allocation. The overall scale of development that could be realised (1,750 dwellings) is slightly more than that required to make up the identified shortfall (1,600).
- 6.17 In respect of access to the site the primary point will be from the A511. There will also be a secondary point of access from Smisby Road. It is important that any link between these two points is designed so that it does not become used as a short cut between the A511 and Smisby Road. A third point of access from Nottingham Road will be allowed but this is primarily designed to enable sustainable transport access, such as buses, walking and cycling. This access will serve no more than 70 dwellings.
- 6.18 Land west of High Street Measham (H2m) is potentially affected by the currently preferred proposed route for HS2. If this route is confirmed as the final route some, if not all, of this development will not be provided. It would, therefore, be necessary to make alternative provision to ensure that the overall requirement is still met. Our preference would be to make this provision elsewhere in Measham. We have assessed the various sites identified in the SHLAA. Whilst a number of the sites are quite small and or now have planning permission there are two large areas identified in the SHLAA; one off Atherstone Road (sites M6 and M7) and one off Ashby Road/ Leicester

Road (sites M11 and M12). The site off Atherstone Road is largely in use as a brick and pipe manufacturing works. Our preference, therefore, is to identify land off Ashby Road/Leicester Road as a reserve site should the route of HS2 prohibit the development of land west of High Street.

- 6.19 Policy H3 identifies any specific requirements which will be expected to be met as part of the development of these allocations.

**Policy H3 – Housing provision: new allocations**

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

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

**Development will be subject to the following requirements:**

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

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

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

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

**Development of this site will be supported in the event that the proposed route of HS2, when confirmed, prohibits the development of land west of High Street Measham (Policy H2i).**

**Development will be subject to the following:**

- (i) provision of vehicular access from Ashby Road and Leicester Road and ;**
- (ii) provision of walking and cycling connections from the site to Measham town centre and existing bus routes and ;**
- (iii) provision of a range of infrastructure including contributions towards education provision, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision and ;**
- (iv) design and layout of the proposed development should minimise the impact upon the setting of Measham Conservation Area and;**
- (v) 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.**

#### **Question 12**

**Do you agree with our proposed housing allocations? If not what change would you suggest?**

#### **HOW MANY DWELLINGS WILL BE BUILT AND WHEN?**

- 6.20 Having regard to the provisions in Policies H1, H2 and H3 and other commitments, we have assessed how we expect these various sites to be developed throughout the plan period as out in the housing trajectory in Appendix 2

## PROVISION OF AFFORDABLE HOUSING

6.21 We are required to identify whether there is a need for affordable housing in the area and then plan to meet this need. The NPPF defines affordable housing as: social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.

6.22 There are three main classifications of affordable housing:

- Social rented housing is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime.
- Affordable rented housing is let by local authorities or private registered providers of social housing (as defined in Section 80 of the Housing and Regeneration Act 2008) to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
- Intermediate housing is housing for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the affordable housing definition above. These can include shared equity (shared ownership and equity loans), other low-cost housing for sale and intermediate rent, but not affordable rented housing.

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

### **Policy H4: Affordable Housing**

**(1) To support the provision of mixed, sustainable communities the Council will seek the provision of affordable housing on new housing developments subject to the following thresholds<sup>2</sup> above which provision will be sought and the level of contributions:**

Settlement	Minimum Affordable Housing	Threshold

<sup>2</sup> The National Planning Guidance upon which the thresholds are based has, at the time of publication of this draft plan, been quashed (and removed from the Government web-site) and the decision is likely to be subject of appeal. This policy will be reviewed in the light of further legal developments as the Local plan progresses.

	Contribution	
<b>Ashby de la Zouch</b>	30%	15 or more dwellings
<b>Castle Donington</b>	30%	15 or more dwellings
<b>Coalville Urban Area</b>	20%	15 or more dwellings
<b>Ibstock</b>	20%	11 or more dwellings OR 1,000sqm (gross) floor space
<b>Kegworth</b>	30%	11 or more dwellings OR 1,000sqm (gross) floor space
<b>Measham</b>	30%	11 or more dwellings OR 1,000sqm (gross) floor space
<b>All other settlements</b>	30%	11 or more dwellings OR 1,000sqm (gross) floor space

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

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

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

**(3) The Council's preference is for on-site affordable housing provision which should:**

- **include a mix of types and tenure that reflects the type and nature of any need at the time that the application is determined and**
- **be integrated within the design and layout of a development such that they externally indistinguishable from market housing on the same site.**

**(4) Planning permission will be subject to a legal agreement to secure the provision of the agreed amount of affordable housing. Where a site is likely to be developed in phases over the longer term the agreement will include a suitable mechanism to review the amount of affordable housing provided over time as viability improves.**

**(5) The Council will encourage the provision of affordable homes to meet the need of elderly people. Where bungalow provision is made the Council will consider reducing the overall level of affordable housing contribution,**

**having regard to the type and size of other affordable housing provided across the site.**

- 6.24 The need for affordable housing was one of the issues considered in the SHMA. This identified that in North West Leicestershire the estimated level of annual need for affordable housing over the period 2011-2031 was 212 dwellings. This equates to about 60% of the highest Objectively Assessed Need (OAN) identified in the SHMA for the same period (350 dwellings each year) and about 40% of the revised OAN which we have concluded we need to make more provision for (535 dwellings each year).
- 6.25 It is important to note that the affordable housing need figure identified in the SHMA is not in any way related to or influenced by the overall housing need figure, but is simply an estimate of the need for affordable housing having regard to a range of factors including the number of emerging households, housing waiting list demand, house prices and income levels.
- 6.26 A significant amount of affordable housing has already been built since 2011 or is already committed. In the period April 2011 to April 2014 some 258 affordable dwellings were built out of an overall total of 1,028 which equates to 25% of all new builds.
- 6.27 The percentage of affordable housing achieved since 2011 is less than either of the percentages above, primarily due to the impact of the recession and the reduced availability of finance, both public and private. It is important to note that the number of affordable homes that can be provided is constrained by both available public sector funding and the amount of cross subsidy that can realistically be achieved from increased land values associated with planning permissions for general market housing. In the recent and current housing market conditions, the number of affordable homes which can be delivered is linked with the development of market homes and if planning policies push for too high a quota of affordable homes it may both reduce the overall number of dwellings built, and the proportion of those that are affordable. It is also important that the delivery of all types of housing is not undermined by development sites becoming unviable, which can happen during times of recession when residential values and access to borrowing is reduced. During periods of a strong and viable housing market the provision of affordable housing should be less of an issue.
- 6.28 Going forward, whilst most new housing is already committed it is important that we set out both a target and a threshold above which we will seek affordable housing. This policy will be used to inform negotiations in respect of additional sites which come forward during the remainder of the plan period. However, in doing so we must, as outlined above, have regard to issues in respect of viability. We have undertaken a separate viability study which looked at the potential impact of all of the policies in

this Local Plan upon the viability of new development. In respect of affordable housing this considered a number of options (see box below) and concluded that Option1 was the best fit with the results of the modelling undertaken. More details about this can be found in the Viability Study report.

- 6.29 A number of large schemes which already have planning permission for housing development include an element of affordable housing and the Section 106 Agreement allows for a renegotiation of the amount of provision as market conditions improve. We will apply this approach to future Section 106 Agreements as well so that it is likely that we will achieve more affordable housing than currently anticipated.
- 6.30 In accordance with the NPPF our preference is for any provision to be made on-site. However, in exceptional circumstances, for example because of site specific constraints or demonstrable viability issues, then we may accept a sum of money (usually referred to as a commuted sum) instead and use this money to make provision for affordable housing on another site(s).
- 6.31 All of the available evidence identifies that the population of the district, in common with the rest of the country, is ageing. It is important to ensure that the needs of the elderly population are taken in to account when providing affordable housing. Such provision will often be best made in the form of bungalows. However, the cost of such provision, based on floor area, is generally more than that for 2 or more storey dwellings. Therefore, the provision of bungalows can affect site viability. In recognition of this where the provision of bungalows to meet the needs of elderly people is agreed as part of a development we will consider reducing the overall amount of affordable housing that we seek having regard to the types and size of other affordable housing to be provided.
- 6.32 Whilst most affordable housing will be provided as part of general market housing developments some will also be provided on 100% affordable housing developments. Over the last thirty years such provision has been made by housing associations (sometimes referred to as Registered Social Landlords). However, recent changes introduced by the Government have allowed the District Council to begin investigating the possibility of providing some housing as well. This work is ongoing and we do not know at this time how many homes it may be possible to provide.

The following options have been considered in respect of the target and thresholds to be applied

Option 1 - A standard rate across the district

Option 1a

A standard rate across the District of 0% based on 10 or more dwellings

Option 1b

A standard rate across the District of 20% based on 10 or more dwellings

Option 1c

A standard rate across the District of 25% based on 10 or more dwellings

Option 1d

A standard rate across the District of 30% based on 10 or more dwellings

Option 1e

A standard rate across the District of 60% based on 10 or more dwellings

Option 2 – A variable rate and threshold across the district

Option 2a

<b>Settlement</b>	<b>Minimum Affordable Housing Contribution</b>	<b>Threshold</b>
Ashby de la Zouch	30%	15 or more
Castle Donington	30%	15 or more
Coalville Urban Area	20%	15 or more
Ibstock	20%	11 or more OR 1,000sqm (gross) floor space
Kegworth	30%	11 or more OR 1,000sqm (gross) floor space
Measham	30%	11 or more OR 1,000sqm (gross) floor space
All other settlements	30%	11 or more OR 1,000sqm (gross) floor space

Option 2b

<b>Settlement</b>	<b>Minimum Affordable Housing Contribution</b>	<b>Threshold</b>
Ashby de la Zouch	25%	15 or more
Castle Donington	25%	15 or more

Coalville Urban Area	15%	15 or more
Ibstock	15%	11 or more OR 1,000sqm (gross) floor space
Kegworth	25%	11 or more OR 1,000sqm (gross) floor space
Measham	25%	11 or more OR 1,000sqm (gross) floor space
All other settlements	25%	11 or more OR 1,000sqm (gross) floor space

Option 2c

Settlement	Minimum Affordable Housing Contribution	Threshold
Ashby de la Zouch	40%	15 or more
Castle Donington	30%	15 or more
Coalville Urban Area	20%	15 or more
Ibstock	20%	11 or more OR 1,000sqm (gross) floor space
Kegworth	30%	11 or more OR 1,000sqm (gross) floor space
Measham	30%	11 or more OR 1,000sqm (gross) floor space
All other settlements	25%	11 or more OR 1,000sqm (gross) floor space

**Question 13**

**Do you agree with our suggested approach to the issue of affordable housing? If not what changes do you suggest?**

## **RURAL 'EXCEPTION' SITES FOR AFFORDABLE HOUSING**

- 6.33 We need to secure the provision of more affordable housing in rural areas to meet the needs of local communities, as identified in the SHMA. One way to help do this is to have an exceptions site policy. This approach enables the delivery of affordable housing to meet local need on land which is identified as countryside that would not normally be released for housing. 'Exception' sites are usually managed by a housing association and can provide homes for existing residents or those with a family or employment connection to the local community.
- 6.34 A genuine need to live in the village must be established before sites are considered and a planning application submitted; these should be done in consultation with the local community and can be done using a variety of means such as surveys, consultation events and reviewing housing waiting list data. Such a need could be someone who lives or is employed in the village or needs to give or receive support from a close family member who lives in the village.
- 6.35 Due to the ongoing need for affordable housing in our rural areas and the limited grant funding available, we may allow for a small number of market homes to cross-subsidise the provision of affordable homes in suitable locations.

### **Policy H5: Rural Exceptions Sites for Affordable housing**

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

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

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

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

**2. Planning permission for 'Exception' Sites will be subject to conditions, or a planning obligation will be sought, to ensure that all initial and subsequent occupiers of the affordable dwellings will:**

**(a) be local people in housing need, and**

**(b) benefit from the status of the dwellings as affordable housing in perpetuity**

**3. In Sustainable Villages and Small Villages the inclusion of market housing on 'Exception' Sites will be supported where:**

**(a) it is demonstrated that there is insufficient subsidy for the scheme to go ahead without the inclusion of market housing; and**

**(b) it can be demonstrated through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development; and**

**(c) the majority of the homes provided are affordable**

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

**A Supplementary Planning Document will be produced to aid those submitting applications for rural exception sites for affordable housing.**

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

**Question 14**

**Do you agree with our suggested approach to the issue of rural exceptions sites for affordable housing? If not what changes do you suggest?**

**HOUSE TYPES AND MIX**

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

**Policy H6: House types and mix**

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

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

**Table 3 – dwelling mix suggested by SHMA**

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

- 6.39 It is recognised that there may be a need for local variations and therefore the above percentages are not intended to be prescriptively applied to every site. Other relevant factors include population profiles, location, balancing recent local delivery, rebalancing the current mix and the turnover of properties at the local level as well as the nature of the development site and the character of the area.
- 6.40 In respect of local delivery Table 4 below identifies the dwelling sizes permitted (where known, as many dwellings are only approved in outline) since 1 April 2011 within the district, whether in the form of houses, flats or bungalows. This shows that in respect of market housing there are significantly more 4 bed houses with planning permission than the SHMA suggests is required, less 3 bed and significantly less 2 bed properties. In respect of affordable housing there are more 2 bed and less 1 bed properties than suggested by the SHMA, although this partly reflects the fact that 1 bed properties are generally not regarded as providing sufficient flexibility for changing household composition and are therefore not considered sustainable in the long term.

**Table 4 – dwelling mix based on current planning permissions**

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

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

**Question 15**

**Do you agree with our suggested approach to the issue of house types and mix ? If not what changes do you suggest?**

**PROVISION FOR GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE.**

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

**Policy H7: Provision for Gypsies and Travellers and Travelling Showpeople**

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

  - 2012 – 2017: 27 pitches plus 20 transit pitches
  - 2017 – 2022: 11 pitches plus 3 plots for showpeople
  - 2022- 2027: 14 pitches plus 3 plots for showpeople
  - 2027- 2031: 16 pitches plus 3 plots for showpeople
- (2) The required provision will be identified through the production of a Gypsy and Traveller Site Allocations Development Plan Document, taking into account the most-up-to-date Gypsy and Traveller Accommodations Needs Assessment.
- (3) A five year supply of deliverable sites will be identified as well as a supply of developable sites or broad locations for the following years. The following criteria will be used to guide the site allocation process, and for the purposes of considering planning applications for such sites.
- (4) Proposals for new sites or extensions to existing sites should meet the following requirements:

  - (a) Be located in or near an existing settlement which has access to a range of services, such as shops, schools, welfare facilities and public transport
  - (b) Be proportionate to the scale of the nearest settlement, its local services and infrastructure
  - (c) Have suitable highway access, and is not detrimental to public highway safety
  - (d) Provides for adequate on-site parking and turning of vehicles as well as appropriate facilities for servicing and storage
  - (e) Be serviced by adequate essential services including water supply, power, drainage sewage disposal, and waste disposal facilities
  - (f) Be compatible with landscape, environment and biodiversity as well the physical and visual character of the area,
  - (g) Be compatible with the amenities of neighbouring properties and land uses.
- (5) Authorised, existing and new, sites will be safeguarded for Gypsy and Travellers and Travelling Showpeople groups unless they are no longer required to meet an identified need.
- (6) Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of

**policy En2. Any such development which does not meet these provisions will not be permitted.**

- 6.43 The Leicestershire, Leicester and Rutland Gypsy and Traveller's Accommodation Needs Assessment (GTAA) (2007) identified the existing level of provision and provided a reliable estimate of future needs for the period 2006-2016. However the PPTS requires the use of a robust evidence base to establish accommodation needs. Local authorities should also provide a five year supply of deliverable sites against these locally set targets, as well as a supply of developable sites or broad locations for years 6 to 10 and where possible years 11 to 15.
- 6.44 In light of this, and to ensure that evidence is up to date, a 2013 refresh of the original 2007 GTAA Study has been undertaken. This has assessed the need for pitches and plots for Gypsies and Travellers and Travelling Showpeople respectively, up to 2031, taking into account any unmet need identified in the initial GTAA. These GTAA requirements for the period 2012-2031 are set out in the policy above. This study also identified that a significant proportion of new accommodation provided should be for social rented pitches.
- 6.45 The amount of accommodation needed for Gypsies, Travellers and Travelling Showpeople may be small in comparison to wider housing needs but the Council has a responsibility to address the need. Permitting new pitches to meet need will help avoid unauthorised encampments and developments.
- 6.46 In order to provide for a range of sites to meet identified need the local authority is committed to producing a Gypsy and Traveller Site Allocations Development Plan. When developing this planning document and its policies the authority, under its duty to co-operate obligations, may need to discuss the distribution of pitch provision with neighbouring local authorities if it is found that the district's need cannot be fully met within its boundaries.

**Question 16**

**Do you agree with our suggested approach to the issue of making provision for gypsies and travellers? If not what changes do you suggest?**

## **7 ECONOMIC**

### **INTRODUCTION**

- 7.1 The NPPF requires that “significant weight should be placed on the need to support economic growth through the planning system”. It goes on to note that “to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of businesses and support an economy fit for the 21<sup>st</sup> century”.
- 7.2 The district benefits from its central location at the heart of England with good motorway connections and has the added benefit of East Midlands Airport which provides international links for both people and freight. There are a number of town and local centres which provide for a range of shopping and other needs, although the proximity of major centres such as Derby, Leicester and Nottingham provides significant competition which affects their performance.
- 7.3 The district lies at the heart of the National Forest with about 55% of the district being within the Forest area. This provides a range of economic opportunities including tourism and leisure, as well as emerging economic opportunities such as the woodland economy.
- 7.4 The District Council is committed to supporting the creation of a sustainable local economy which provides a variety of job opportunities and meets the needs of our communities.
- 7.5 A key feature of our strategy for economic growth is the concept of an East Midlands Enterprise Gateway focussed upon a number of existing major economic activities in the north of the district (principally East Midlands Airport, East Midlands Distribution Centre and Donington Park) and potential major employment opportunities associated with the development of a Strategic Rail Freight Interchange (SRFI) west of Junction 24 of the M1 and north of East Midlands Airport (referred to as Roxhill). The job opportunities associated with these existing and potential developments not only benefit the immediate locality, but also the district and further afield such that the area is of considerable importance to the wider regional economy. We need to ensure that in addition to a significant amount of new housing development already planned for Castle Donington and Kegworth (over 1,500 dwellings) that the area is as accessible as possible by public transport to potential employees from elsewhere, including the Coalville Urban Area and other centres in the district. We are currently working with a range of partners to try and address this issue.
- 7.6 The Leicester and Leicestershire Local Enterprise Partnership Strategic Economic Plan identifies five growth areas across Leicester and Leicestershire. One of these is the East Midlands Enterprise Gateway, signifying its importance to the economy of the wider area. A further growth area identified is the Coalville Growth Corridor along the A511 from Junction 22 of the M1 to Junction 13 of the A42. This is primarily concerned

with road improvements along the A511 corridor to enable development of both housing and employment opportunities, especially in the Coalville area. The District Council is working with the highway authorities (Highways England and Leicestershire County Council) together with Hinckley and Bosworth Borough Council to bring forward these improvements.

7.7 We have also developed our own Local Growth Plan to complement the Strategic Economic Plan. This identifies a range of actions to address the Council's growth and investment priorities to 2018. Many of these actions are associated with issues such as training and skills and about how the Council interacts with businesses. In terms of headline outcomes these include:

- the potential to create over 15,000 new jobs within the District,
- halve youth unemployment by 2019; and
- Increase female participation and wage rates to the regional average.

7.8 The figure of 15,000 jobs is higher than that suggested by the PACEC study referred to in chapter 5 because it post-dates the effect of the recent recession and takes account of the potential job creation associated with the East Midlands Gateway.

7.9 Other features of our strategy for the economy include seeking to protect key employment areas from non-employment uses, promoting and protecting our town and local centres for shopping and other related uses and supporting the development of other complementary sectors such as tourism. Other aspects, such as the National Forest are considered elsewhere in this plan, but their links and contributions to the local economy is recognised and supported.

#### **Employment Land provision - current position**

7.10 In considering employment land needs we mean those uses falling within Use Classes B1, B2 and B8 of the Use Classes Order 2015.

7.11 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.

7.12 As noted in policy S2, provision needs to be made for a minimum of 96 Hectares of land for employment purposes during the plan period. As with housing, we are not starting with a blank sheet of paper; a number of developments have taken place since 2011 and there are also a number of sites where planning permission has previously been granted for some form of employment development.

7.13 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.

- 7.14 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.
- 7.15 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.
- 7.16 Table 5 below identifies what the residual requirement is when taking account of completions since 2011, existing commitments and the loss allowance outlined above.

**Table 5 – employment land requirements**

Requirement 2011-31	96 Ha	A
Starts 2011-14	1.48Ha	B
Commitments	126.26	C
Residual requirement (A-B-C)	+31.74	D
Allowance for potential loss of employment land	45	E
Residual requirement (D-E)	-13.26	

- 7.17 It can be seen that the effect of this allowance is that there is a small shortfall of 13.26 hectares. This shortfall is addressed at Policy Ec2.

### **EMPLOYMENT PROVISION, PERMISSIONS**

- 7.18 As with housing there are a number of sites where the Council has granted planning permission for some form of employment use but where development has yet to

commence. It is possible that some of these permissions could lapse. It is appropriate to indicate the likely response in such circumstances.

- 7.19 In addition to those sites listed below, it should be noted that there are a number of other sites with outstanding planning permission. However, these are sites which form part of a larger site where development has already commenced and are protected under policy Ec3 (e.g. East Midlands Distribution Centre).

**Policy Ec1 - Employment provision: permissions**

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

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

	Site	Site Area (Hectares)	Use Class
EC1a	Former Lounge disposal point, Ashby de la Zouch	25.5	B8
EC1b	Rear of Charnwood Arms, Bardon	1.2	B1
EC1c	Off Beveridge Lane/South Lane, Bardon	3.9	B1, 2.8
EC1d	Off Beveridge Lane, Ellistown	36.0	B2,8

**Question 17**

**Do you agree with our suggested approach in respect of how we should deal with employment sites where planning permission lapses? If not what changes do you suggest?**

**EMPLOYMENT PROVISION, ALLOCATIONS**

- 7.20 As noted at paragraph 7.17 there is a shortfall in employment provision of just over 13 hectares. In deciding which site (or sites) should be allocated to address this shortfall we have had regard to a range of sites which have previously been notified to as part of an Employment Land Availability Assessment (ELAA) we undertook in 2013/14.
- 7.21 Having regard to the settlement hierarchy this identifies Coalville Urban Area as the Main Town and so was the first place to be looked at. However, no suitable sites were considered to be available in Coalville.

- 7.22 In accordance with the settlement hierarchy the next places to consider were Ashby de la Zouch and Castle Donington. Whilst the ELAA identifies a number of potential sites in the vicinity of Castle Donington it is considered that in view of the fact that there is already a significant amount of employment in this area, along with the potential Strategic Rail Freight Interchange that additional employment would represent an imbalance with housing provision in the locality.
- 7.23 In terms of Ashby de la Zouch two potential sites are included in the ELAA – south of Ashby and north of Ashby. It is considered that land at north of Ashby (Money Hill) would be the more appropriate of the two sites.
- 7.24 On the basis of this assessment we concluded that it would be appropriate to allocate land north of Ashby de la Zouch as part of a comprehensive development involving housing.

**Policy Ec2 – Employment allocations: new allocations**

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

- (a) The provision of vehicular access to the A511 in conjunction with the adjoining housing development proposed under policy H3a and ;**
- (b) The provision of employment units of varying sizes to meet the needs of a wide range of employers and;**
- (c) The provision of appropriate landscaping and other features so as to minimise the impact upon the adjoining housing development proposed under Policy H3a and ;**
- (d) The provision of cycle and walking links to the adjoining housing development proposed under Policy H3a and;**
- (e) 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.’**

**Question 18**

**Do you agree with our proposed employment allocations? If not what change would you suggest?**

## EXISTING EMPLOYMENT AREAS

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

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

**Policy Ec3: Existing employment areas**

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

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

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

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

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

**(3) In other employment areas proposals for non-employment development will be supported subject to it being demonstrated that:**

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

**(4) The Council will, notwithstanding previous permissions for B1 and B2 uses commensurate with a high quality Business Park environment, allow some B8 development on land at Ashby Business Park as identified on the Policies map (Policy Ec3(4)), on those parts of the site not adjoining the A42 or A511**

**(5) Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted. In addition, new development provided for within this policy (i.e. that which does not already have planning permission) will not be permitted until a second 'development window' for the Developer Contributions Scheme has been agreed.'**

#### **Question 19**

**Do you agree with our suggested approach in respect of existing employment areas? If not what changes do you suggest?**

### **BRICKWORKS AND PIPEWORKS**

7.33 There are a number of sites such as brickworks and pipeworks which are either currently in use, or were last used, for the production of various minerals related products. These sites are:

- Ibstock Brickworks;
- Ellistown Brickworks and Pipeworks;
- Hanson (formerly Redbank) Brickworks, Measham
- Former site of Heather Brickworks
- Site of Wavin Forest Works, Blackfordby

7.34 Production and employment at Heather Brickworks has ceased leaving behind a brownfield site. The sites at Ibstock, Ellistown, Measham and Blackfordby provide a source of employment that is important to local communities and to the wider economy. These sites also have planning permissions associated with them for the extraction of minerals on adjacent land or on land nearby. With the exception of the Measham site there are not any restoration conditions in place in the event that the use ceases. The site at Measham is the subject of a restoration condition requiring the restoration of the manufacturing area within two years of the cessation of minerals extraction. Therefore, policy Ec 4 will not apply to the Measham site.

7.35 Current evidence suggests that these sites will continue to be used for the production of bricks and pipes for the foreseeable future, especially as all have mineral reserves which are estimated to last beyond the end of the plan period. Notwithstanding the above, it is considered that it would be prudent to indicate what the Council's priority is for the future of these sites should production cease and they become available during the plan period. In view of the nature of the use of these sites the preference is that they should be redeveloped for business, industrial or storage and distribution use. However, other forms of development which involve the creation of jobs will also

be considered where redevelopment for the aforementioned uses would not be possible.

**Policy Ec4 –Brickworks and Pipeworks**

- (1) Redevelopment of the brick and pipe manufacturing works identified on the Policies map for employment uses (as defined in the Use Classes Order 2015) will be supported where it:**
- (a) Can be demonstrated that the site is not viable in the longer term for its current use;**
  - (b) Redevelopment would not sterilise any know mineral reserves;**
  - (c) Conforms to an agreed masterplan for the whole site, setting out the extent, type and form of development which ensures that development and landscape treatments will be well integrated with existing and/or potential future development, both within the site and with adjoining land;**
  - (d) Would provide clear environmental and/or community benefit;**
  - (e) Is satisfactory in terms of vehicular access arrangements, and its impact on the local and wider road network, including the need for highway improvements;**
  - (f) Is satisfactory in terms of its effect on the amenities enjoyed by the occupiers of adjacent residential properties; and**
  - (g) Incorporates substantial on and off site tree planting in accordance with the National Forest policies on this Local Plan.**
- (2) Where redevelopment for employment use is shown to be not viable, or appropriate, or there is evidence that long term employment needs in the District have been addressed by existing and planned commitments then favourable consideration will be given to other uses which provide employment opportunities.**
- (3) Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted. In addition, development will not be permitted until a second ‘development window’ for the Developer Contributions Scheme has been agreed.’**

**Question 20**

**Do you agree with our suggested approach in respect of brickworks and pipeworks? If not what changes do you suggest?**

## **EAST MIDLANDS ENTERPRISE GATEWAY**

- 7.36 As already noted the concept of an East Midlands Enterprise Gateway focussed upon key economic activities in the northern part of the district is a key part of our strategy for future economic growth.
- 7.37 Whilst the planning system has an important role to play in delivering some aspects of the Enterprise Gateway, for example future growth at East Midlands Airport and Donington Park, others measures will be delivered outside of the planning system as they are not directly related to development. This includes matters such as training, access to job opportunities at existing places of work and the delivery of Broadband to existing businesses.
- 7.38 We have set out policies as they relate to East Midlands Airport and Donington Park. We have not included a policy in respect of the proposed Strategic Rail Freight Interchange as an application for this development is currently being considered by the Planning Inspectorate. The District Council is a consultee in this process and we have already indicated our support in principle for the proposal. Later versions of the Local Plan will need to take account of any changes in circumstance in respect of this proposal.

## **EAST MIDLANDS AIRPORT**

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

- 7.42 The Aviation Policy Framework has provided a framework for the East Midlands Airport Sustainable Development Plan prepared by the airport company and which was finalised in 2015. The Sustainable Development Plan sets out objectives for the growth and development of East Midlands Airport and is supported by four detailed plans that cover:
- Community
  - Economy and Surface Access
  - Environment
  - Land Use
- 7.43 The Land Use Plan identifies the development that is needed to support the growth of the airport so that it is capable of handling 10 million of passengers annually and 1.2 million tonnes of cargo. There are no plans for the development of a second runway but the airport does want to extend the life of the planning permission that was granted in 2011 for the construction of a 190 metre runway extension. The airport also want to bring forward commercial development proposals associated with the airport, including offices, logistics, general warehousing and hotels at Pegasus Business Park. Pegasus Business Park covers some 26 hectares in the south-west corner of the airport site and there is around 10 hectares still available for development.
- 7.44 The Council wants to support these growth plans but needs to balance the economic benefits they will bring against their local impacts, particularly with regard to noise and transport.
- 7.45 Aircraft and airport operations at East Midlands Airport result in high levels of noise disturbance, particularly at night when background noise is generally lower. There are no restrictions on night flights even though we have asked the Government to introduce restrictions. We consider the current noise climate at night to be unacceptable and better noise protection to local residents is required, particularly for those living in areas above noise thresholds who would suffer sleep disruption at night. As part of the approval of the planning application to extend the airport's runway, the airport entered into an agreement that details the provisions of a Sound Insulation Grant Scheme for local communities. In addition the planning consent for the runway development includes a condition that an Environmental Management Plan be agreed that sets out the airport's environmental controls, mitigation measures and the extent of the airport's night noise contour.
- 7.46 The airport is very well connected by road, with direct access to the M1 and A42 and very close to the A453, A50 and A52. There is a 24-hour a day, 7 days a week bus network connecting the airport to Derby, Nottingham, Leicester and other centres. There is no direct rail link although East Midlands Parkway rail station is approximately 6 miles away.

- 7.47 Whilst improving public transport remains a key priority, the need for access to the strategic highway network is important, particularly for cargo and freight distribution. East Midlands Airport is the main UK base for DHL and UPS, along with significant operations by TNT. It is also the major mail airport in the UK. The express freight operators provide an international next-day delivery service that relies on excellent road connectivity along with the ability to operate aircraft at night. There are in the region of 500 HGV movements to and from East Midlands Airport on a typical weekday, but with freight aircraft flying overnight, the vast majority of these vehicle movements take place very late at night and very early in the morning and as such have no impact on peak motorway traffic levels.
- 7.48 The private car will continue to be the primary mode of airport access, but we want to encourage wider public transport use by developing the network of bus routes and services. We will work with the Airport and its partners to do this.

**Policy Ec5: East Midlands Airport**

- (1) The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity:**
- (a) is limited to that necessary to support an airport capable of handling up to 10 million passenger and 1.2 million tonnes of cargo per year;**
  - (b) incorporates measures that will reduce the number of local residents affected by noise as a result of the airport's operation;**
  - (c) incorporates measures to ensure that local air quality will be below the 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).**
- (2) Within the boundaries of the airport, as defined on the Policies Map, development will be limited to:**
- (a) Operational facilities and infrastructure;**
  - (b) Passenger and terminal facilities;**
  - (c) Cargo facilities;**
  - (d) Airport ancillary infrastructure where the proposed development has a clear functional relationship with the airport and is of a scale that is appropriate to that relationship;**
  - (e) Landscape works; and**

**(f) Internal highways and infrastructure**

**Question 21**

**Do you agree with our suggested approach in respect of East Midlands Airport? If not what changes do you suggest?**

**East Midlands Airport - Safeguarding**

- 7.49 The Aviation Policy Framework requires that land outside existing airports that may be required for airport development in the future needs to be protected against incompatible development until the Government has established any relevant policies and proposals in response to the findings of the Airports Commission.
- 7.50 Major airports, because of their importance to the UK air traffic system are also protected through a process known as aerodrome safeguarding. An officially safeguarded area has been established for East Midlands Airport and we are required to consult the airport operator on those developments that could potentially affect the safety of aircraft and air traffic control operations. These developments can include the construction of tall structures, developments that have the potential to attract birds and wind turbines because they can interfere with radar and navigation systems.
- 7.51 Guidance on aerodrome safeguarding is set out in Circular 1/2003 that details the process and the consultation requirements.

**Policy Ec6: East Midlands Airport: Safeguarding**

- (1) Development which would adversely affect the operation, safety or planned growth of East Midlands Airport will not be permitted.**
- (2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation with East Midlands Airport is required on the following proposals:**
- (a) all buildings, structures, erections and works that exceed the height specified on the safeguarding map;**
  - (b) any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;**
  - (c) the lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the**

- immediate vicinity of the aerodrome and of the aircraft approach paths;
- (d) any proposal for an aviation use within a 13km circle centred on East Midlands Airport;
  - (e) any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:
    - (i) significant landscaping or tree planting;
    - (ii) minerals extraction or quarrying;
    - (iii) waste disposal or management;
    - (iv) reservoirs or other significant water bodies;
    - (v) land restoration schemes;
    - (vi) sewage works;
    - (vii) nature reserves; and
    - (viii) bird sanctuaries; and
  - (f) any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.

#### Question 22

**Do you agree with our suggested approach in respect of safeguarding at East Midlands Airport? If not what changes do you suggest?**

#### **East Midlands Airport - Public Safety Zones**

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

**Policy Ec7: East Midlands Airport Public Safety Zones**

- (1) There will be a general presumption against new or replacement development or changes of use of existing buildings within the designated East Midlands Airport Public Safety Zones identified on the Policies Map. Within those areas of the Public Safety Zones lying outside the identified 1 in 10,000 risk contours, the following developments may be permitted:**
- (a) an extension or alteration to a dwelling house which is for the purpose of enlarging or improving the living accommodation for the benefit of the people living in it, such people forming a single household, or which is for the purpose of a 'granny annex';**
  - (b) an extension or alteration to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to increase the number of people working or congregating in or at the property beyond the current level, or, if greater, the number authorised by an extant planning permission;**
  - (c) a change of use of a building or of land which could not reasonably be expected to increase the number of people living, working or congregating in or at the property or land beyond the current level or, if greater, the number authorised by any extant planning permission;**
  - (d) other forms of new or replacement development which would involve a low density of people living, working or congregating within the site, such as:**
  - (e) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);**
  - (f) open storage and other forms of storage and distribution use (excluding those, such as distribution centres, sorting depots and retail warehouses) which would result in very few, if any, people being present on a site at any given time, and subject to conditions to prevent the future intensification of the use of the site and limit the number of employees present;**
  - (g) development likely to introduce very few or no people on to a site on a regular basis, such as unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to dwelling house use, and buildings for storage purposes ancillary to existing industrial development;**

- (h) public open space, where there is a reasonable expectation of low intensity use, but excluding such uses as children’s playgrounds, playing fields or sports grounds which would be likely to attract significant numbers of people on a regular basis;
  - (i) golf courses, but not clubhouses; and
  - (j) allotments.
- (2) Within the identified 1:10,000 risk contours only development which would involve a very low density of people coming and going may be permitted as exceptions to the above general presumption, such as:
- (a) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);
  - (b) built development for the purpose of housing plant or machinery, and which would entail no people on site on a regular basis, such as boiler houses, electricity switching stations or installations associated with the supply or treatment of waste; and
  - (c) golf courses, but not clubhouses.

**Question 23**

**Do you agree with our suggested approach in respect of Public safety Zones at East Midlands Airport? If not what changes do you suggest?**

**DONINGTON PARK**

7.54 Donington Park racetrack dates back to 1931 and was originally part of the Donington Hall estate. It now hosts a wide range of national and international motorsport events and is used extensively for vehicle testing and by track day operators. The track, associated buildings and infrastructure are contained within a “10 foot wall”. There is also an exhibition centre which is used for a wide range of events.

7.55 Complementing the race circuit, Donington Park is used by many different businesses for vehicle related activities. This includes:

- vehicle launches by car manufacturers,
- driver training for trucks, cars and HGV’s;
- various types of off-road and 4x4 use, including a purpose built 4x4 track and
- Use of the Western Paddock as the International Head Quarters for a new electrically powered global race championship- FIA Formula E.

- 7.56 Other activities within the estate include a large long-term car park for East Midlands Airport and a plant & machinery auction site. In June of each year Donington hosts the Download music festival. There has been a weekly Sunday Market in operation on the tarmac areas to the west of the race track for a number of years.
- 7.57 The ongoing investment required to manage and operate a race circuit to an international standard is significant and without income generation from other uses on site the circuit alone would not be viable. As a consequence, Donington Park Racing's growth plans include a 10ha western extension to the racetrack area to provide for motorsport development and related activities such as research.
- 7.58 The Council wants to support these growth plans but needs to balance the economic benefits they will bring against their local impacts, particularly with regard to noise, transport and impact on heritage assets.
- 7.59 Motorsport is a noisy activity and this is part of the enjoyment of the sport for many enthusiasts. However, noise from the racetrack has been the source of complaint, particularly from the communities of Weston on Trent and Aston on Trent in South Derbyshire. Noise from racetrack activity is controlled by the conditions contained in the current planning permissions for the racetrack, and a Noise Abatement Notice issued in 2010. These conditions allow Donington Park Racing to maximise the business opportunities available to the racetrack whilst limiting the number of events per year which are likely to give rise to local annoyance as well as limiting the duration of noisy events and limiting the noise produced by each individual vehicle during an event.
- 7.60 The circuit is located about 4km from Junction 23A of the M1 and is connected to the M1 and the A42 via the A453. At weekends the traffic flows in its vicinity are particularly high due to the combination of visitors attracted to the circuit and East Midlands Airport. From time to time there has been various traffic problems associated with the events at the racetrack. In particular, problems of excessive traffic have affected Castle Donington and, on occasions with very high attendance, there has been severe congestion on the wider network including A453 and junctions 24 and 23A on the M1. The nearest train station to Donington Park is East Midlands Parkway, through which East Midlands Trains operate regular trains, but there is no regular bus service linking it to Donington Park.

**Policy Ec8: Donington Park**

- (1) The development of Donington Park as a national and international racing circuit will be supported provided development that gives rise to a material increase in the use of the racetrack or number of visitors:**
- (a) incorporates measures that will reduce the number of local residents affected by noise as a result of the racetrack's operation;**
  - (b) ensures that existing mature trees and woodland are retained and**

incorporated into a landscaping scheme that mitigates the effects of the development on the local landscape;

- (c) is accompanied by improvements in public transport access to the racetrack and other measures that will reduce the impact of event traffic on the local and strategic road network; and
- (d) conserves or enhances the site's racing and parkland heritage.

**(2) Within the boundaries of the Donington Park Racetrack, as defined on the Policies Map, development will be limited to:**

- (a) facilities and infrastructure meeting the operational needs of the racetrack including motorsport and spectator facilities;
- (b) facilities and infrastructure for driver training and driving experiences;
- (c) motorsport ancillary infrastructure where the proposed development has a clear functional relationship with the racetrack and is of a scale that is appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles;
- (d) landscape works; and
- (e) Internal highways and infrastructure

**(3) A western extension to Donington Park will be permitted provided:**

- (a) The development is for facilities and infrastructure for the activities set out above;
- (b) Within the site there is no outside racing or testing of vehicles or components;
- (c) Buildings are located, oriented and designed to reduce the impact of noise, especially for residents living in settlements to the west of Donington Park; and
- (d) There is a landscaping scheme that mitigates the effects of the development on the local landscape.

#### **Question 24**

**Do you agree with our suggested approach in respect of Donington Park? If not what changes do you suggest?**

## TOWN AND LOCAL CENTRES

### INTRODUCTION

- 7.61 The NPPF identifies that “town centres should be seen as the heart of communities” and where policies should “support their viability and vitality”. It suggests that a network and hierarchy of centres should be defined along with the extent of town centres and primary shopping areas and that policies should set out what uses will be permitted in these locations. It also requires that in considering proposals for development of what are termed main town centre uses (i.e. retail uses, leisure and entertainment facilities) that a sequential test be applied whereby the preference is for developments to be located within town centres, then in edge of centre locations and only if suitable sites are not available in either of these locations should out-of-centre locations be considered.
- 7.62 The retail offer in North West Leicestershire is mainly located in the town and village centres of Coalville, Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham. These centres not only provide important shopping facilities and services, but also provide a focal point for communities and meet the day to day needs of local residents.
- 7.63 Our town centres face competition from other centres as well as other forms of shopping. In particular, shopping from home has grown rapidly and with the continued expansion of superfast broadband to more rural and remote areas, it is suggested that this form of retail offer could continue to grow.
- 7.64 A Retail Capacity Study was undertaken in 2012 which assessed the health and role of the above centres and the contribution they make towards meeting future retail needs, apart from Kegworth due to the size of its centre and the smaller range of shops. In addition, a household survey of shopping habits was undertaken to inform a forecast of future shopping needs. A summary of the main findings in respect of the health of the centres is set out below:

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

<b>Town Centre</b>	<b>Summary of comments</b>
Coalville	<ul style="list-style-type: none"><li>• the district’s principal shopping area and should support the convenience and comparison shopping needs of a wider area;</li><li>• struggling with vitality and viability and there is a clear need for improvement particularly if it is to fulfil its role as the district’s principal shopping centre and meet the needs of existing residents and an increased population in future years.</li></ul>

Ashby de la Zouch	<ul style="list-style-type: none"> <li>• An historic market town which although smaller in scale than Coalville offers a good variety of retailers, restaurants and service providers and has a good level of diversity of uses and provides for day to day shopping needs.</li> </ul>
Castle Donington	<ul style="list-style-type: none"> <li>• A healthy district centre that meets local resident's day-to-day needs well with low vacancy rates and a range of local retail and service uses, including a number of convenience stores, and a good offer of independent retailers, financial services, hairdressers and restaurants.</li> </ul>
Ibstock	<ul style="list-style-type: none"> <li>• A local centre that provides day to day goods and services, primarily to meet the local needs of its residents.</li> <li>• Retailing is low key due a high proportion of its units are occupied by non-shop uses, in particular take away premises, as well as residential properties.</li> </ul>
Measham	<ul style="list-style-type: none"> <li>• A local centre that provides day to day goods and services, primarily to meet the local needs of its residents;</li> <li>• Retailing is low key due to a strong residential element and is considered relatively poorly served by food store provision.</li> </ul>

7.65 As noted a healthcheck of Kegworth was not included in the 2012 study. It is the smallest of the centres and its role is of one that serves a more limited range of day to day needs. This local centre provides a limited mix of retail uses and only a small number of financial and professional services. Over half of the uses perform a non-retail function with strongest representation from residential properties, contributing to the low key retail character of the centre.

7.66 This study was updated in 2014 in terms of assessing future retail requirements. The outcome of this is considered at paragraph 5.12 in respect of Policy S2.

## **RETAIL HIERARCHY**

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

### **Policy Ec9– Town and Local Centres: Hierarchy and Management of Development**

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

- **Town Centres: Coalville and Ashby de la Zouch**

- **Local Centres: Castle Donington, Ibstock, Kegworth and Measham**

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

**(2) Coalville is the district's principal shopping area and to ensure it continues to fulfil this role it is the preferred location for new retail and main town centre uses. Provision will be made for an additional 7,300 sq metres (net) of retail floorspace for comparison goods.**

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

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

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

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

7.69 Notwithstanding the fact that Coalville and Ashby de la Zouch are both identified as Town Centres, our priority for further retail development, as advised in the Retail Capacity Study, is in Coalville Town Centre. In terms of the additional comparison floorspace requirement identified in the Retail Capacity Study (7,300 sq metres) we have identified a number of options for how we might meet this requirement at this time. These are set out below.

## Options considered for additional comparison retail provision

In terms of making additional provision for the comparison shopping identified in the 2015 Retail Capacity Study update, there are a number of possible options which we have identified and which we are considering and upon which we will make a decision for the next version of the Local Plan. The options we have identified are:

- Option 1 - identify an extension to the Belvoir Shopping Centre, Coalville;
- Option 2 - identify a site to the west of Memorial Square, off Wolsey Road, Coalville;
- Option 3 - identify a series of smaller sites across Coalville including the former Emporium nightclub on Marlborough Square, Coalville and the former bus depot on Ashby Road, Coalville;
- Option 4 - not identify any specific site but express a preference for such a development to be located in Coalville and to apply the sequential approach to any proposals which come forward;
- Option 5 - not identify any site or express a preference for which town centre and to apply the sequential approach to any proposals which come forward

In terms of these options, an extension of the Belvoir Shopping Centre would be the most sequentially preferable option, but as already noted planning permission has previously been granted for similar development but it has not taken place. The 2015 Retail Capacity Study update has advised that for the purposes of assessing need it would be appropriate to assume that this development does not happen and so therefore it would be inappropriate to allocate this site at this time without clear, demonstrable evidence that it would be likely to be implemented.

Option 4 and 5 would not satisfy the requirements of the NPPF to “allocate a range of suitable sites to meet the scale and type of retail .... development needed in town centres” and would not provide any certainty. Furthermore, Option 5 would not accord with the recommendation of the 2015 Retail Capacity Study which suggests additional development should be directed towards Coalville.

Option 2 would be an edge of centre site and has previously been the subject of a proposal for a foodstore. This was rejected as there was another sequentially preferable site and because it was considered that the proposed highway improvements would have been detrimental to the setting of the War Memorial which is a Listed Building. This could still be a potential issue and is something which needs to be investigated further.

Option 3 would also be edge of centre sites but may be difficult to achieve in terms of viability if the developments were not of a size to be commercially attractive. This is something we need to investigate further.

Whilst we have not made a final decision, our preference at this time would be Option 2 but for the reasons outlined we need to consider this possibility further. We would welcome views on which of these options is considered to be most appropriate and whether there are any other options we should consider.

**Question 25**

**Do you agree with our suggested Town Centre hierarchy and our approach to main town centre developments? If not what changes do you suggest?**

**IMPACT ASSESSMENT THRESHOLD**

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

**Policy Ec10 – Town and Local Centres: Thresholds for Impact Assessments**

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

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

**Question 26**

**Do you agree with our suggested thresholds? If not what changes do you suggest?**

## **PRIMARY SHOPPING AREAS**

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

### **Policy Ec11 – Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses**

**(1) Shops (Use Class A1) will be the predominant ground floor use within the defined Primary Shopping Areas of our Town and Local Centres, as identified on the Policies map. Development for other main town centre uses within the Primary Shopping Area will be acceptable where:**

- they make a positive contribution to the diversity of uses on offer;
- the proposal, along with any committed planning permission, does not undermine the shopping element within the immediate area of the site
- it would not result in a cluster of non-shop uses

**(2) The residential use of the upper floors of properties within these defined Primary Shopping Area will be supported subject to parking and amenity considerations.**

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

- Where the property is vacant the length of time that the premises have been vacant and marketed for retail purposes. It should normally be demonstrated that marketing attempts have been made for a minimum period of 6 months.

**Question 27**

**Do you agree with our suggested approach to Primary Shopping Areas? If not what changes do you suggest?**

**HOT FOOD TAKEAWAY USES**

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

**Policy Ec12 – Town and Local Centres: Primary Shopping Areas – Hot Food Takeaway Balance**

- (1) Hot food takeaway uses should be located within defined town or local centres or within an established parade of shops.
- (2) In considering applications for a proposed hot food takeaway use, within the defined Primary Shopping Areas of our Town and Local Centres, as identified on the Policies map, regard will be had to the following factors:
- The number of existing take away establishments in the immediate area as related to the application site and their proximity to each other, in order to avoid clusters of takeaway uses;
  - Impact on the amenity of the immediate area (including smells, fumes and noise) , traffic or safety issues arising from the proposal itself or cumulatively with the existing uses in the area;
  - The potential impact upon the health of local residents where it can be demonstrated that the proposal will raise health issues.
- (3) Proposals for a hot food takeaway use should also include the provision of a litterbin on land within the premises, of which the property will be

responsible for its maintenance, emptying on a regular basis and for the area adjacent to the premise to be kept clear. Where a litterbin cannot be provided within the curtilage of the premises, a commuted sum will be sought towards the provision of a litterbin within the locality.

- (4) Within the Market Street frontage of Ashby de la Zouch, Nos 67 to 89 and Nos 76 to 108, the Council will resist applications for new hot food takeaway uses over and above those in existence, or permitted, at the time of the adoption of this Local Plan.
- (5) The concentration of hot food takeaway uses within the defined local centre of Ibstock, as identified on the policies map, will not be permitted to increase above the existing number of those in existence, or permitted, at the time of the adoption of this Local Plan.

#### Question 28

Do you agree with our suggested approach to Hot Food Takeaways? If not what changes do you suggest?

### PRIMARY AND SECONDARY FRONTAGES

7.77 The NPPF refers to the identification of primary and secondary shopping frontages, in addition to Primary Shopping Areas. The NPPF suggests that:

- Primary frontages are those which principally contain a high proportion of shop uses.
- Secondary frontages are those which provide a greater opportunity for a diversity and range of other main town centre uses, such as food and drink uses, businesses and leisure uses.

7.78 Having regard to the research undertaken of the type and spread of uses within and around the various town and local centres and the definitions above, a number of defined primary and secondary shopping frontages are identified for Coalville and Ashby de la Zouch. In respect of the local centres it was considered that their scale, together with the lack of any clearly defined differences across the individual centres, was such that the identification of primary and secondary frontages was not justified.

#### Policy Ec13 – Primary and Secondary Frontages

- (1) Within the primary frontages, as identified on the Policies map, the ground floor uses should be predominantly shop use in nature. Other complementary A Class uses will only be permitted where it can be demonstrated that the proposed use would not lead to an overconcentration

of non shopping uses and it would not lead to a negative impact on the retail character and vitality and viability of the overall Primary Shopping Area. Non A-Class uses will not be permitted at ground floor level.

- (2) In secondary frontages, the Council will support a range of other main town centre uses especially where they make a positive contribution to the choice of uses on offer and not have a negative impact on the shopping function and character of the overall Primary Shopping Area.
- (3) The residential use of the upper of floors of properties within these defined primary and secondary frontages will be supported subject to parking and amenity considerations.

#### Question 29

Do you agree with our suggested approach to Primary and Secondary Frontages? If not what changes do you suggest?

### LOCAL CENTRES

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

#### Policy Ec14 – Local Centres

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

- The need to maintain an appropriate balance between main town centre and non-main town centre uses;
- The contribution the unit makes to the function of the centre in terms of its size and location within the centre;
- The nature and characteristics of the proposed use and the type and characteristics of other uses within proximity of the application site and
- The impact of the proposal on the shopping and service character and function of the local centre for example, would it create an active frontage, would the use bring visitors to the centre?

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

**Question 30**

**Do you agree with our suggested approach to Local Centres? If not what changes do you suggest?**

**TOURISM AND CULTURE DEVELOPMENT**

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

**Policy Ec15: Tourism and cultural development**

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

**Question 31**

**Do you agree with our suggested approach to Tourism and Cultural development?  
If not what changes do you suggest?**

## 8 INFRASTRUCTURE AND FACILITIES

### INTRODUCTION

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

### DEVELOPMENT AND INFRASTRUCTURE

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

#### **Policy IF1: Development and Infrastructure**

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

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

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

**and associated facilities;**

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

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

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

**The District Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward**

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

- 8.9 The provision of new infrastructure is currently secured using a legal agreement (referred to as planning obligations or Section 106 Agreement). This agreement will be signed by the Council and the applicant, together with any other parties who may be involved in the delivery of specific infrastructure. For the foreseeable future this how we will continue to secure infrastructure provision. However, another option is for the Council to introduce a Community Infrastructure Levy (or CIL), whereby the Council would specify the amount of money which would be charged for different types and sizes of development. This money would then be used to pay for identified new infrastructure. A CIL would have to go through a separate, detailed process including a public examination. We will consider whether to adopt a CIL approach once this Local Plan is adopted.

**Question 32**

**Do you agree with our suggested approach to securing infrastructure as part of new development? If not what changes do you suggest?**

**Question 33**

**Are there any other general items of infrastructure we should be seeking to secure?**

**Question 34**

**Is there a lack of any infrastructure in specific parts of the district? If so what are these and what evidence is there to demonstrate this?**

## **COMMUNITY FACILITIES**

- 8.10 Local shops, community facilities, pubs and other services provide the infrastructure required to meet the everyday needs of communities, which reduces the need to travel and provides opportunities for social interaction helping to maintain active and socially inclusive communities.
- 8.11 Access to community facilities is important for both urban and rural communities. Community facility provision needs to reflect the needs of the population both existing and new and also reflect how the population will change over time, this particularly important giving the ageing population of the district.

**Policy IF2: Community Facilities**

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

**Community services and facilities should be retained and wherever possible**

**improvements facilitated to the quality, accessibility and levels of provision by:**

- a) Supporting the development of new community services and facilities where deficiencies in provision would be addressed, provided that adverse impacts on the environment and the settlement concerned can be avoided or mitigated;**
- b) Allowing the expansion/ or enhancement of existing community and cultural facilities to assist continuing viability, particularly in areas where new development will increase the demand for facilities**
- c) Ensuring that, where community facilities are listed as an asset of community value, this will be regarded as a material consideration.**
- d) Guarding against the loss of land or buildings belonging to existing facilities wherever possible to ensure sites are retained for other form of community use.**

**New development will be required to provide or contribute to community facilities as part of the development, or if appropriate off-site, where no facilities exist or where existing facilities are deficient.**

8.12 The loss of local services or facilities can have a serious impact upon people's quality of life and the overall vitality and sustainability of communities. With an ageing population access to locally based services will become increasingly important. The council will require that proposals demonstrate that a particular facility or service is no longer viable and explain the options that have been investigated to maintain the facility or service. Marketing of the property for a minimum of 6 months with an appropriate price will be required.

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

**Question 35**

**Do you agree with our suggested approach to Community Facilities? If not what changes do you suggest?**

## OPEN SPACES AND SPORT AND RECREATION

- 8.14 It is important that local communities have access to high quality open spaces and opportunities for sport and recreation as this makes an important contribution to the health and well-being of communities. Open spaces can provide benefits for recreation and biodiversity and contribute to the wider network of Green Infrastructure. It is therefore important to both protect our existing open spaces and sport and recreational facilities but to also improve provision, either through new or enhanced facilities.
- 8.15 There are various national standards of provision which relate to the different types of open space. For example, the National Society of Allotment and Leisure Gardeners (NSLAG) has produced a national allotment standard for a minimum provision of 20 standard plots of 250 square meters per 1,000 households or 0.5 ha per 1,000 household.
- 8.16 The Fields in Trust (FIT) recommend benchmark standards for playing fields as part of the 'Planning and Design for Outdoor Sport and Play', which concludes that the total recommended standard for outdoor sport is 1.6ha per 1,000 population. In addition to the quality standards the document also recommends standards for children's playing space, for 0.8ha of children's play space is recommended per 1,000 population. This is then split into 0.25 ha of designated equipped play space and a further 0.55 ha of informal playing space.

### **Policy IF3: Open Space, Sport and Recreation facilities**

**(1) In order to meet the needs of the community, provision of open space, sport and recreation facilities will be sought as part of new housing development of 50 or more dwellings having regard to:**

- (a) The scale of the proposed development and the mix and type of dwellings to be provided;**
- (b) The nature and scale of existing open space, sport and recreation provision within the locality of the proposed site;**
- (c) The likely population characteristics resulting from the proposed development as well as that of the existing population in the locality;**
- (d) The scale of provision for different types of open space, sport and recreation compared to recognised national standards as set out below**

Open Space Type	National Standard
Children's Playing Space	FIT: 0.8 ha per 1,000 people of which 0.25ha should be designated equipped playing space.

<b>Outdoor Sports</b>	<b>FIT : 1.6 ha per 1,000 people</b>
<b>Allotments</b>	<b>NSALG: 20 standard plots of 250 square metres per 1,000 households</b>

- (2) Any open space, sport and recreation provision should be designed as an integral part of the proposed development in accordance with Policy S5 in respect of Design**
- (3) Provision of open space, sports and recreation facilities should be located on-site unless off-site or partial off-site contribution would result in an equally beneficial enhancement to an existing open space, sports and /or recreation facility which is of benefit to the local community.**

**Loss of Open Space**

- (4) In assessing the appropriateness of development which results in the loss of an open space, sports or recreation facility within the Limits to Development, the following principles will be taken into consideration:**
  - (a)The developer/ applicant will need to provide clear evidence that the open space, sports or recreation facility is surplus to the applicable quantitative standard;**
  - (b)The loss of the open space , sports or recreation facility results in an equally beneficial replacement or enhanced existing facility for the local community;**
  - (c)The loss of the open space, sports and recreation facility is for the purpose of providing an ancillary development which improves the functioning, usability or viability of the open space, sport and recreation uses e.g. changing rooms, toilets, assembly and function uses.**
  - (d)The loss of the open space, sports or recreation facility will not result in the fragmentation or isolation of a site which is part of a green infrastructure corridor.**
- (5) Proposals involving the potential loss of an open space, sports or recreation facility outside of the limits to development will be considered under the provisions of the Countryside policy (Policy S4).**
- (6) Any proposals resulting in a loss of an open space, sports or recreation facility should be able to clearly demonstrate that the facility is not only currently surplus to requirements, but taking into account the population needs of the community over the plan period.**

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

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

**Question 36**

**Do you agree with our suggested approach to Open Space, Sport and Recreation facilities? If not what changes do you suggest?**

**TRANSPORT INFRASTRUCTURE**

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

**Policy IF4: Transport Infrastructure and new development**

- (1) The Council, working with the highway authorities, will ensure that development takes account of the impact upon the highway network and the environment and incorporates safe and accessible connections to the transport network to enable travel choice for residents and commuters. In assessing proposals regard will be had to any Transport Assessment and Travel Plan prepared to support the application.**
- (2) Where appropriate new development will be expected to contribute towards improvements, including the following:**
  - (a) The provision of cycle links within and beyond sites so as to create a network of cycleways across the district, including linkages to key Green Infrastructure**
  - (b) The provision of public footpath links within and beyond sites so as to enhance the network of footpaths across the district, including**

<b>linkages to key Green Infrastructure</b>	
<b>(c)</b>	<b>The provision of new public transport services, or the enhancement of existing services, to serve new developments so that accessibility by non-car modes is maximised</b>
<b>(d)</b>	<b>Strategic road improvements</b> <ul style="list-style-type: none"> <li>• <b>M1 SMART motorway working</b></li> <li>• <b>J22 of M1</b></li> <li>• <b>J13 of A42</b></li> </ul>
<b>(e)</b>	<b>Local road improvements</b> <ul style="list-style-type: none"> <li>• <b>the A511 corridor between J22 of the M1 and J13 of the A42</b></li> <li>• <b>Hugglescote crossroads</b></li> </ul>

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

- Various low cost schemes to deal with congestion and parking issues around Coalville Town Centre;
- Implementation of schemes around Coalville as part of the Government's Local Sustainable Transport Fund; and
- Various schemes to resolve safety issues or as routine maintenance

8.24 A number of key highway improvement schemes have been identified (through the LTP3 and work in preparing this local plan) which both impact on and are impacted by new development, particularly in the Coalville urban Area and Ashby de la Zouch. These include Junction 22 of the M1 and junction 13 of the A42 as well junctions along the A511 corridor between these two junctions. In addition, it is recognised that the Hugglescote crossroads requires improvements.

**Question 37**

**Do you agree with our suggested approach to Transport Infrastructure and new development? If not what changes do you suggest?**

**RAIL INFRASTRUCTURE**

- 8.25 There are no passenger rail services in North West Leicestershire although a freight-only rail line connects Leicester with Burton-on-Trent via Coalville.
- 8.26 The Government believes that a national high speed rail network offers a once-in-a-generation opportunity to transform the way we travel in Britain. On 28 January 2013, the Secretary of State for Transport announced the preferred route and stations for extending High Speed Rail line (HS2) routes beyond Birmingham to Manchester and to Leeds (known as phase 2). The initial proposed route for the Birmingham to Leeds leg of HS2 passes through North West Leicestershire. It mainly follows the A42 corridor and then through a tunnel under the East Midlands Airport and across the M1 and River Trent Valley to a new station at Toton near Long Eaton.
- 8.27 A decision on HS2 is expected later in 2015. At the present time it does not have any formal planning status.

**Policy IF5: Leicester to Burton rail line**

**The Council will support the reinstatement of passenger services on the Leicester to Burton rail line.**

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

**The provision of stations, together with ancillary car parking and facilities such as platforms and shelters, at appropriate locations, including Coalville and Ashby de**

**la Zouch, will be supported.**

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

- 8.28 The Leicester to Burton rail line closed to passenger traffic in the 1960's. In the early 1990's it was proposed to re-open the line to passenger services (initially promoted as the Ivanhoe Line) linking Loughborough to Derby via Leicester and Burton on Trent. The project was split into two stages and Ivanhoe Stage I was implemented in May 1994 running between Loughborough and Leicester. The Stage II section between Leicester and Burton on Trent was not progressed partially due to rail privatisation in the mid 1990's, and structural alterations in the make-up of the UK rail industry. Following a scheme re-appraisal in October 1996, which concluded there would be an annual operating deficit of £0.8million, the project was not progressed any further.
- 8.29 In response to planned housing growth west of Leicester and the potential to increase passenger traffic on the line, Leicestershire County Council commissioned a study in 2009 to give an indication of the impact of growth on the viability of a reopened line (now referred to as the National Forest Line). The re-appraisal concluded that the scheme would not be good value for money and that the project would be unlikely to cover its operating costs without some form of ongoing subsidy. Nevertheless, the re-instatement of passenger services on the National Forest Line has been a long-term ambition of North West Leicestershire District Council and other councils along the proposed line.
- 8.30 As part of the Council's response to the proposals for HS2 the Council has requested that consideration be given to the potential for re-opening the Leicester to Burton line. A decision on HS2 is expected later in 2015. Even if the current route is confirmed and it is agreed to re-open the Leicester-Burton railway to passenger traffic it is likely that it would be some time before it came operational.

**Question 38**

**Do you agree with our suggested approach to the Leicester to Burton rail line? If not what changes do you suggest?**

**ASHBY CANAL**

- 8.31 The Ashby Canal is a 31-mile (50 km) long canal which connected the mining district around Moira with the Coventry Canal at Bedworth in Warwickshire. It was opened in 1804 to convey coal and limestone from the extensive deposits in the Ashby Wolds.

The canal suffered from mining subsidence during the first half of the 20th century, and was progressively closed to the current terminus at Snarestone in 1966.

- 8.32 Leicestershire County Council is now leading the restoration of the Ashby Canal from its current terminus at Snarestone to the Heart of the National Forest at Moira.

**Policy IF6: Ashby Canal**

**Development which would prejudice the restoration of the Ashby Canal, as identified on the policies map, or the provision of canalside facilities will not be permitted.**

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

- 8.33 To date the northern section of the canal has been restored from Moira to Donisthorpe and links Conkers, Moira Furnace and Donisthorpe Country Park in an area that is developing as a tourist destination.

- 8.34 Restoration is now focused on extending the current terminus of the canal from Snarestone northwards for a distance of 4.5km to a new canal wharf at Measham. The power to acquire the necessary land and to construct and maintain the canal was provided in October 2005 when the Secretary of State for the Environment, Food and Rural Affairs confirmed the Leicestershire County Council (Ashby de la Zouch Extension) Order made under the powers of the Transport and Works Act 1992. In making the Order the Secretary of State noted that “the scheme is consistent with national, regional and local policies, would contribute significantly to regeneration objectives and would produce considerable economic, environmental and social benefits”.

- 8.35 The main objectives of the next phase of restoration are to:

- Advance and accelerate continuing economic regeneration of the area and contribute to rural diversification and social inclusion through opportunities for employment, leisure, recreation, learning and skills.
- Provide a green gateway to the National Forest and develop and link the recreational tourism facilities.
- Improve the environmental quality of the area.
- Provide a recreational, cultural and social resource for the local community.
- Connect Measham, and ultimately Moira, to the national waterways network.

- 8.36 Since the Transport and Works Order was made in 2005 a great deal has been achieved; the necessary site investigations and studies have been carried out, planning requirements have been met, land acquisition has been secured and development proposals have been prepared. The first phase of construction, the Snarestone

connection and the first of three nature reserves was completed in August 2009. The canal is proposed to be constructed in further phases northwards to Ilott Wharf and then to Measham. Ultimately it is proposed to extend the canal further north from Measham to connect to the restored canal at Donisthorpe.

**Question 39**

**Do you agree with our suggested approach to the Ashby Canal? If not what changes do you suggest?**

**PARKING AND NEW DEVELOPMENT**

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

**Policy IF7: Parking provision and new development**

- (1) Development should incorporate adequate parking provision for vehicles and cycles and should be designed so that it is an integral part of the development and does not dominate the public realm.**
- (2) In considering the provision of parking, both vehicle and cycling, as part of new development the Council will:**
- (a) normally seek the provision of 2 car parking spaces per dwelling increasing to 3 spaces for four or more bed properties;**
  - (b) have regard to the most up-to-date 6C's Design Guidance in respect of non-residential proposals;**
  - (c) have regard to any transport assessment and travel plan associated**

**with a development proposal and, in appropriate circumstances, agree to reduced car parking provision where the proposed development has, or is proposed to have, good access to other modes of transport.**

- 8.40 Leicestershire County Council 6C's Design Guide provides the starting point for proposals which affect transport in the District and includes car parking standards to be applied in new developments.
- 8.41 In respect of housing developments this requires developers to assess the likely demand for parking using a research method published by the Department for Local communities and Government. In assessing demand regard is to be had to various factors including car ownership levels and the size and type of housing to be provided. Notwithstanding this approach, the Council is of the view that it is beneficial to provide more certainty and so we have identified our preferred level of parking provision.
- 8.42 In respect of non-housing development the 6C's Guidance sets out the normal parking requirements for those developments over identified thresholds. This is set out at Appendix 3 of the Local Plan for information purposes. For developments below the threshold, the standards contained in the document Highway Requirements for Development (HRfD) will continue to be applied as the normal maximum standards.
- 8.43 It is important that car parking is sensitively designed in order to not be obtrusive or damaging to the character of an area or the development and should be an integral part of the design process.

#### **Question 40**

**Do you agree with our suggested approach to parking provision as part of new development? If not what changes do you suggest?**

## **9 ENVIRONMENT**

### **INTRODUCTION**

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

### **GREEN INFRASTRUCTURE**

- 9.2 Different types of high quality green spaces and connections between them are known as 'Green Infrastructure'. Green Infrastructure is used for recreation and leisure,

provides routes for walking and cycling, supports wildlife and helps us to manage flooding.

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

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

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

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

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

## **NATURE CONSERVATION**

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

### **Policy En1: Nature Conservation**

- (1) Proposals for development will be supported which conserve, restore or enhance the biodiversity in the district.**
- (2) Where a proposal for development would result in significant harm to one of the following and which cannot be avoided, or mitigated or compensated for,**

**then planning permission will be refused:**

- **Special Areas of Conservation (SAC);**
- **Sites of Special Scientific Interest (SSSI)**
- **Local and Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS)**
- **Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and candidate Local Wildlife Sites (cLWSs) which meet the Leicester, Leicestershire and Rutland LWS criteria;**
- **Local and National Biodiversity Action Plan-related (BAP) priority habitats;**
- **River corridors;**
- **Irreplaceable habits (defined as Ancient woodlands; Mature plantation or secondary woodland; Species –rich ancient hedgerows; Ancient or veteran trees; Species –rich neutral grassland; Acid grassland and heath grassland; Dry and wet heathland; Bogs and Sphagnum pools and Rock outcrops)**

**(3) New development will be expected to maintain existing ecological networks, hotspots and landscape features (such as water courses and waterways, disused railway lines, hedgerows and tree lines) for biodiversity, as well as for other green infrastructure and recreational uses.**

**(4) Where a proposed development would attract additional visitors to an area or facility it should be demonstrated how any potential impact upon an area or feature of biodiversity interest will be managed as part of the new development.**

**(5) The use of Sustainable Urban drainage Systems (SUDs) to create wetland and marshland habitats will be encouraged subject to the provisions of Policy Cc4**

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

9.8 Biodiversity information about the District is available from the Leicestershire and Rutland Environmental Records Centre (LRERC). LRERC can also provide information about the status of protected species in the District.

9.9 There are 17 Sites of Special Scientific Interest (SSSIs) within the district, of which 2 have further designations; Charnwood Lodge, which is also a National Nature Reserve, and the river Mease, which is also a Special Area of Conservation.

- 9.10 New sites are still being identified and this will continue; especially post –industrial and former mineral land, which can naturally regenerate very quickly after activity ceases.
- 9.11 An Ecological Network report for North West Leicestershire has also been prepared. This was a comprehensive survey of the area, attempting to categorise all land parcels. This also revealed clusters and groups of designated sites in areas of high biodiversity value and low intensity management. These clusters form the ‘hotspots’ and ‘stepping stones’, which are the main areas for priority nature conservation and are linked to a variety of wildlife corridors such as hedges, watercourses, canals, railways and roads.
- 9.12 It is important to look beyond the boundaries of the development site to identify corridors that link habitats in the site, to those outside. The priority for retention of hedges and other habitats within the site should be:
- Those that have connectivity beyond, the site;
  - Those that link to important habitats within for foraging bats and birds
  - Those that are species rich and or meet the local wildlife criteria
- 9.13 The geological interest in the District ranges includes unique pre- Cambrian volcanic rocks, Carboniferous limestones, coal-bearing rocks, fossils and rare minerals. The Charnwood Lodge is designated as a National Nature Reserve due to its geodiversity. In addition, the District has eleven Regionally Important Geodiversity Sites (RIGS) and candidate RIGS (cRIGS). RIGS and cRIGS do not have statutory protection but are encouraged to be protected in the planning process.

#### **Question 41**

**Do you agree with our suggested approach to Nature Conservation issues? If not what changes do you suggest?**

### **RIVER MEASE SPECIAL AREA OF CONSERVATION**

- 9.14 Special Areas of Conservation (SACs) are areas which have been given special protection under the European Union’s Habitats Directive. They provide protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world’s biodiversity.
- 9.15 The river Mease SAC includes the river Mease and its tributaries, parts of which are in North West Leicestershire although it also encompasses parts of Staffordshire and Derbyshire as well.
- 9.16 The SAC is also a Site of Special Scientific Interest (SSSI).
- 9.17 Survey work carried out by the Environment Agency revealed that the quality of the water in the river was poor, mainly due to high phosphorous levels. These were as a

result of the use of pesticides in farming and discharges from waste water treatment works within the catchment.

- 9.18 We have worked with a range of partner organisations (The Environment Agency; Natural England; Severn Trent; South Derbyshire District Council; and Lichfield District Council) to address this problem, including plans and strategies which will allow development to take place within the river Mease catchment area whilst ensuring that the integrity of the river Mease is protected. The policy below reflects the approach we have agreed together.

**Policy En2: River Mease Special Area of Conservation**

- (1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the river Mease Special Area of Conservation.**
- (2) In order to achieve this, new development within the River Mease catchment will be allowed where:**
  - (a) There is sufficient headroom capacity available at the Wastewater Treatment Works to which it is proposed that flows from the development will go; and**
  - (b) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme.**
- (3) In the event that there is no headroom capacity available at the appropriate wastewater treatment works, or exceptionally where as part of the development it is proposed to use a non-mains drainage solution for the disposal of foul water and this is supported by the Environment Agency, development will only be allowed where it can be demonstrated that the proposed development, on its own and cumulatively with other development, will not have an adverse impact, directly or indirectly, upon the integrity of the river Mease Special Area of Conservation.**

- 9.19 Under the Habitats Directive we are responsible for ensuring that proposals for new development will have no significant adverse impact upon the SAC. This is done through a Habitats Regulations Assessment (referred to as an Appropriate Assessment). To help with this process, people applying for permission for new development need to include detailed information about drainage (both surface and foul water).

- 9.20 Unless an applicant can demonstrate no adverse impact on the River Mease SAC, a planning application must be refused.
- 9.21 A Water Quality Management Plan (WQMP) identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the Conservation Objectives for the SAC and is brought back into favourable condition.
- 9.22 In addition, a Developer Contribution Scheme (DCS) sets out the level of financial contribution expected from new developments within the river Mease catchment. These contributions are to be used to implement measures in the WQMP designed to reduce phosphorous levels thereby ensuring that new development does not lead to deterioration in water quality, or cause a net increase in phosphorous levels.
- 9.23 The DCS estimates the amount of phosphorous likely to be generated by new development. This is used to create a 'Development Window' – the total amount of phosphorous which will need to be removed from the river Mease via a range of measures to ensure that new development will not adversely impact upon the SAC. These measures are to be funded by contributions from new development. The contribution will depend on the number of properties built, their size and the water efficiency of each new home. Commercial developments will also be expected to pay a contribution dependent on the size and scale of the development proposed.
- 9.24 The first Development Window was set at 700 grams of phosphorous per day which equates to 2,400 3 bed dwellings. When the amount of phosphorous from new development is approaching the capacity of the Development Window, a second Development Window will need to be considered based upon additional mitigation measures.
- 9.25 The DCS was adopted by the District Council on 22 November 2012.
- 9.26 The implementation of the DCS and the WQMP are overseen by a Programme Board who will also be responsible for subsequent reviews and amendments as deemed necessary comprising of representatives from the partner organisations.

**Question 42**

**Do you agree with our suggested approach to the river Mease Special Area of Conservation? If not what changes do you suggest?**

**THE NATIONAL FOREST**

- 9.27 The National Forest covers 52,000 hectares of the Midlands and includes parts of Derbyshire, Leicestershire and Staffordshire. It was established in the 1990s to transform the landscape and link two ancient woodlands - Charnwood Forest on its eastern fringe and Needwood Forest to its west. At December 2014 there was some

20% woodland cover, but the aim is to increase cover to about a third of all the land within the National Forest boundary.

- 9.28 The creation of the National Forest is overseen by The National Forest Company which is responsible for the production, implementation and monitoring of the National Forest Strategy.
- 9.29 About 56% of North West Leicestershire lies within The National Forest; this includes the Coalville Urban Area, and the Rural Centres of Ashby de la Zouch, Ibstock and Measham.
- 9.30 In addition to enhancing the physical appearance of the landscape, The National Forest also provides a range of other benefits including enhanced biodiversity; recreation, leisure, tourism and economic opportunities. It also provides a “carbon sink” which helps store CO<sub>2</sub>; forest carbon sinks are considered the best natural mitigation measure against global warming.
- 9.31 One of the main ways of increasing woodland cover across the National Forest has been to include tree planting as part of new developments, both on- and off-site in accordance with National Forest Planting Guidelines. This helps to create an attractive forest setting for the development as well as green space for the local community. We will continue with this approach and applicants are advised to discuss their proposals with the National forest Company as part of their pre-application preparations. We will also work with The National Forest Company and others to exploit other ways of providing additional planting and to help deliver The National Forest Strategy 2014-24.
- 9.32 The National Forest Charitable Trust is a charity which aims to create a vibrant heart in the midst of The National Forest. This will include a 400 hectare woodland park, in which Conkers has already been created, with opportunities for walking, cycling and discovery in the emerging woodland environment.

**Policy En3: The National Forest**

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

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

**(e) Achieve 33% woodland cover in the National Forest.**

- (2) New developments within the National Forest will contribute towards the creation of the forest by including provision of tree planting and other landscape areas within them and/or elsewhere within the National Forest in accordance with National Forest Planting Guidelines in place at the time an application is determined. Landscaping will generally involve woodland planting, but can also include the creation and management of other appropriate habitats, open space provision and the provision of new recreational facilities. The appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents.**
- (3) In exceptional circumstances, a commuted sum may be agreed where planting and landscaping cannot be accommodated within or close to the development site. This will be used to purchase land for planting, create new woodland, provide public access to it and maintain the site for at least 5 years.**
- (4) Within the National Forest new development should ensure that:
  - (a) the siting and scale of the proposed development is appropriately related to its setting within the Forest, and**
  - (b) the proposed development respects and does not adversely affect the character and appearance of the wider countryside.****
- (5) The area between Ashby de la Zouch, Measham and Swadlincote will be recognised as 'The Heart of the National Forest' where there will be a concentration of tourism and leisure activities associated with the National Forest, and economic opportunities based on the woodland and environmental economy. Linkages to nearby urban areas will be strengthened and new development will be exemplars of sustainable design and construction, with an emphasis upon the use of Forest-themed construction materials where appropriate.**

#### **Question 43**

**Do you agree with our suggested approach to the National Forest? If not what changes do you suggest?**

### **CHARNWOOD FOREST**

- 9.33 Charnwood Forest is a distinctive area of rugged upland landscape towards the north-west of Leicester. It is valued for its geological importance, rich biodiversity, landscape beauty, historical importance, and recreational role. It is also a traditional working

landscape with a high proportion of land in agricultural use and, in some parts of the area, mineral working.

- 9.34 About 8% of it lies in North West Leicestershire. The area is surrounded by growing urban centres such as Leicester, Loughborough and Coalville, as well as by other smaller settlements. It is therefore exposed to the pressures which this growth brings. However, development could also provide opportunities to improve parts of the area and develop stronger green links to the surrounding towns, villages and landscapes, and linkages beyond this to other green areas such as the National Forest.
- 9.35 Previous strategic plans and the existing local plan all have recognised the importance of the area due its unique character and appearance. The former East Midlands Regional Plan recognised the importance of the Charnwood Forest as key Green Infrastructure asset and proposed the creation of a Charnwood Forest Regional Park.
- 9.36 A Charnwood Forest Regional Park Steering Group has been established comprising of the North West Leicestershire District Council, Leicestershire County Council, Charnwood Borough Council, Hinckley & Bosworth Borough Council and other key stakeholders such as the National Forest Company, Natural England and the Leicestershire Local Access Forum. This has agreed a vision for the Charnwood Forest Regional Park. The agreed vision is that “The unique natural and cultural heritage features of the Charnwood Forest will be managed and promoted through the Charnwood Forest Regional Park. The Regional Park will be recognised as an essential part of the growing communities in the Derby, Leicester and Nottingham area, now and in the future”.
- 9.37 To achieve the Vision, the overall aim is the retention, enhancement and, where necessary, protection, of the resource and its important landscape, ecological, geological and historical features, to maintain the integrity of the Charnwood Forest.
- 9.38 A detailed landscape appraisal has been undertaken to define the extent of the Regional Park in landscape terms. The boundary results in some parts of the Coalville Urban Area being within the Regional Park.
- 9.39 The Charnwood area is recognised as one of a number of National Character Areas which cover North West Leicestershire. The National Character Area profile for the Charnwood Forest recognises that “There is great scope to build on and support the partnership work of the Charnwood Forest Regional Park to protect and enhance this area, and the work of The National Forest in promoting sustainable woodland management and extending woodland (where appropriate)”.
- 9.40 It is not the intention that the Charnwood Forest Regional Park should be a barrier to new development in its own right. Therefore, the provisions of the policy below have to be read in conjunction with the countryside policy (Policy S4). Instead we want to maintain the traditional working landscape of Charnwood Forest while supporting rural diversification that encourages sustainable tourism. In some areas mineral

workings are a part of this landscape (for example at Bardon Quarry) and can provide biodiversity, geodiversity and access opportunities.

- 9.41 It is important that the design and construction of any new development which is considered to be appropriate should pay particular attention to the need to maintain and enhance the character and appearance of the area.
- 9.42 That part of the Charnwood Forest which is in North West Leicestershire is also within the National Forest. The aim of increasing woodland coverage across The National Forest may not always be appropriate within the Charnwood Forest having regard to landscape character and biodiversity. In these instances, the provision of alternative habitats or the protection/enhancement of existing habitats will be expected in lieu of the woodland creation expected by Policy En3.

**Policy En4: Charnwood Forest Regional Park**

- (1) **Within the Charnwood Forest, the Council will work in partnership with Leicestershire County Council, Charnwood Borough Council, Hinckley and Bosworth Borough Council and other partners to protect and enhance the landscape, biodiversity, natural history and cultural heritage of the Charnwood Forest Regional Park (CFRP).**
- (2) **Priority will be given to those proposals that:**
- (a) **Maintain the traditional working landscape of the forest, particularly those which involve farming or rural diversification or sustainable tourism, including green tourism initiatives;**
  - (b) **Enhance the biodiversity of the CFRP, consistent with the aims of the Charnwood National Character Area profile (SEO3);**
  - (c) **Provide new recreation facilities ~~around the fringes of the area~~ appropriate to the character of the area; and**
  - (d) **Provide access to and from the rural areas into and within the Regional Park by non-vehicular means.**
- (3) **Any new development within the CFRP will be expected to respect the character and appearance of area in terms of design and materials used.**

**Question 44**

**Do you agree with our suggested approach to the Charnwood Forest? If not what changes do you suggest?**

## AREAS OF SEPARATION

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

### **Policy En5: Areas of Separation**

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

### **Question 45**

**Do you agree with our suggested approach to protect the open and undeveloped area between Coalville and Whitwick? If not what changes do you suggest?**

## LAND AND AIR QUALITY

- 9.44 The NPPF advises that in meeting development needs planning should “prevent both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”.
- 9.45 Policy En 6 sets out our approach to ensure that the aim of the NPPF is achieved.

### **Policy En6: Land and air quality**

**Proposals for development on land that is (or suspected of being) subject to land instability issues or contamination, or is located within the Coal Mining**

**Development Referral Area or within or close to an Air Quality Management Area or close to a known source of noise will be supported where:**

**(a) A planning application is accompanied by a detailed investigation and assessment of the issues; and**

**(b) Appropriate mitigation measures are identified which avoid any adverse impacts upon the site or adjacent areas, including groundwater quality.**

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

- 9.46 North West Leicestershire has a long history of coal mining and heavy industry. This has left a legacy of potential land instability and contamination issues. The Coal Authority has defined a 'Coal Mining Development Referral Areas' that covers most of the district. In this area the potential land instability and other safety risks associated with former coal mining activities are likely to be greatest. They include, for example, areas of known or suspected shallow coal mining, recorded mine entries and areas of former surface mining. Other than householder developments, for all new development proposals within the Coal Mining Development Referral Area we expect a Coal Mining Risk Assessment to be prepared and submitted with the planning application.
- 9.47 The responsibility for determining the extent and effects of such constraints lies with the developer.
- 9.48 Groundwater provides a third of our drinking water in England and Wales, and it also maintains the flow in many of our rivers. It is crucial that we look after these sources and ensure that water is completely safe to drink.
- 9.49 Sometimes a proposed development may be located near to a known source of noise. Such noise could potentially impact upon the users of a proposed development, particularly residential development. It is important therefore to ensure that the likely impact is fully understood and, where necessary, mitigated to protect the future occupiers. Furthermore, implementing appropriate mitigation should ensure that an existing use is not subject to complaints in the future which could require the implementation of measures by the existing user at their expense.
- 9.50 The Council has a duty to assess the present and future air quality of the area in relation to the requirements of the National Air Quality Strategy and to identify the main sources of the pollutants affecting air quality. Within the district there are five Air Quality Management Areas (AQMAs):
- M1 Mole Hill Kegworth;
  - High Street Kegworth;

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

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

#### **Question 46**

**Do you agree with our suggested approach to Land and Air Quality issues? If not what changes do you suggest?**

## **10 HISTORIC ENVIRONMENT**

### **INTRODUCTION**

- 10.1 The NPPF attaches great weight to conserving the historic aspects of the environment so that they can be enjoyed by future generations.
- 10.2 Heritage assets are the valued components of the historic environment which have been identified as having a degree of ‘significance’ (i.e. archaeological, architectural, artistic or historic). They can include for example buildings, monuments, sites, places, area or landscapes. Designated Heritage assets include listed buildings, conservation areas, World Heritage Sites, historic parks and gardens and scheduled monuments. The term heritage assets also covers those assets that have not been designated and afforded protection by separate legislation. The significance of these ‘non-designated assets’ is a material consideration in determining planning applications as identified in the NPPF
- 10.3 Once a heritage asset is lost it cannot be replaced.
- 10.4 The NPPF defines significance as ‘the value’ of a heritage asset to this and future generations because of its heritage interest. Significance derives not only from a heritage assets physical presence, but also from its setting.
- 10.5 When looking to protect and enhance the historic environment and heritage assets there is the opportunity to help deliver on other objectives, such as economic development and tourism. The care of our historic environment has to be carefully balanced with current economic and social needs. Carefully managed change can help preserve the significance of the heritage asset and also deliver viable uses consistent with conservation objectives.
- 10.6 Conservation and sustainable economic growth are complementary objectives and should not generally be in conflict with one another. Conservation can play a key part

in promoting economic prosperity by ensuring that an area offers attractive living and working conditions that will encourage inward investment.

10.7 The Council has a key role to play in the protection, conservation and enhancement of the heritage assets that exist throughout the district by:

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

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

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

- a) Conserve or enhance the significance of heritage assets within the district, their setting, including views into and out of conservation areas;**
- b) Retain buildings, 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 asset and of**

**the wider context in which the heritage asset sits, alongside assessment of the potential impact of the development on the heritage assets and its setting; and**

**Provide clear justification for any works that would lead to harm to a heritage assets**

- (2) There will be a presumption against development, alteration, advertising or demolition that will be harmful to the significance of a heritage asset and their setting. Any development proposal that would cause harm to a heritage asset will be refused permission, unless the works are justified, there are overriding public benefits and mitigation measures are secured.**
- (3) Where permission is granted, where relevant the Council will secure appropriate conditions and/or seek to negotiate a Section 106 Obligation to ensure that all heritage assets are appropriately managed and conserved.**
- (4) The district council will support development that conserves the significance of non-designated heritage assets including archaeological remains.**

10.8 In North West Leicestershire there are many designated heritage assets including:

- 640 Listed Buildings
- 3 Registered Parks and Gardens (Staunton Harold, Coleorton Hall and Whatton House)
- 23 Scheduled Monuments
- 22 Conservation Areas

10.9 There are currently 6 heritage assets listed on the Historic England Buildings at Risk Register. We will continue to monitor these and work with Historic England and other stakeholders to address the future of these buildings.

10.10 The Conservation Areas are mainly representative of rural, agricultural areas with traditional houses, cottages and farm buildings. Also represented are areas characterised by the industrial revolution (Ashby Canal and Measham) Georgian Architecture (Ashby de la Zouch and Castle Donington) and country homes (Staunton Harold and Coleorton Hall).

10.11 There are also a number of important, but, non designated assets which are listed on the Leicestershire Historic Environment Records (HER) or within Conservation Area Appraisals. Such non designated assets include signs of the areas industrial heritage (for example the former Ashby canal) or the remains of farming practices such as ridge and furrow (for example at Appleby Magna).

- 10.12 The conservation of assets which reflect the districts industrial and coalmining heritage will be a particular priority for the Council.
- 10.13 The Council will expect all proposals that have the potential to impact upon heritage assets to be of the highest design quality to help preserve and enhance the character and significance of assets. Detailed consideration will need to be given to the appropriate siting, alignment, use of materials, mass, scale in order to ensure that assets are protected and enhanced.
- 10.14 The reuse of historic buildings for a use other than their original use represents a sustainable use of resources. However, it will be necessary to ensure that any physical changes to the fabric of the building do not detract from the heritage asset. Similarly, physical changes to a building designed to improve the buildings energy efficiency will also require careful attention in order to not detract from the quality of the historic asset. There are opportunities in most historic buildings to improve energy conservation without causing harm through measures such as secondary glazing, improved loft insulation using natural materials, low energy lighting and the use of fuel efficient boilers.
- 10.15 Where conflict is unavoidable the benefits of energy conservation measures should be weighed against the extent of harm to the heritage significance.

**Question 47**

**Do you agree with our suggested approach to the Historic Environment? If not what changes do you suggest?**

## **11 CLIMATE CHANGE**

### **INTRODUCTION**

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

### **BACKGROUND**

- 11.2 The overwhelming scientific consensus is that the planet is warming, and that this warming is largely a result of increasing concentrations of "greenhouse gases" in the

atmosphere which trap solar radiation in the atmosphere. These “greenhouse gases” are largely attributed to human activities linked to the use of fossil fuels.

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

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

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

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

### **RENEWABLE ENERGY**

11.5 The NPPF notes that all communities have a responsibility to “contribute to energy generation from renewable or low carbon sources”. It is accepted, however, that some renewable energy installations have the potential to have adverse effects on the environment, for example potential visual intrusion associated seeking to harness wind power. There is therefore a need to balance the principle of support for renewable energy developments with the need to avoid any significant adverse impacts on the environment.

#### **Policy Cc1: Renewable Energy**

- (1) To enable the District of North West Leicestershire to contribute towards the government’s target for CO2 reductions, the Council will support schemes for renewable energy where they are suitable in all other respects.**
- (2) Planning applications for renewable and low carbon energy generation, including any new grid connection lines and any ancillary infrastructure and buildings associated with the development, will be supported provided that**

**they do not as a result of the development itself or any noise, flicker or other potential harmful emissions cause a significantly adverse effect to the following:**

- (a) Landscape;**
  - (b) Biodiversity, including protected habitats and species;**
  - (c) The historic environment, both designated and non-designated assets, and their setting and has limited adverse effects on the surrounding landscape and townscape character;**
  - (d) The visual amenity and openness of the countryside;**
  - (e) Local residential amenity;**
  - (f) the integrity of the water environment, or locally and nationally designated sites;**
- (3) Proposals should take account of the cumulative effect that would result from the proposal in conjunction with existing renewable energy schemes.**
- (4) Proposal should be accompanied by details to demonstrate how the site will be decommissioned to ensure the restoration of the site following cessation of energy production.**
- (5) As part of proposals for large scale renewable energy it should be demonstrated what the economic, social and environmental benefits are for those communities closest to the proposed facility.**
- (6) We will consider the preparation of a Supplementary Planning Document to provide further guidance on this issue.**

11.6 Government guidance sets out that:

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

- 11.7 A Planning for Climate Change report which considered sources of potential renewable energy across Leicestershire (except Charnwood Borough) was published in 2008. The report considered three specific sources of renewable energy –wind, water and biomass and made an assessment as to the potential for these to be harnessed.
- 11.8 The areas around the six main settlements in North West Leicestershire (Ashby de la Zouch, Castle Donington, Coalville, Ibstock, Kegworth and Measham) all performed well in terms of availability of wind resource and accessibility to woodland, and therefore the report considered that the opportunity for harnessing these resources is high. In addition, it identified the potential for hydro-power generation from two sites near Kegworth.
- 11.9 Large scale renewable energy technologies can be contentious as they are often land – hungry and visually imposing. Early consultation with the local community, and pre – application discussions will be necessary to help ensure large-scale renewable energy installations are appropriately designed and located.
- 11.10 Micro renewable energy installations (such as solar panels) typically at the level of households are often permitted development and do not require a specific policy.

**Question 48**

**Do you agree with our suggested approach to Renewable Energy issues? If not what changes do you suggest?**

**SUSTAINABLE DESIGN AND CONSTRUCTION**

- 11.11 The sustainable design and construction of new building and extensions to existing buildings has an important role to play in reducing running costs and improving energy efficiency and so reducing greenhouse gas emissions (notably CO2). Improving the energy efficiency of buildings is an essential part of achieving targets for a reduction in carbon emissions as almost half of the UK’s current carbon emission come from domestic (27%) and non domestic buildings (17%)
- 11.12 A Housing Standards Review has indicated that the Government will set standards for the sustainability of new development through Building Regulations rather than the Code for Sustainable Homes which had previously been favoured, although there is currently no indication as to when this will happen. However, it is still appropriate for the Council to indicate as part of this Local Plan that it wishes to apply the highest possible standards to new development.
- 11.13 We propose to use the ‘Building Research Establishment Environmental Assessment Method’ (BREEAM)(or equivalent) as a standard and guidance for major new non – residential buildings.

11.14 A key aspect of mitigating against the impact of climate change is to reduce water usage. Our Water Cycle Study recommended that the Council should seek Code for Sustainable Homes level 3/4 in respect of water efficiency measures. This is equivalent to a water usage of 105 litres per day. The Government has announced that it no longer proposes to use the Code for Sustainable Homes but the National Planning Practice Guidance suggests that where evidence is available the revised rate of 110 litres per day included in Document G of the Building Regulations as an optional requirement can be sought. In view of what our Water Cycle study advises we propose to do so.

**Policy Cc2: Sustainable design and construction**

- (1) All new development, including building conversions, refurbishments and extensions, should seek to incorporate climate change and adaptation and design measures to combat the effects of changing weather patterns and to secure energy efficiency performance. Wherever practicable, measures to provide resilience against higher temperatures and intense rainfall should be used and their application to the development outlined in the Design and Access Statement which accompanies an application.**
- (2) Development should incorporate water efficiency measures compliant with Optional Higher requirements of 110 litres/person/day Document G of the Building Regulations.**
- (3) The Council will expect the policy requirement to be met unless it can be demonstrated that it would not be viable or appropriate to do so (for example in respect of an historic asset).**
- (4) We will consider the preparation of a Supplementary Planning Document to provide further guidance on this issue.**

11.15 The following measures are examples of what could be incorporated in to new developments to mitigate and adapt to the effects of climate change:

- Planting, shading and advanced glazing systems to reduce solar heat gain during the summer;
- Using materials to prevent penetration of heat, including use of cool building materials and green roofs and walls and using flood resilient materials ;
- Increasing natural ventilation and removing heat by using fresh air
- Orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes;
- Locating windows at heights that maximise heating from lower sun angles during the winter;

- Incorporating flood resilient measures such as raising floor levels, electrical fittings and rain-proofing and overhangs to prevent infiltration of heavy rain around doors and windows;
- Incorporating waste reduction and recycling measures through design of the development to ensure there are appropriate storage and segregation facilities;
- Incorporating small scale renewables into the design of new developments where there would be no significant adverse impacts on landscape, ecology, heritage assets and amenity;
- Incorporating car charging points where viable and appropriate to do so;
- Connect to an existing or approved district energy scheme where available. Major development proposals should utilise opportunities to incorporate a district energy network

#### **Question 49**

**Do you agree with our suggested approach to achieve sustainable Design and construction as part of new development? If not what changes do you suggest?**

### **WATER – FLOOD RISK**

- 11.16 Increased rainfall, which is one of the predicted consequences of climate change, will result in more flooding of rivers. A Strategic Flood Risk Assessment (SFRA) has been undertaken which identifies those parts of the district most at risk from flooding. In accordance with the NPPF we will apply a sequential, risk based approach to the location of development to avoid flood risk to people and property where possible, and manage residual risk, taking into account the impacts of climate change.
- 11.17 Our approach is to use a Sequential Test so as to steer new development to areas with the lowest probability of flooding.
- 11.18 Where development needs to be in locations where there is a risk of flooding and alternative sites are not available, we will need to ensure that development is appropriately flood resilient and resistant ,safe for all of its users for the developments lifetime, and will not increase flood risk overall.

#### **Policy Cc3: Flood Risk**

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

- **Directing new development to areas with the lowest probability of flooding**
- **Ensuring that all new development addresses the effective management of all sources of flood risk**
- **Ensuring that development does not increase the risk of flooding**

elsewhere, and

- Ensuring wider environmental benefits of development in relation to flood risk

(2) A proposal will be supported where:

- It is located in an area that is not at risk of flooding with reference to the Environment Agency flood risk maps and the Councils Strategic Flood Risk Assessment (SFRA), unless a Sequential Test, and if necessary an Exception Test, as set out in the National Planning Practice Guidance on flood risk, proves the development is acceptable;
- Site –specific Flood Risk Assessments should consider the issues of flooding from sewers, canal infrastructure failure and groundwater rising from former coal mining areas.
- Suitable flood protection/mitigation measures can be agreed as appropriate to the level and nature of flood risk and satisfactorily implemented and maintained; and
- There will be no increase in the risk of flooding for properties elsewhere, on previously developed sites; surface water run-off should be attenuated by 20% on the site.

#### Question 50

Do you agree with our suggested approach to dealing with flood risk as part of new development? If not what changes do you suggest?

### WATER - SUSTAINABLE URBAN DRAINAGE SYSTEMS

- 11.19 Sustainable Drainage Systems (SUDS) aim to mimic the natural drainage process whilst also removing pollutants from urban runoff at the source before entering a watercourse. There are a wide range of SuDS techniques available, including green roofs, permeable paving swales, detention basins, ponds and wetlands. In addition to controlling run-off they also offer opportunities to enhance the biodiversity in an area.
- 11.20 Different solutions will call for different types of SuDS, according to their effectiveness and efficiency depending upon the local geology – a solution in one place may not be suitable somewhere else. Due to the variation of permeability across the district we propose to prepare an SPD to give greater detail on the delivery of SUDS within different areas within the district.
- 11.21 In considering suitable runoff rates we will have regard to advice issued by the Environment Agency.

#### Policy Cc4: Water: Sustainable Drainage Systems

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

#### **Question 51**

**Do you agree with our suggested approach to Sustainable Urban Drainage Systems? If not what changes do you suggest?**

## **12 IMPLEMENTATION AND MONITORING**

- 12.1 The primary responsibility for implementing the policies in this Local Plan largely rest with the District Council as the Local Planning Authority. The Council will use the policies in the Local Plan, alongside any national policies and guidance to determine any planning application submitted. In addition, it is proposed to review and update the existing suite of Supplementary Planning Documents (SPD) as well as producing new ones where appropriate.
- 12.2 There will be other people and organisations that will have a key part to play in the implementation of the Local Plan, including developers, landowners, public utilities (e.g. water, gas, electricity, and broadband) and other public sector agencies such the Environment Agency, English Heritage and Natural England and the respective highway authorities. The private sector will be mainly responsible for the delivery of individual developments, whether for housing, employment, retail or other forms of development. The Council is committed to working in partnership with these various organisations to ensure that the aims and objectives of the Local Plan are delivered.

- 12.3 A key aspect to ensure the implementation of the Local Plan is through regular and robust monitoring. The Council will regularly assess the performance of individual policies and overall progress in delivering the strategic objectives of the Local Plan. This will be done through the production of an Annual Monitoring Report (AMR). Results of monitoring will be used to inform any change to policies or additional actions considered to be required.
- 12.4 A Monitoring Framework will be prepared to outline how policies in the Local Plan will be monitored.

**Policy IM1: Implementation and monitoring of the Local Plan**

- (1) The Council will implement the policies and proposals of the Local Plan by:**
- **working with a range of organisations and individuals through various working arrangements;**
  - **the preparation of Supplementary Planning Documents as required to provide additional guidance in respect of specific policies in the Local Plan;**
  - **utilising development management powers, including pre-application discussions and involving other organisations where appropriate;**
  - **considering how the council can use its resources , including funding, to help implement and support the provisions of the Local Plan and seeking other monies for projects which support the Local Plan.**
- (2) The Council will monitor the policies of this Local Plan annually (as at 31<sup>st</sup> March of each year). An Annual Monitoring Report (AMR) will be published by 31 December of each year.**
- (3) Where it is apparent that delivery rates are falling short of what was anticipated then the Council will take the necessary action to address any shortfall. Such actions may include (but are not limited to):**
- **working with developers and site promoters to review the requirements and phasing of infrastructure provision, where such re-phasing would assist with viability; or**
  - **working with developers, site promoters and other interested parties to help unlock potential sources of funding for identified infrastructure ; or**
  - **considering the use of Compulsory Purchase Powers to help address known land acquisition issues; or**
  - **bringing forward additional sites where it can be demonstrated that such sites will assist with delivery to address short term needs.**

**(4) Where additional housing sites need to be brought forward these will be from those sites identified within the most recent Strategic Housing Land Availability Assessment (SHLAA) and having regard to the settlement hierarchy set out in Policy S3. Sites not included in the SHLAA will only be supported where there are no sites within the SHLAA which are capable of contributing to supply in the next 5 year period and which accord with the settlement hierarchy.**

#### **Question 52**

**Do you agree with our suggested approach to Implementation and monitoring? If not what changes do you suggest?**

### **NEIGHBOURHOOD PLANS**

- 12.5 Neighbourhood planning was introduced by the Localism Act 2011. Through producing a Neighbourhood Plan communities can take the lead on developing planning policies. However, any plans and policies must be in general conformity with the strategic policies contained in this Local Plan.
- 12.6 The list at Appendix 4 identifies whether policies are considered be strategic or not. A number of the policies in the Local Plan are of strategic importance in terms of their purpose but their application involves locally specific site(s) (e.g. policy H1 Housing Provision: planning permissions). Such policies are considered to be both local and strategic.
- 12.7 It is important to note that even where a policy is not considered to be strategic but the Neighbourhood Plan proposes a different approach, it will still be necessary to ensure that appropriate evidence is available to justify a different approach in order to avoid further conflict between the Local Plan and the Neighbourhood Plan.
- 12.8 Neighbourhood Plans attain the same legal status as the Local Plan once it has been agreed at a referendum and is made by North West Leicestershire District Council. Applications for planning permission must then be determined in accordance with the neighbourhood plan, unless, material considerations indicate otherwise.
- 12.9 There are currently two designated neighbourhood areas within the district:
- Ashby de la Zouch
  - Ellistown
- 12.10 North West Leicestershire District Council will work with these communities and other communities wishing to prepare Neighbourhood Plans to ensure timetables, aspirations and evidence are aligned.

**Question 53**

**Do you agree with our suggested distinction between strategic and local policies? If not, please explain why.**

GLOSSARY

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

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

	Coal Authority will be consulted on all planning applications in these areas.
<b>Community Infrastructure Levy</b>	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
<b>Development Management</b>	The management or control of development proposals through the planning system.
<b>Development Plan</b>	Comprises of Development Plan Documents (DPD) which form the legal basis for all future planning decisions in the district.
<b>Development Plan Document (DPD)</b>	Documents prepared by the local planning authority (including the Local Plan) setting out the main spatial planning strategy, policies and proposals for the area. These documents will be statutory documents and subject to an independent examination by an inspector. DPDs must be consistent with and have regard to national planning policy.
<b>Duty to Cooperate</b>	Introduced by the Localism Act 2011. It places a legal duty on all local planning authorities to engage constructively, actively and on an ongoing basis with certain specified bodies to maximize the effectiveness of Local Plan preparation relating to strategic cross boundary issues.
<b>Edge of Centre</b>	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town and local centers uses, a location within 300m of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
<b>Employment Land Availability Assessment (ELAA)</b>	An assessment of employment land potential within North West Leicestershire.
<b>Examination</b>	An independent assessment of a Local Plan held by a Planning Inspector. The purpose of the Examination is to consider if the development plan is sound and is an opportunity for interested parties to put forward their views. The majority of representations made at Examination will usually be 'written representations'. However, in some instances a Planning Inspector may allow representations to be examined by way of oral hearings, for example round table discussions, informal hearing sessions and formal hearing sessions.

<b>Floodplain</b>	Generally low-lying areas adjacent to a watercourse, tidal lengths of a river, where water flows in times of flood or would flow but for the presence of flood defences.
<b>Flood Zones</b>	All land is spilt into different flood zones to indicate as to the likelihood of flooding occurring. There is a low probability of flooding in Flood Zone 1 and a medium probability of flooding in Flood Zone 2. There is a high probability that flooding will occur in land designated as part of Flood Zone 3a and Flood Zone 3b is the Functional <i>Floodplain</i> .
<b>Functional Economic Market Area (FEMA)</b>	The geography of commercial property markets should be thought of in terms of the requirements of the market in terms of the location of premises, and the spatial factors used in analyzing demand and supply- often referred to as the functional economic market area.
<b>Geodiversity</b>	The range of rocks, minerals fossils, soils and landforms
<b>Greenfield Land</b>	Greenfield land is land that has never been built on or landforms where the remains of any structure have blended into the landscape overtime, Greenfield land also include gardens. Greenfield land shouldn't be confused with Green Belt which is a term used for specifically designated land.
<b>Green Infrastructure</b>	The physical environment within and between our cities, towns and villages. It is a network of multi-functional green spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. This green space can be either urban or rural, and is capable of delivering a wide range of environmental and quality of life benefits for local communities.
<b>Gypsy and Traveller Accommodation Needs Assessment (GTAA)</b>	An assessment of gypsy and traveller accommodation needs and wider demand of the Gypsy and Traveller communities.
<b>Hamlets</b>	Small groups of dwellings with no services or facilities.
<b>Heat Island</b>	The heating effect of urban areas upon air and surface temperatures. During periods of hot weather, heat islands increase the effects of heat stress and damage to infrastructure.
<b>Housing Market Area (HMA)</b>	A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between

	<p>places where people live and work. It might be the case that housing markets overlap.</p> <p>The extent of the housing market areas identified will vary, and many as in the case for Leicestershire cut across various local planning authority boundaries.</p>
<b>Intermediate Housing</b>	Housing that is neither Market Housing nor Social Rented, but is available at a rent/cost falling between the two. Intermediate housing could comprise shared ownership accommodation for example.
<b>Infrastructure</b>	The basic requirements for the satisfactory development of an area and include roads, footpaths, sewers, schools, open space and other community facilities.
<b>Infrastructure Delivery Plan</b>	The purpose of an Infrastructure Delivery Plan is to set out the infrastructure requirements to support planned new development in the district.
<b>Key Service Centre</b>	Smaller than the principal town in terms of population and with a lesser range of services and facilities however they play an important role providing services and facilities to the surrounding area and are accessible by some public transport.
<b>Leicester and Leicestershire Enterprise Partnership (LEEP)</b>  <b>Limits to Development</b>  <b>Listed Building</b>	<p>The Leicester and Leicestershire Enterprise Partnership (LEEP) was formed in 2011 by public, private and third sector partners to lead sustainable economic growth.</p> <p>Limits to Development provide clear, defensible boundaries around settlements within which development will normally be confined.</p> <p>Limits to Development distinguish between areas of development and development potential and areas of restraint, such as countryside.</p> <p>Statutory Listed Buildings are protected for their architectural and historic value as part of the nation's heritage.</p>
<b>Local Centre</b>	Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities include hot food takeaway and eating establishments.
<b>Local Development Document (LDD)</b>	The collective term covering Development Plan Documents and Supplementary Planning Documents.
<b>Local Development Scheme</b>	The Local Development Scheme is a document which sets

<b>(LDS)</b>	out the local planning authority's programme for the production of Local Development Documents.
<b>Local Nature Reserve (LNR)</b>	Local Nature Reserves are places with wildlife or geological features of special interest locally. They are designated by local authorities.
<b>Local Plan</b>	The Local Plan sets out the future development of the area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.
<b>Local Planning Authority (LPA)</b>	The Local Planning Authority, in this case North West Leicestershire District Council, undertakes the town planning function at the local level (except minerals and waste planning which is undertaken at a County Council level).
<b>Local Service Centre</b>	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.
<b>Local Transport Plan (LTP)</b>	Local transport plans, divided into full local transport plans (LTP) and local implementation plans for transport (LIP) are an important part of transport planning in England. They are prepared by strategic transport authorities – in our case Leicestershire County Council.
<b>Local Wildlife Sites</b>	Local Wildlife Sites are defined areas identified and selected locally for their nature conservation value.
<b>Low-Carbon energy/technologies</b>	Energy which derives from sources that produce fewer greenhouse gases than do traditional means of power generation. Includes zero carbon power generation sources as well as sources with lower-level emissions such as natural gas, and technologies that prevent carbon dioxide from being emitted into the atmosphere, such as carbon capture and storage.
<b>Masterplan</b>	A strategic plan setting out the overall framework and key principles for the development of a site.
<b>National Character Areas</b>	National Character Areas are defined by Natural England and they are a natural subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity. They follow natural, rather than administrative, boundaries.
<b>National Nature Reserve</b>	Many of the finest sites in England for wildlife and geology are National Nature Reserves. Almost all are accessible

	and provide opportunities for people to experience nature.
<b>National planning Policy Framework (NPPF)</b>	Sets out the government's national planning requirements, policies and objectives. It is a material consideration in the preparation of Local Plan documents and when considering planning applications.
<b>Neighbourhood Plan</b>	A plan for the neighbourhood area which is prepared by an authorised community group. The plan must be in general agreement with the overall plan for the local authority area and can include general planning policies and allocations for new development.
<b>Older people</b>	People over retirement age, including the active, newly retired through to very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialized housing for those with support or care needs.
<b>Open Space</b>	Open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as a visual amenity.
<b>Out of Centre</b>	A location which is not in or on the edge of a town or local centre but not necessarily outside the urban area.
<b>Planning Condition</b>	A condition imposed on a grant of planning permission, for example, restricting what you can do on the premises, or requiring you to get specific approval for aspects of the development, such as the materials to be used, before you can proceed.
<b>Planning Practice Guidance</b>	An online resource and tool that sets out the government's planning guidance on a range of issues.
<b>Photovoltaic/photovoltaic cells</b>	Conversion of solar radiation (the sun's rays) to electricity by the effect of photons (tiny packets of light) on the electrons in a solar cell.
<b>The Planning Inspectorate</b>	The Planning Inspectorate is an executive agency for the Department of Communities and Local Government. It deals with planning appeals, national infrastructure planning applications and examination of local plans.
<b>Policies Map</b>	This will illustrate, on an Ordnance Survey Base Map, designations and proposals contained in the Development Plan Documents and Saved Policies. The Proposal Map is referred to as a policies map.
<b>Previously Developed Land</b>	Also known as Brownfield Land. Land which is or was occupied by a permanent structure, including the curtilage

	of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for mineral extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
<b>Primary Employment Land</b>	Sites identified, within the 'Qualitative Assessment of Employment Sites' undertaken by consultants in 2012, as being worthy of retention for employment use.
<b>Primary Frontage</b>	Primary frontages are located within town and local centres are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
<b>Primary Shopping Area</b>	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontage which are adjoining and closely related to the primary shopping frontage).
<b>Principal Town</b>	The principle settlement in the district which provides an extensive range of services and facilities, and which is accessible by public transport from surrounding areas and to other large settlements in the district.
<b>Public Safety Zones</b>	Areas of land at the end of runways at the busiest airports in the UK, within which certain planning restrictions apply.
<b>Regionally Important Geodiversity Sites</b>	Sites selected for their geological or geomorphologic value and their interpretive use for earth science as well as cultural, educational, historical and aesthetic reasons.
<b>Renewable Energy</b>	Renewable energy is energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
<b>Rural 'Exception' Sites</b>	Land which is identified as countryside that would not normally be released for housing but where an exception is made for affordable housing. These sites are usually managed by a housing association and can provide homes for existing residents or those with a family or employment connection to the local community.

<b>Secondary Frontage</b>	Secondary frontages are located within town and local centres and provide greater opportunities than primary shopping frontages for a diversity of uses such as restaurants and businesses.
<b>Sites of Special Scientific Interest (SSSI)</b>	Sites designated by Natural England under the Wildlife and Countryside Act 1981. SSSIs are the country's very best wildlife and geological sites. They include some of the most spectacular and beautiful habitats: wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs.
<b>Small Village</b>	Settlements with very limited services and where development will be restricted to the conversions of existing buildings or the redevelopment of previously developed land.
<b>Special Area of Conservation (SACs)</b>	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.
<b>Statement of Community Involvement (SCI)</b>	Outlines the approach of the authority to involving the community in preparing the Local Plan and planning applications.
<b>Strategic Environmental Assessment (SEA)</b>	A process for assessing environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of securing sustainable development.
<b>Strategic Flood Risk Assessment (SFRA)</b>	A Strategic Flood Risk Assessment (SFRA) provides information on the probability of flooding, such as that from rivers, groundwater sources and sewers. It also takes into account the impacts of climate change.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	An assessment of housing supply potential within North West Leicestershire required by government policy. The SHLAA is updated on an annual basis.
<b>Strategic Housing Market Assessment (SHMA)</b>	An assessment of housing need and demand based on a Housing Market Area. The SHMA often defines the type of housing (including size, tenure and affordability) that is required to meet local needs.
<b>Strategic Rail Freight Interchanges (SRFI)</b>	A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-connected warehousing and container handling facilities

	and may also include manufacturing and processing activities.
<b>Supplementary Planning Document (SPD)</b>	Documents which add further detail to the policies in the Local Plan. They can be used to provide further detail to the policies within the Local Plan. They can provide further guidance for development, or on particular issues such as design. Supplementary Planning Documents are capable of being material consideration in planning decisions but are not part of the development plan.
<b>Sustainability Appraisal (SA)</b>	Sustainability Appraisal involves an assessment of the social, economic and environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of sustainable development in mind. The SA incorporates the requirements of the SEA.
<b>Sustainability Appraisal Scoping Report</b>	This is the first stage of the Sustainability Appraisal /Strategic Environmental Assessment. It sets out the context and objectives, establishes the baseline data, key sustainability issues and sets the framework by which Development Plan Documents will be appraised.
<b>Sustainable Villages</b>	Settlements which have a limited range of services and facilities and so are suitable for a limited amount of growth.
<b>Sustainable Drainage Systems (SuDS)</b>	Surface water drainage methods that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SuDS).
<b>Town Centre Boundary</b>	Town Centre boundaries are away in which we seek to control the types of uses that would be permitted in these specific areas.
<b>Town and Local Centre Uses</b>	The main Town and Local Centre Uses are A1 Shops. A2 Financial and Professional Services, A3 Restaurants and Cafes, A4 Drinking Establishments, A5 Hot Food Takeaways, D2 Assembly and Leisure uses (as defined by the Town and Country planning (Use Classes) order 1987 (as amended), arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
<b>Town Centre</b>	Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centers uses within or adjacent to the primary shopping area.

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

## APPENDIX 2

SITE	2011/12	2012/13	2013/14	2013/14	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL
Past Completions (all sites)	234	365	429	678																	
Projected completions																					1,706
Ashby total					122	104	155	189	251	240	240	190	215	215	165	140	140	140	140	95	2,741
Castle Donington total					40	35	20	30	40	50	80	80	80	80	80	80	80	80	80	35	970
Coalville urban area total					87	168	332	386	333	258	200	200	225	225	225	160	150	150	150	150	3,399
Ilstock total					74	90	90	61	30	30	22	0	0	0	0	0	0	0	0	0	397
Kegworth total					16	10	30	50	60	56	30	30	30	11	0	0	0	0	0	0	323
Measham total					20	10	25	35	97	100	100	110	0	0	0	0	0	0	0	0	497
Rest of the district total					56	153	171	163	32	0	0	0	0	0	0	0	0	0	0	0	575
Projected completions (annual)					415	570	823	914	843	734	672	610	550	531	470	380	370	370	370	280	8,902
Projected Completions (cumulative)	234	599	1,028	1,706	2,121	2,691	3,514	4,428	5,271	6,005	6,677	7,287	7,837	8,368	8,838	9,218	9,588	9,958	10,328	10,608	
Annual requirement	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	535	
Cumulative requirement	535	1070	1605	2140	2675	3210	3745	4280	4815	5350	5885	6420	6955	7490	8025	8560	9095	9630	10165	10700	
Monitor - number of dwellings above or below cumulative requirement	-301	-471	-577	-434	-554	-519	-231	148	456	655	792	867	882	878	813	658	493	328	163	-92	
Monitor - annual requirement taking account of past/projected completions	535	551	561	569	562	572	572	553	523	494	470	447	427	409	389	372	371	371	371	372	

**Off Street Parking Standards (excluding residential)**

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

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

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

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

## STATUS OF LOCAL PLAN POLICIES FOR NEIGHBOURHOOD PLANS

Policy ref:	Policy title	Strategic/ Local	Comment
S1	Presumption In Favour of Sustainable Development	Strategic	The application of the presumption will have implications for how communities engage in neighbourhood planning.
S2	Amount of new housing and economic provision	Strategic	Neighbourhood plans should support the strategic development needs set out in the Local Plan, including policies for housing and economic development.
S3	Settlement Hierarchy	Strategic	The policy sets out the overarching direction of development.
S4	Countryside	Both	The policy sets out the overarching direction of development. Neighbourhood Plans may modify the Countryside designation shown on the Policies Map.
S5	Design of new development	Both	Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. A Neighbourhood Plan can consider matters of local significance which would not be applicable in a Local Plan policy.
H1	Housing provision: planning permissions	Both	A neighbourhood plan can propose allocating alternative sites to those in a Local Plan but should not be used to constrain the delivery of a strategic site allocated for development in the Local Plan. This policy includes both strategic and non-strategic sites. The following is a strategic site because it is essential to achieving the wider vision and aspirations in the Local Plan: H1j Land north of Grange Road , Hugglescote
H2	Housing provision: resolutions	Both	A neighbourhood plan can propose allocating alternative sites to those in a Local Plan but should not be used to constrain the delivery of a strategic site allocated for development in the Local Plan. This policy includes both strategic and non-strategic sites. The following are strategic sites because they are essential to achieving the wider vision

			and aspirations in the Local Plan: H2d South of Park Lane, Castle Donington H2k North and south of Grange Road, Hugglescote
<b>H3</b>	Housing provision: new allocations	Both	A neighbourhood plan can propose allocating alternative sites to those in a Local Plan but should not be used to constrain the delivery of a strategic site allocated for development in the Local Plan. The following is a strategic site because it is essential to achieving the wider vision and aspirations in the Local Plan: Site H3a - land north of Ashby de la Zouch
<b>H4</b>	Affordable Housing requirements	Both	The policy sets standard and other requirements that are essential to achieving the wider vision and aspirations in the Local Plan. Neighbourhood plans should seek to address the housing needs of the local community. More local evidence than that used to inform the Local Plan may suggest a different approach in a Neighbourhood Plan.
<b>H5</b>	Rural Exceptions Sites for Affordable housing	Local	Rural exception sites seek to address the housing needs of the local community.
<b>H6</b>	House types and mix	Both	The policy sets a standard and other requirements that are essential to achieving the wider vision and aspirations in the Local Plan. Neighbourhood Plans should seek to address the housing needs of the local community. More local evidence than that used to inform the Local Plan may suggest a different approach in a Neighbourhood Plan.
<b>H7</b>	Provision for Gypsies and Travellers and Travelling Showpeople	Strategic	The policy sets a requirements and approach that are essential to achieving the wider vision and aspirations in the Local Plan.
<b>Ec1</b>	Employment allocations: permissions	Both	A neighbourhood plan can propose allocating alternative sites to those in a Local Plan but should not be used to constrain the delivery of a strategic site allocated for development in the Local Plan. This policy includes both strategic and non-strategic sites. The following

			are strategic sites because they are essential to achieving the wider vision and aspirations in the Local Plan: Ec1a – Former Lounge Disposal point, Ashby de la Zouch Ec1d – Off Beveridge Lane Ellistown
<b>Ec2</b>	Employment allocations: new allocations	Strategic	Land north of Ashby de la Zouch (Money Hill) is essential to achieving the wider vision and aspirations in the Local Plan.
<b>Ec3</b>	Existing employment areas	Strategic	The policy sets requirements that are essential to achieving the wider vision and aspirations in the Local Plan.
<b>Ec4</b>	Existing Brickworks and Pipeworks	Local	Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community.
<b>Ec5</b>	East Midlands Airport	Strategic	Strategic infrastructure of more than local importance.
<b>Ec6</b>	Safeguarding	Strategic	Protection of strategic infrastructure of more than local importance. Strategic cross boundary matter.
<b>Ec7</b>	East Midlands Airport Public Safety Zones	Strategic	This policy is in the interests of public safety.
<b>Ec8</b>	Donington Park	Strategic	Strategic site of more than local importance.
<b>Ec9</b>	Town and Local Centres: Hierarchy and Management of Development	Strategic	The policy sets out the overarching direction of development.
<b>Ec10</b>	Town and Local Centres: Thresholds for Impact Assessments	Local	The policy is intended to operate at the local level. More local evidence than that used to inform the Local Plan may suggest a different approach in a Neighbourhood Plan.
<b>Ec11</b>	Town and Local Centres: Primary Shopping Areas – Non-Shopping Uses	Local	The policy is intended to operate at the local level. More local evidence than that used to inform the Local Plan may suggest a different approach in a Neighbourhood Plan.
<b>Ec12</b>	Town and Local Centres: Primary Shopping Areas - Takeaway Balance	Local	The policy is intended to operate at the local level. More local evidence than that used to inform the Local Plan may suggest a different approach in a Neighbourhood Plan.
<b>Ec13</b>	Primary and Secondary Frontages	Local	The policy is intended to operate at the local level. More local evidence than that used to inform the Local Plan may suggest a different approach in a Neighbourhood Plan.
<b>Ec14</b>	Local Centres	Local	The policy is intended to operate at the

			local level. More local evidence than that used to inform the Local Plan may suggest a different approach in a Neighbourhood Plan.
<b>Ec15</b>	Tourism and cultural development	Both	Local and neighbourhood plans should support sustainable rural tourism and leisure developments.
<b>IF1</b>	Development and Infrastructure	Both	The Local Plan includes policies to deliver strategic infrastructure. Infrastructure is also needed to support development and ensure that a neighbourhood can grow in a sustainable way. More local evidence than that used to inform the Local Plan may suggest additional or different infrastructure to serve a local need.
<b>IF2</b>	Community Facilities	Both	Local and neighbourhood plans should promote the retention and development of local services and community facilities. More local evidence than that used to inform the Local Plan may suggest different approach infrastructure in a Neighbourhood Plan.
<b>IF3</b>	Open Space, Sport and Recreation facilities	Both	Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. More local evidence than that used to inform the Local Plan may suggest different approach infrastructure in a Neighbourhood Plan.
<b>IF4</b>	Transport Infrastructure and new development	Both	The Local Plan includes policies to deliver strategic infrastructure. Infrastructure is also needed to support development and ensure that a neighbourhood can grow in a sustainable way. More local evidence than that used to inform the Local Plan may suggest additional or different infrastructure to serve a local need.
<b>IF5</b>	The National Forest line	Strategic	Strategic infrastructure of more than local importance. Strategic cross boundary matter.
<b>IF6</b>	Ashby Canal	Strategic	Strategic infrastructure of more than local importance. Strategic cross boundary matter.
<b>IF7</b>	Parking provision and new development	Both	Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of

			development that will be expected for the area.
<b>En1</b>	Nature Conservation	Both	Sites of international or national status cannot be overruled by Neighbourhood Plan. Local designations need to be justified by appropriate evidence.
<b>En2</b>	River Mease Special Area of Conservation	Strategic	Strategic ecological asset of more than local importance. Strategic cross boundary matter.
<b>En3</b>	The National Forest	Strategic	Strategic issue of more than local importance. Strategic cross boundary matter.
<b>En4</b>	Charnwood Forest Regional Park	Strategic	Strategic landscape of more than local importance. Strategic cross boundary matter.
<b>En5</b>	Area of Separation	Local	Area is of importance locally.
<b>En6</b>	Land and air quality	Strategic	Strategic cross boundary matter. Public safety.
<b>He1</b>	Conservation and enhancement of North West Leicestershire's historic environment	Both	Local Plan should have a positive strategy for the conservation and enjoyment of the historic environment. Neighbourhood Plans can help protect those areas which are valued locally.
<b>Cc1</b>	Renewable Energy	Both	Community-led initiatives for renewable and low carbon energy can be taken forward through neighbourhood planning.
<b>Cc2</b>	Sustainable design and construction	Both	Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.
<b>Cc3</b>	Flood Risk	Strategic	Strategic cross boundary matter. Public safety.
<b>Cc4</b>	Sustainable Urban Drainage Systems	Local	The policy is intended to operate at the individual site level.
<b>IM1</b>	Implementation and monitoring of the Local Plan	Strategic	The policy is intended to operate at the district level.