

# **NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL**

**COUNCIL – 24 APRIL 2012**

Title of report	<b>CORE STRATEGY – PROPOSED SUBMISSION VERSION</b>
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Purpose of report	To approve the Core Strategy Development Plan Document (Proposed Submission Version), for the purposes of public consultation prior to its submission to the Secretary of State.
Council Priorities	<p>These are taken from the 2012/13 Council Delivery Plan:</p> <p>Value for Money Business and Jobs Safer and Healthier District Green Footprints Challenge</p>
Implications:	
Financial/Staff	Allowed for within existing budgets
Link to relevant CAT	Footprints CAT Business CAT
Risk Management	A risk assessment of the project has been undertaken. Control measures have been put in place to minimise these risks, including monthly updates to the Corporate Leadership Team.
Equalities Impact Assessment	An Equality Impact Assessment has been undertaken of the policies contained in the proposed Core Strategy.
Human Rights	None discernible
Transformational Government	Not applicable

Comments of Head of Paid Service	The report is satisfactory
Comments of Section 151 Officer	The report is satisfactory
Comments of Monitoring Officer	The report is satisfactory
Consultees	Legal Services
Background papers	<p>The National Planning Policy Framework which can be viewed at <a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf">http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf</a></p> <p>The Town and Country (Local Planning) England (Regulations) 2012 which can be viewed at <a href="#">The Town and Country Planning (Local Planning) (England) Regulations 2012</a></p> <p>Evidence base to support the Core Strategy which can be viewed at <a href="http://www.nwleics.gov.uk/pages/evidence_base">www.nwleics.gov.uk/pages/evidence_base</a></p> <p>Equality Impact Assessment of Core Strategy which is held by the Planning Policy Team in Room 100.</p> <p>Sustainability Appraisal Report and Habitats Regulations Assessment report which is held by the Planning Policy Team in Room 100.</p>
Recommendations	<p><b>THAT COUNCIL:</b></p> <p><b>(A) APPROVES THE CORE STRATEGY:</b></p> <ul style="list-style-type: none"> <li><b>(i) VISION AND OBJECTIVES (SECTION 3);</b></li> <li><b>(ii) THE PLANNING FOR GROWTH SECTION (SECTION 4);</b></li> <li><b>(iii) THE DEVELOPMENT STRATEGY (SECTION 5);</b></li> <li><b>(iv) THE PLANNING FOR PROSPERITY SECTION (SECTION 6);</b></li> <li><b>(v) THE PLANNING FOR PEOPLE SECTION (SECTION 7);</b></li> <li><b>(vi) THE PLANNING FOR PLACES SECTION (SECTION 8);</b></li> </ul> <p><b>(B) AGREES TO THE PUBLICATION OF THE CORE STRATEGY DEVELOPMENT PLAN DOCUMENT TOGETHER WITH THE SUSTAINABILITY APPRAISAL REPORT AND HABITAT REGULATION ASSESSMENT IN ACCORDANCE WITH REGULATION 19 OF THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND) REGULATIONS 2012 FOR A SIX WEEK PERIOD;</b></p>

	<p><b>(C) NOTES THE PROPOSAL TO PREPARE A DEVELOPMENT BRIEF FOR THE SOUTH-EAST COALVILLE BROAD LOCATION AND THAT THE PRECISE BOUNDARIES BE DEFINED AS PART OF THE BRIEF AND NOTE THE NEXT STEPS WHICH ARE REQUIRED FOLLOWING PUBLICATION OF THE CORE STRATEGY (PUBLICATION) DEVELOPMENT PLAN DOCUMENT;</b></p> <p><b>(D) DELEGATES AUTHORITY TO THE DIRECTOR OF SERVICES/DEPUTY CHIEF EXECUTIVE, IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING AND ENGAGEMENT, TO:</b></p> <p><b>(I) MAKE MINOR CHANGES TO THE CORE STRATEGY AS A RESULT OF THE SUSTAINABILITY APPRAISAL REPORT, HABITATS REGULATIONS ASSESSMENT REPORT OR REPRESENTATIONS RECEIVED TO THE CONSULTATION;</b></p> <p><b>(II) SUBMIT THE AMENDED DOCUMENT TO THE SECRETARY OF STATE ; AND;</b></p> <p><b>(III) ASK THE APPOINTED INSPECTOR TO MAKE RECOMMENDATIONS TO THE COUNCIL IN THE EVENT THAT THE INSPECTOR CONSIDERS THAT THE SOUNDNESS OF THE CORE STRATEGY CAN BE ADDRESSED BY MAKING MODIFICATIONS.</b></p>
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## **1.0 BACKGROUND**

- 1.1 Members will be aware that the Council has been preparing a Core Strategy as part of its Local Development Framework (LDF). As a result of changes introduced by new Regulations and the new National Planning Policy Framework (NPPF) (which was published on 27<sup>th</sup> March 2012), the term Local Development Framework no longer applies. Instead locally prepared planning policy documents are referred to as Local Plans.
- 1.2 The NPPF states that “Each local planning authority should produce a Local Plan for its area. This can be reviewed in whole or in part to respond flexibly to changing circumstances. Any additional development plan documents should only be used where clearly justified”.
- 1.3 The above statement suggests that it is now possible to produce a single document rather than a series of documents as was required as part of LDF. However, in view of the fact that the Council has committed significant resources to the preparation of a Core Strategy it is considered appropriate to continue to prepare and (ultimately) adopt a Core Strategy as the first part of a new Local Plan.
- 1.4 The Core Strategy sets out the vision, objectives and spatial strategy for the development of the District of North West Leicestershire for the period 2006-2031.
- 1.5 The Core Strategy is intended to set out the broad policy direction for the District. It is not the purpose of the document to allocate land for development; this will be the purpose of

the subsequent Allocations and Development Management Development Plan Document which will also form part of the Local Plan.

## **2.0 SUMMARY OF THE EVOLUTION OF THE CORE STRATEGY**

- 2.1 The evolution of the Core Strategy has been the subject of a number of consultations dating back to 2005. These are summarised below:

### Issues and Options Consultation – November/December 2005

- 2.2 This consultation sought the views of stakeholders on the principles of the intended strategy, and provided an opportunity to identify any additional issues that needed to be considered.
- 2.3 A total of 67 responses were received to this consultation, embracing the development industry, planning consultants, the Airport Authority, public bodies, statutory organisations, local bodies/action groups and the general public.

### Workshops – autumn 2006

- 2.4 Following the 2005 consultation a number of themed workshops were held in the autumn and early winter of 2006 with a range of key stakeholders. These workshops considered strategic highways issues (with the Highways Agency); economic issues and environmental issues.
- 2.5 Following these workshops, over 60 stakeholders, including individuals as well as representatives of public agencies and the private sector, were invited to a more general workshop in December 2006. The workshops sought views on the Vision and Objectives for the Core Strategy and options for both a Growth Strategy and Directions for Growth.

### Additional Consultation June 2007

- 2.6 This consultation provided an opportunity for wider discussion of those issues considered at the workshop in December 2006, as well as a number of issues considered to be of importance in the context of the Core Strategy.
- 2.7 A total of 541 responses were received to this consultation, embracing the development industry, planning consultants, the Airport Authority, public bodies, statutory organisations, local bodies and amenity groups and the general public.

### A Strategy for Growth and Change - November 2008 to March 2009

- 2.8 This consultation outlined the Council's emerging thoughts on a number of key issues and the favoured policy approach to address these. It also detailed the alternative options considered and explained why these were not the preferred way forward.
- 2.9 This consultation generated a significant and unprecedented level of response, particularly from local communities. As a result the closing date for representations had to be extended twice.

- 2.10 A total of 4221 responses were received to this consultation, embracing the development industry, planning consultants, the Airport Authority, public bodies, statutory organisations, local bodies/action groups and the general public.
- 2.11 The responses from local communities were particularly concerned with:
- The scale of housing development across the district as well in specific settlements, including its impact upon local infrastructure such as roads and schools;
  - Possible development on the Green Wedge between Coalville, Whitwick and Thringstone; and
  - A potential Strategic Distribution site west of Junction 24 on the M1.

#### Consultation in response to October 2009 Cabinet

- 2.12 A report was considered by the Cabinet on 20<sup>th</sup> October 2009 when progress on the Core Strategy was noted and it was agreed to undertake further consultation in respect of the emerging views contained in the report. This consultation generated 13 responses.

#### 'Our District – Our Future' – May to July 2011

- 2.13 The Cabinet meeting of 1<sup>st</sup> March 2011 considered a further report on the Core Strategy at which it was agreed to (amongst other things):
- Reduce the housing numbers to about 8,000 dwellings across the district to reflect historic rates and new household projections;
  - Reduce the amount of development in Coalville to about 4,400 dwellings in total;
  - Redistribution of 700 dwellings from Coalville to other parts of the district;
  - One strategic development site to be identified in the district at Bardon Grange to accommodate in total approximately 4,500 houses
  - Green Wedge be protected and re-designated as Area of Separation as its role and purpose is to prevent coalescence and protect the identity of individual villages; and
  - No provision to be made in the Core Strategy for a site for Strategic Distribution
- 2.14 The conclusions of Cabinet were subject to consultation to which a total of 1750 responses were received.
- 2.15 Throughout the evolution of the Core Strategy a number of reports were considered by the Cabinet. Some of these are referred to above. The most recent report was considered by Cabinet on 18<sup>th</sup> October 2011 where it was agreed to (amongst other things):
- Extend the plan period to 2031 (from 2026);
  - Have a housing requirement of 9,700 dwellings based on up to date evidence from the Leicester and Leicestershire Housing Requirements Study.

### **3.0 EVIDENCE BASE**

- 3.1 Core Strategies must be based on robust and up to date evidence. A wide ranging evidence base has been developed to support the Core Strategy. These are listed at Appendix 1 of this report. The evidence base is available on the Council's website whilst hard copies are held by the Planning Policy Team in room 100.

- 3.2 A number of the reports and studies have been undertaken jointly with other Local Planning Authorities in the Leicester and Leicestershire Housing Market Area as identified in the Appendix.

#### **4.0 THE CORE STRATEGY DOCUMENT**

- 4.1 The Core Strategy Development Plan Document (DPD) (proposed Submission Version) is attached at Appendix 2 of this report. It should be noted that the final version will be in colour.
- 4.2 The Core Strategy DPD sets the vision, objectives and strategic policies for the future of North West Leicestershire up to 2031. It will be used to consider a number of matters including major developments, direct the delivery of much needed infrastructure, influence economic investment decisions, support jobs, promote the various town centres across the district and protect the countryside, environment and heritage of the district.
- 4.3 The Core Strategy contains the following policies which deliver the Vision and objectives:
- CS1 – District Housing Provision
  - CS2 – District Employment Provision
  - CS3 – East Midlands Airport
  - CS4 – Strategic Highway Network Improvements
  - CS5 – Rail Infrastructure
  - CS6 – Strategic Rail Freight Interchange
  - CS7 – Location of Development
  - CS8 – Countryside
  - CS9 - Development adjoining Swadlincote
  - CS10 – Meeting the Development Needs of Business
  - CS11 – Education and Training in Connection with New Developments
  - CS12 - Town and Local Centres
  - CS13 – Rural Economy
  - CS14 – Donington Park
  - CS15 – Distribution of Housing
  - CS16 – Housing Density
  - CS17– Housing mix
  - CS18 – Affordable Housing
  - CS19 – Rural ‘Exception’ Sites for Affordable Housing
  - CS20 – Gypsies, Travellers and Travelling Showpeople
  - CS21 – Well-designed building and places
  - CS22 – Infrastructure and Developer Contributions
  - CS23 – Transport
  - CS24 - Climate Change and New Development
  - CS25 - Sustainability and New Development
  - CS26 - Flood Risk
  - CS27 – Groundwater Protection and land Instability
  - CS28 - Strategic Green Infrastructure
  - CS29 – Open space, Sport and Recreation
  - CS30 -The National Forest

- CS31 - Charnwood Forest Regional Park
- CS32 – Natural Environment
- CS33 - River Mease Special Area of Conservation
- CS34 – Conserving and Enhancing the Historic Environment
- CS35 – Coalville Urban Area
- CS36 - Coalville Urban Area Broad Growth Locations
- CS37 - Ashby de la Zouch
- CS38 - Castle Donington
- CS39– Ibstock
- CS40 – Kegworth
- CS41 – Measham
- CS42 - Rural Area

### Summary of Key Proposals

- 4.4 The following provides a brief overview of some of the key aspects of the Core Strategy:
- Plan period covers 2006 – 2031;
  - Total housing provision is 9,700 dwellings throughout the Plan Period (i.e. 388 dwellings per annum);
  - Total additional employment land provision 120 Hectares;
  - Most new development to be directed to the Coalville Urban Area (including Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick) – 4,950 dwellings;
  - Ashby de la Zouch (1,400 dwellings), Castle Donington (1,300 dwellings), Ibstock (550 dwellings), Kegworth (450 dwellings) and Measham (550 dwellings) identified as Rural Centres;
  - Housing development outside of Coalville and the Rural Centres to total 500 dwellings;
  - Elsewhere development to be directed to Sustainable Villages;
  - No specific sites identified for development. Instead Broad Locations identified in Coalville area and 4 out of the 5 proposed Rural Centres (Ashby, Castle Donington, Ibstock, and Measham). No Broad Location is identified in Kegworth because only a limited amount of development remains to be identified, which is not considered to be of a strategic nature for inclusion in a Core Strategy;
  - South-east Coalville Broad Location to include provision of a minimum of 25 Hectares of employment land and no longer includes the provision of the Bardon Relief Road (from the existing Local Plan). The precise boundaries of this Broad Location is to be subsequently defined but will include the proposed housing area in the extant Local Plan;
  - Deletion of Green Wedge between Coalville, Whitwick, Thringstone and Swannington. Areas between Coalville and Whitwick (i.e. between Stephenson Way and Hall Lane (Whitwick) and Stephenson Way and Church Lane (Whitwick)) be re-designated as Areas of Separation. The remaining area of the Green Wedge between Coalville, Swannington and the western edge of Whitwick and Thringstone re-designated as Countryside.
- 4.5 In addition to the Policies outlined above, the Core Strategy includes a district level Key Diagram/Development Strategy, as well as Key Diagrams for each of the main settlements

(Appendix 3). In accordance with Regulations these are not shown on an Ordnance Survey base.

- 4.6 Development of all of the Broad Locations will be largely dependent upon the ability of the respective landowners and developers to assemble the necessary land and to then bring forward proposals for development. Some of the Broad Locations, for example that at Castle Donington, are already the subject of applications. However, the Council will also have an enabling role to play in helping to ensure implementation of proposals. This may require the use of the Council's Compulsory Purchase powers where the assembly of the necessary land cannot be demonstrably achieved on a voluntary basis. In the event that this were to be the case then a subsequent report would have to be considered by the Cabinet.
- 4.7 Delivery of the South-East Coalville Broad Location is a key factor in being able to ensure that the housing requirements identified in the Core Strategy are met. Part of the area is already allocated for housing development in the adopted Local Plan. However, to date no development has commenced for a variety of reasons, including viability. The proposed Broad Location is for significantly more development than was proposed in the Local Plan and so should help to address some of the viability issues.
- 4.8 To assist in progressing development of the South-East Coalville Broad Location, including bringing forward development as soon as possible, it is proposed that a 'development brief' be prepared, and subsequently agreed by Cabinet, which will identify (amongst other matters) the infrastructure requirements associated with the development, the costs of such infrastructure and the phasing of development. As a first task the 'development brief' will need to define the extent of the area covered by future development in the Broad Location. This will include the existing Local Plan allocation and is anticipated to be based on the Study Area suggested at Appendix 4 of this report.
- 4.9 The proposals in respect of the Green Wedge require changes to the existing Local Plan Proposals Map. These changes are included in the document as a separate Appendix (Appendix 5 to this report).
- 4.10 The Core Strategy will be accompanied by an Infrastructure Plan which will identify the key pieces of infrastructure required to assist with the delivery of major new developments, for example roads and schools. This will not be a 'once-and-for all' document but will need to be updated on a regular basis as new information comes forward. A template for the Infrastructure Plan is included at Appendix 3 of the Core Strategy document. This will be completed prior to the commencement of the consultation.

## **5.0 OTHER REQUIREMENTS**

- 5.1 To ensure that a plan is sustainable it is required to be the subject of Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA).
- 5.2 A Sustainability Appraisal Baseline and Scoping Study was prepared in 2005 and a Sustainability Appraisal Report was prepared and published to assess the 2008 Consultation.
- 5.3 A further Sustainability Appraisal of this version of the Core Strategy has been prepared. A summary of this is attached at Appendix 6. The actual Sustainability Appraisal Report itself

is very large and so is not appended to the report. A copy can be viewed via the Planning Policy Team in Room 100. It will also be available to view on the website.

- 5.4 The appraisal identifies a number of suggested changes to the policies as currently drafted. Any changes will need to be made prior to the start of the consultation period. Recommendation D allows for this to be delegated to the officers in consultation with the Portfolio Holder.
- 5.5 In addition to SA/SEA it is also necessary for the Core Strategy to be subject to a Habitats Regulations Assessment (HRA). The need for this Assessment is set out within Article 6 of the EC Habitats Directive 1992, and transposed into British law by the Conservation of Habitats and Species Regulations 2010.
- 5.6 The HRA considers the potential impact of the policies and proposals of the Core Strategy upon the River Mease Special Area of Conservation (SAC). In accordance with the Habitats Directive it is necessary to demonstrate that the integrity of the SAC will not be compromised by the Core Strategy policies and proposals.
- 5.7 The HRA report is available to view via the Planning Policy Team in Room 100 and will be available on the website.

## 6.0 LEGAL MATTERS

### General

- 6.1 The preparation of Development Plan Documents (including the Core Strategy) is governed by legislation (The Town and Country Planning Act 1990, the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011) and also Regulations (The Town and Country Planning (Local Planning) (England) Regulations 2012).
- 6.2 The Development Plan Documents (DPDs) which will form the North West Leicestershire Local Plan are statutory documents and have the weight of development plan status as defined in Section 38 (6) of the Planning and Compulsory Purchase Act 2004. Adoption of the Core Strategy will give it development plan status.

### Soundness

- 6.3 The document agreed by Council for submission to the Secretary of State should be one which it considers to be “sound”. To be “sound”, the Core Strategy should be:
  - **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
  - **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
  - **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the [National Planning Policy] Framework.

#### Localism Act

- 6.4 Members will be aware that the Localism Act came in to force on 15<sup>th</sup> November 2011. The various provisions of the Act are being enacted at different times.
- 6.5 A key element of the Localism Act in relation to the Core Strategy is that it gives the Secretary of State the power to revoke Regional Spatial Strategies. The Secretary of State has published a Strategic Environmental Assessment (SEA) of the implications of revoking the East Midlands Regional Plan in accordance with the SEA Directive and Regulations.
- 6.6 The courts have held that the fact that the Government is proposing to revoke Regional Spatial Strategies is NOT a material consideration when preparing other Development Plan Documents. Therefore, until such time as the Regional Plan is formally revoked it remains part of the Development Plan for North West Leicestershire.
- 6.7 The Core Strategy is required to be in conformity with the Regional Plan and a statement to this effect will be sought from the East Midlands Councils once the Core Strategy has been agreed by Council.
- 6.8 It should be noted that the housing requirements specified in the Core Strategy are different to those in the Regional Plan. The latter covers a shorter time period (to 2026) and includes an annual requirement for North West Leicestershire of 510 dwellings per annum, compared to the 388 dwellings per annum in the Core Strategy. The housing requirements in the Core Strategy have had regard to more up to date household projections than those used to inform the Regional Plan and officers consider this to be a justifiable position. Members should appreciate that this could raise a conformity issue which represents a potential risk to the success of the Core Strategy going forward through the process.
- 6.9 A further provision of the Localism Act is a Duty to Cooperate in the preparation of Development Plan Documents. In addition to other Local Planning Authorities and the relevant County Council, the 2012 Regulations identify those bodies with whom cooperation is required. Each of these bodies will receive a copy of the Core Strategy as part of the forthcoming consultation.

#### National Planning Policy Framework

- 6.10 Another key aspect of the Government's reform is to replace all of the Planning Policy Statements/Guidance with a single National Planning Policy Framework (NPPF). The final NPPF was published on 27<sup>th</sup> March 2012.
- 6.11 The provisions of the NPPF have been taken in to account as far as possible within the timescales available leading up to the preparation and publication of this report.

### Superseded Policies

- 6.12 Once the Core Strategy is adopted it will supersede certain policies of the 'saved' North West Leicestershire Local Plan. These policies are identified in a separate Appendix to the Core Strategy (Appendix 5 of the Core Strategy document).

## **7.0 NEXT STEPS**

- 7.1 Following approval by Council the Core Strategy will be the subject of consultation. The Regulations prescribe that this should be for a minimum of 6 weeks. It is proposed that the consultation will commence on **28th May 2012** and close on **9th July 2012**.
- 7.2 In addition to the Core Strategy document and the SA/SEA and HRA as outlined above, the Regulations also specify that a statement be published which outlines the consultation undertaken in respect of the preparation of the Core Strategy, together with any other supporting documents relevant to the Core strategy. In respect of the latter a number of Background Papers will also be published to provide more information for consultees.
- 7.3 Any representations received as part of the consultation are required to be considered before submitting the Core Strategy to the Secretary of State and the Planning Inspectorate. It is recommended that the Director of Services and Deputy Chief Executive be delegated authority, in consultation with the Portfolio Holder for Planning and Engagement, to agree to the submission subject to it being considered that any representations do not raise new issues that are required to be considered by a further Council meeting.
- 7.4 Once submitted the Planning Inspectorate will appoint an Inspector to undertake an examination of the Core Strategy. The purpose of the examination is to determine if the Core Strategy:
- satisfies the statutory requirements for the preparation of the plan and is in general conformity with the Regional Spatial Strategy (see comments at paragraph 6.8); and
  - is sound (see paragraph 6.3)
- 7.5 The programme for the Core Strategy following approval by Council as set out in the Local Development Scheme is as follows:
- Consultation – 28<sup>th</sup> May to 9<sup>th</sup> July 2012
  - Submission – August 2012
  - Examination – December 2012
  - Receive Inspector's Report – March 2012
  - Adoption – May 2013

## **APPENDIX 1– EVIDENCE BASE TO SUPPORT CORE STRATEGY**

Urban Housing Potential Study – May 2005  
Employment Land Study – May 2005  
Retail Capacity Study – June 2005  
The Leicestershire, Leicester and Rutland Gypsies' and Travellers Accommodation Needs Assessment (2006-2016) – April 2007  
Housing Land Availability Assessment – July 2007  
Retail Capacity update – October 2007  
Strategic Flood Risk Assessment – May 2008  
Planning for Climate Change – May 2008  
PPG17 Open Space Audit – July 2008  
Leicester and Leicestershire Employment Land Study – November 2008  
Leicester and Leicestershire Strategic Housing Market Assessment  
PTOLEMY Transport Assessment – June 2009  
Affordable Housing Viability Assessment – September 2009  
Water Cycle Study Scoping and Outline Report – March 2010  
Assessment of Employment Sites - August 2010  
Landscape Character Assessment - August 2010  
Climate Change Viability Assessment – December 2010  
Coalville Regeneration Strategy – 2010  
Leicester and Leicestershire Housing Requirements Project – September 2011  
Employment Land: Updated Demand Forecasts - January 2012  
District Profile- March 2012  
Detailed Water Cycle Study – April 2012  
Strategic Housing Land Availability Assessment – 2009, 2010 and 2011

## APPENDIX 2 – CORE STRATEGY DOCUMENT

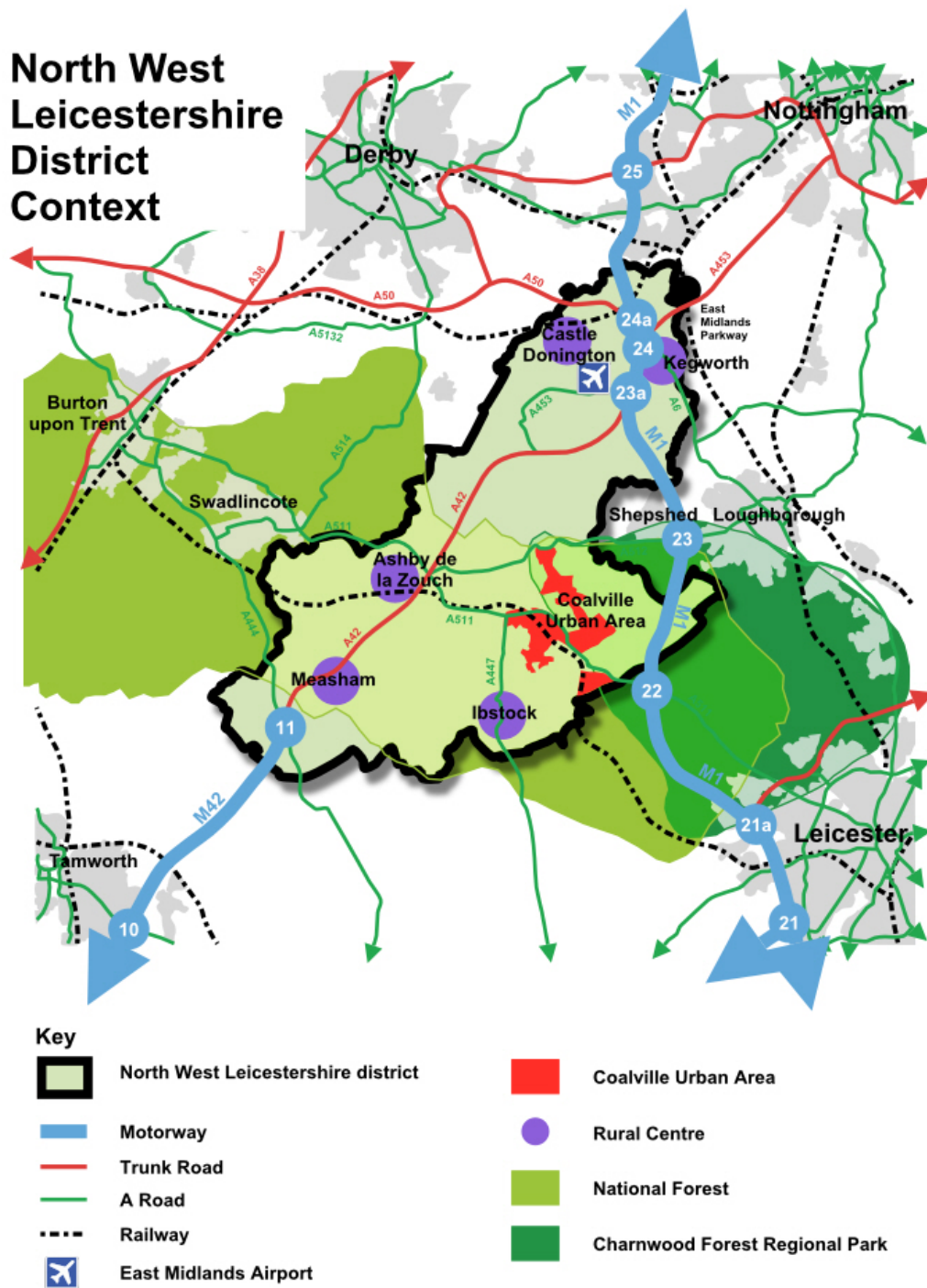
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## **Policies**

[Policy CS1: District Housing Provision](#)  
[Policy CS2: District Employment Provision](#)  
[Policy CS3: East Midlands Airport](#)  
[Policy CS4: Strategic Highway Network Improvements](#)  
[Policy CS5: Rail Infrastructure](#)  
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[Policy CS42: Rural Area](#)

# North West Leicestershire District Context



## 1 Introduction

- 1.1 Planning shapes the places where people live and work. We are responsible for most local planning decisions and also the preparation of the North West Leicestershire [Local Plan](#) (previously known as the [Local Development Framework \(LDF\)](#)).

### **North West Leicestershire Local Plan**

- 1.2 The [Local Plan](#) plays a vital role in delivering the homes, jobs, infrastructure and thriving towns and villages that the district needs, while protecting and enhancing the natural and historic environment.
- 1.3 The North West Leicestershire [Local Plan](#) is a collection of different documents ([Local Development Documents \(LDDs\)](#)) that we prepare to guide future development in the district. It includes [Development Plan Documents \(DPDs\)](#) that require independent [examination](#) in public, and [Supplementary Planning Documents \(SPD\)](#) which do not. These documents form the basis of our decisions on applications for planning permission.
- 1.4 This document, the [Core Strategy](#), is a [DPD](#) that sets our broad development strategy for the district and covers the period to 2031. The [Core Strategy](#) is the main [Local Plan](#) document and all other [DPDs](#) and [SPDs](#) that we produce will be consistent with it. Our programme for the preparation of the [Local Plan](#) is set out in our [Local Development Scheme](#).
- 1.5 The [Core Strategy](#) provides a framework for making clear decisions on planning applications- helping to deliver development that reflects the needs and aspirations of North West Leicestershire. Local organisations, businesses and a wide section of the community have already been, and continue to be, involved in its preparation.
- 1.6 This document is still not the final plan. It is being published to allow representations to be made within a six week period ending 9 July 2012. The representations received, along with the [Core Strategy](#), will be submitted to the Government. An independent Planning Inspector will conduct an [examination](#) to find out whether the document is 'sound' (i.e. fit for purpose), and decide the form of the [Core Strategy](#) that will be finally be adopted by the District Council.
- 1.7 The [Core Strategy](#) will help achieve sustainable development. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. For planning this means:

[Planning for prosperity \(an economic role\)](#): use the planning system to:

- support the creation of a strong, responsive and competitive economy, by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation; and
- identify and coordinate development requirements, including the provision of infrastructure.

**Planning for people (a social role):** use the planning system to:

- promote strong, vibrant and healthy communities, by providing an increased supply of housing to meet the needs of present and future generations; and
- create a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being.

**Planning for places (an environmental role):** use the planning system to:

- protect and enhance our natural, built and historic environment;
- use natural resources prudently; and
- mitigate and adapt to climate change, including moving to a low-carbon economy.

- 1.9 [Sustainability Appraisal](#) has been integrated into the preparation of the [Core Strategy](#). It considers the social, economic and environmental impacts of the policies and proposals of the document as it has developed. The [Sustainability Appraisal](#) has been published with this document.

### **The planning system**

- 1.9 In England there are different levels of guidance and development plans that currently cover national, regional and local planning; they include:

- [The National Planning Policy Statement](#);
- [Regional Spatial Strategies \(RSS\)](#);
- [Local Plans](#); and
- [Neighbourhood Plans](#).

### **National level**

- 1.10 The [National Planning Policy Framework \(NPPF\)](#) sets out the Government's planning policies for England and how these are expected to be applied. It has provided a framework for the preparation of this [Core Strategy](#).
- 1.11 Decisions on national and strategic infrastructure are taken at national level because of their critical importance to economic growth and prosperity for the nation as a whole. Therefore the [Core Strategy](#) does not contain specific policies for nationally significant infrastructure projects. These will be determined in accordance with the decision-making framework set out in the

Planning Act 2008 and relevant national policy statements for major infrastructure.

### **Regional level**

- 1.12 In England, regional planning bodies produced [RSS](#) that set out a region's planning strategy for a fifteen to twenty year period. The strategies reflect and build on the policies at a national level.
- 1.13 The [RSS](#) for the East Midlands- the [East Midlands Regional Plan](#)- was published in March 2009. It provides a broad development strategy for the East Midlands up to 2026. The [Regional Plan](#) also contains the Three Cities Sub-Regional Strategy which provides additional advice for the cities of Derby, Leicester and Nottingham and the surrounding districts, including North West Leicestershire.
- 1.14 Although the Government is proposing to abolish [RSSs](#), the [Core Strategy](#) must, at the present time, still be in conformity with the [East Midlands Regional Plan](#).
- 1.15 In anticipation of the abolition of [RSSs](#), new arrangements for strategic planning have come into effect. The '[duty to cooperate](#)' requires us to work with others to tackle the issues that impact on matters that cut across the district boundary and have more than a local impact. In preparing the [Core Strategy](#) we have co-operated with other planning authorities and bodies on the preparation of evidence and worked with partners to manage strategic planning and investment priorities.

### **Local level**

- 1.16 The [Local Plan](#) will set out the policies and proposals for the development and management of land within the district. When we prepare the documents that make up our [Local Plan](#) we will take into account the policies and proposals of the plans and strategies at the higher levels. Therefore, we don't have a free hand to make decisions on every planning issue; some decisions have already been made for us.
- 1.17 The 2011 Localism Act introduces a new right for communities to draw up [Neighbourhood Plans](#). These will allow communities to come together through a local parish council or neighbourhood forum to say where they think new houses, businesses and shops should go- and what they should look like. Provided a [neighbourhood plan](#) is in line with [national planning](#) policy and the [Core Strategy](#), and meets other legal requirements, local people will be able to vote on it in a referendum. If the plan is approved by a majority of those who vote, then the Council will be required to bring it into force. The [neighbourhood plan](#) will then be used in the determination of planning applications within the area it covers.

- 1.18 Leicestershire County Council is the minerals and waste planning authority for Leicestershire and is responsible for preparing the [Minerals Development Framework and Waste Development Framework](#). These documents cover the area of North West Leicestershire, we do not prepare them.

### **The Development Plan**

- 1.19 Currently, the statutory [Development Plan](#) for an area will consist of the plans prepared at the regional and local level. The [Development Plan](#) for North West Leicestershire will consist of:

- [The East Midlands Regional Plan](#);
- [Leicestershire and Leicester Waste Development Framework DPDs](#);
- [Leicestershire Minerals Development Framework DPDs](#);
- North West Leicestershire Local Plan DPDs;
- Those parts of the [2002 North West Leicestershire Local Plan](#) that have been saved and not replaced (see [Appendix 5](#)); and
- [Neighbourhood plans](#).

- 1.20 The statutory [Development Plan](#) is the starting point for considering planning applications for the development or use of land.

### **The Core Strategy**

- 1.21 The [Core Strategy](#) sets out the vision and planning strategy for the district. It covers the broad location of new development and includes strategic policies for housing, business, shopping and transport.

- 1.22 It does not identify particular sites for development. This will be dealt with in future local development documents.

- 1.23 The [Core Strategy](#) has been prepared following several formal stages of consultation, including:

- November 2005 - [Issues and Options Consultation document](#) published as a first step towards preparing the [Core Strategy](#). There were 67 responses covering a range of issues.
- Autumn 2006 - a number of meetings/workshops took place with a range of key stakeholders during the autumn of 2006.
- December 2006 - those respondents to the [Issues and Options](#) consultation were invited to attend a workshop held in Ashby de la Zouch to discuss a range of issues.
- June 2007 - additional consultation which identified a number of [key issues and draft vision and objectives](#).
- November 2008 - '[A Strategy for Growth and Change](#)' – further consultation on the preferred development strategy.
- June 2011 - '[Our District - Our Future](#)' – focussed consultation on the scale and distribution of development.

## 2 District Profile

### North West Leicestershire

- 2.1 North West Leicestershire is a mainly rural district, covering [27,900 hectares](#). The principal town is Coalville and the other main settlements are Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham.
- 2.2 The [population of the district in 2010 was 90,800](#) and, is [projected to grow by 17,566 by 2031](#). The [black and minority ethnic population is 7.3%. This is lower than both the national figure of 17.2% and the East Midlands regional figure of 13.0%.](#)
- 2.3 The district is ranked 200 out of 326 in the 2010 [Index of Multiple Deprivation](#), where 1 is ranked as the most deprived nationally. North West Leicestershire remains the most deprived district in Leicestershire. The rate of [unemployment](#) was 3% in January 2012, the highest of the Leicestershire districts, but lower than regional rate of 3.9% and the national rate (4.1%). This figure has worsened as a result of the economic downturn.
- 2.4 [In 2010, 14.9% of the district's housing stock of 39,850 dwellings was social housing, 11.3% being Council-owned.](#)

### Sub-national context

- 2.5 The district lies in the centre of England, on the western boundary of the East Midlands, adjoining the West Midlands. The district borders Nottinghamshire, Derbyshire, Staffordshire and Warwickshire.
- 2.6 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.
- 2.7 In the north of the district is the [East Midlands Airport](#) (EMA), The [2003 Air Transport White Paper](#) (ATWP) supports the expansion of EMA's passenger and freight operations to encourage the growth of the East Midlands economy; to
  - provide more direct flights and more choice for passengers from the region;
  - relieve congestion in the overcrowded South East; and
  - reduce the need for long-distance airport journeys by improving the choice of air services available locally.
- 2.8 The [Airport](#)'s rural location makes access by public transport difficult and almost all passengers travel to and from the [airport](#) by car.
- 2.9 The district lies at the heart of the [National Forest](#) which spans three counties in the centre of England - Derbyshire, Leicestershire and Staffordshire. From

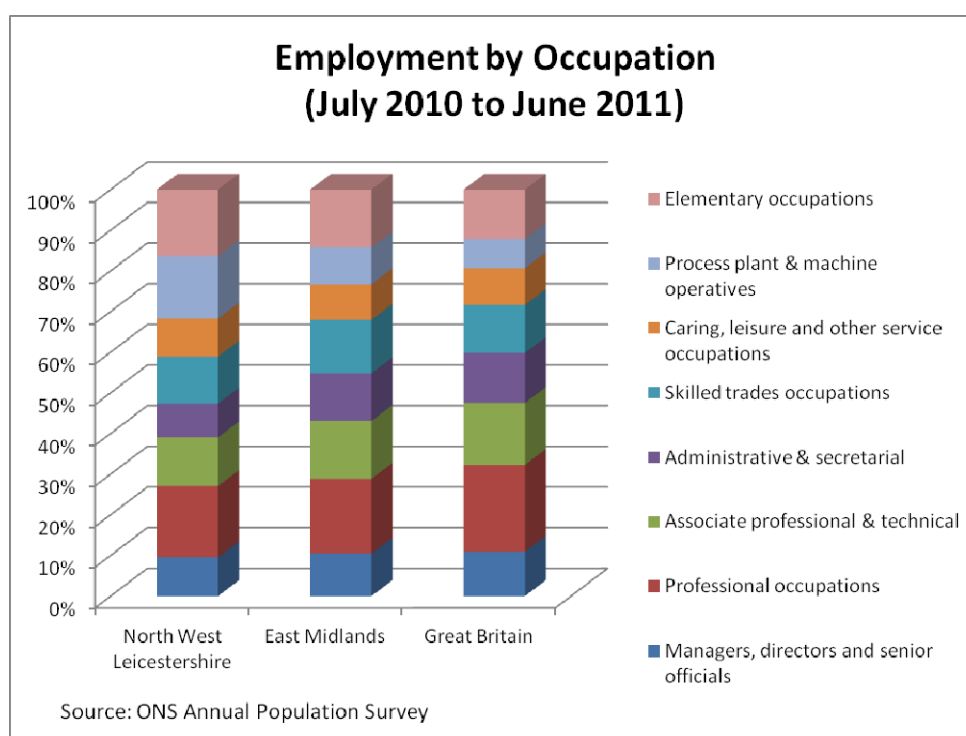
one of the country's least wooded regions, the ambitious goal for The [National Forest](#) is to increase woodland cover to about a third of all the land within its boundary.

- 2.10 The River Mease rises in north-west Leicestershire and flows westwards for approximately 25 kilometres across a largely rural and agricultural landscape to its confluence with the River Trent at Croxall. It contains a diverse range of features which provide the conditions necessary to sustain nationally significant fish populations of spined loach and bullhead. Included in the [Special Area of Conservation](#) (SAC) designation are the lower reaches of the Gilwiskaw Brook which are steep and fast flowing, Following formal adoption by the European Commission, the River Mease was designated as a [SAC](#) on 1 April 2005.
- 2.11 Bordering North West Leicestershire is South Derbyshire, and specifically the town of Swadlincote which lies close to our boundary. South Derbyshire District Council, with other authorities in the [Derby Housing Market Area](#), [has consulted on options for housing growth](#). South Derbyshire's approach may have implications for us, and therefore our respective Core Strategies will need to address cross-boundary issues such as this.

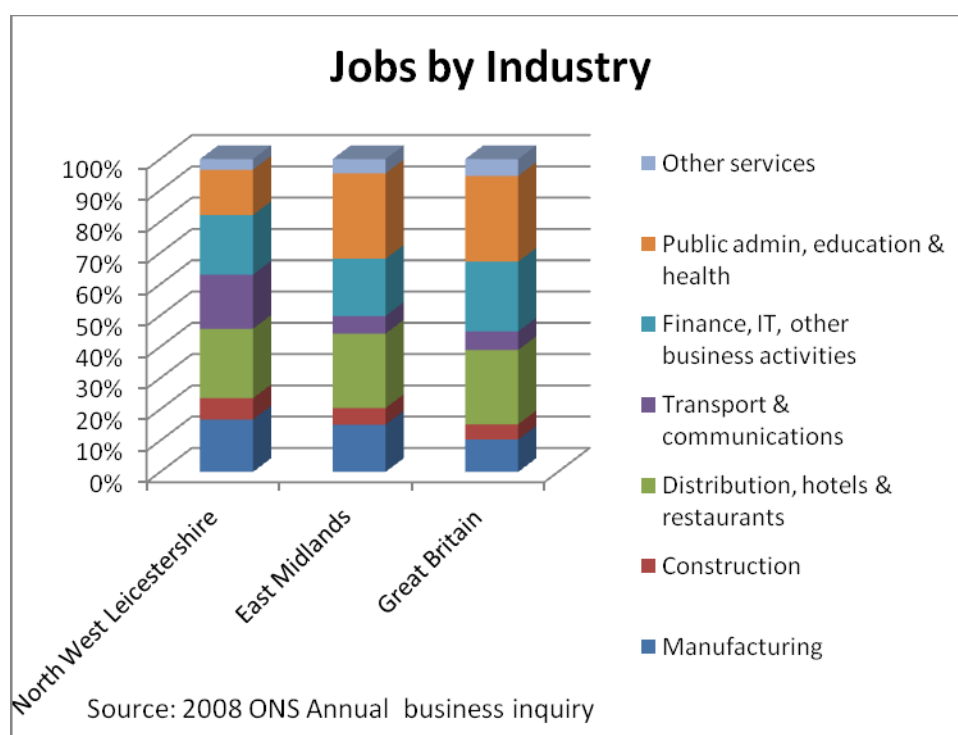
## Prosperity

### Jobs

- 2.12 [In 2010, 63.4% of the district's population were aged 16-64. 48,400 were economically active and of these 46,100 were in employment \(July 2010 to June 2011\).](#)



- 2.13 [There are relatively few people employed in administrative and secretarial jobs \(7.8%\) in the district compared with East Midlands \(10.6%\) and Great Britain \(11.1%\). However, a higher proportion of the district's employees are in process plant and machine operatives jobs \(14.5%\) than regionally \(8.2%\) and nationally \(6.5%\).](#)
- 2.14 In 2011, [resident's average full-time gross weekly pay was £491.80pw, slightly greater than the region average of £471.90, but less than the GB average of £503.10.](#)
- 2.15 [In 2007 there were 3,575 VAT registered businesses in the district. There was a higher proportion of new businesses registered in the district \(10.3%\) than both the region \(9.55\) and nationally \(10.2%\). In 2008, local businesses employed 50,500 people; a high proportion \(74.7%\) of these jobs were full-time.](#)



- 2.16 A high proportion of jobs within North West Leicestershire are in the manufacturing and transport and logistics sectors. This is strongly influenced by access to the strategic road network and the presence of [East Midlands Airport \(EMA\)](#).
- 2.17 Tourism is as an increasingly important contributor to North West Leicestershire's local economy. [There were 3,400 tourism-related jobs in 2008](#). The district is home to a number of major attractions including Donington Park Race Track, [Snibston Discovery Park](#), [Conkers](#) and Ashby Castle.
- 2.18 There are relatively few public sector jobs compared to regional and national profiles.

- 2.19 Gross weekly workplace full-time earnings in North West Leicestershire was [an average of £480.00 in 2011, more than the East Midlands average of £461.30 but less than the GB average of £502.60.](#) Residents can earn more outside of the district than by remaining within it; this is reflected in high out-commuting levels, but also highlights the skill levels required for district-based jobs.
- 2.20 [Job density in the district in 2009 was 0.95](#) (where 1.0 is one job for every resident of working age).
- 2.21 In 2008, 63.1% of the district's residents worked in North West Leicestershire, 8.2% in Charnwood, 5.8% in Leicester, 3.8% in Nottingham and 3.3% in Derby. Almost 60% of those who commuted had managerial or professional jobs.
- 2.22 52.7% of the people working in North West Leicestershire also live in the district, 10.6% commute from Charnwood, 7.7% from Hinckley and Bosworth, 6.5% from South Derbyshire, 3.6% from Derby, 3.2% from Leicester, 2.8% from Erewash and 1.6% from Nottingham. EMA generates a significant proportion of this inward commuting which to some extent has its own localised labour market.
- 2.23 North West Leicestershire has a net in-flow of workers due to the location of [East Midlands Airport](#) and the fact that the district has a high job density.

#### [Shops](#)

- 2.24 [Coalville is the highest order retail centre in the district.](#) Outside of Coalville there are a number of settlements that offer localised retail provision serving day-to-day convenience and service needs. However, there are more than 20 settlements with no general store.
- 2.25 The major centres of Leicester, Derby and Nottingham draw trade from within North West Leicestershire.
- 2.26 [Although overall satisfaction with Coalville centre as a place to live, work and shop had improved, in 2008 its rating of 3.53 \(where 1 is very poor and 5 is very good\) was 14th out of 17 centres in Leicestershire. Conversely, Ashby was 2<sup>nd</sup>.](#)
- 2.27 In March 2012, 13.1% of town centre properties in Coalville were vacant.

#### [Education and Skills](#)

- 2.28 [In 2010, 29.7% of those of working age in the district were qualified to NVQ4 or above \(HNC/HND/Degree Level\), higher than the East Midlands average of 27.2%, but a little less than Great Britain 31.3%. Only 9.7% had no qualifications- less than the East Midlands at 12.9% and Great Britain's 11.3%.](#)

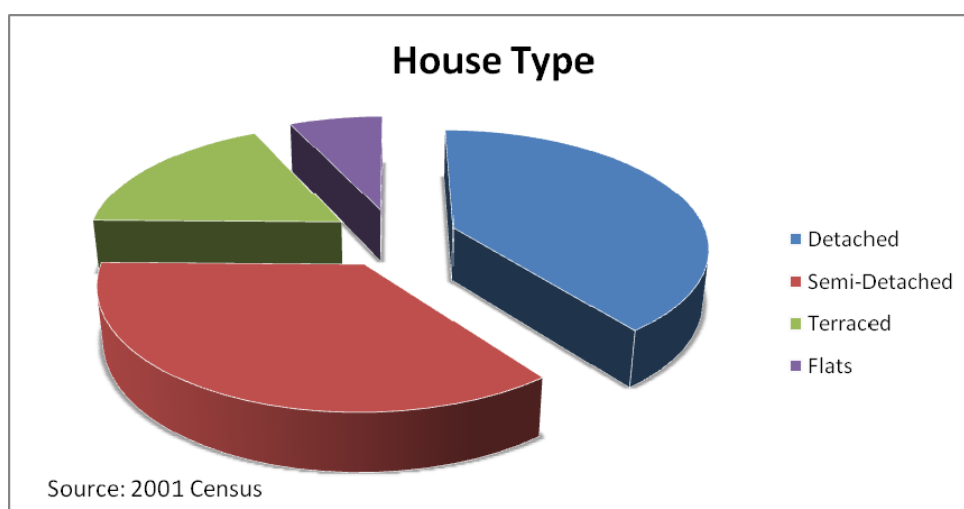
- 2.29 [At the end of Key Stage 4, in 2009/10, 72.5% of the district's pupils achieved five or more GCSEs at Grade A\\* to C. This was lower than the East Midlands' 75.3% and England's 76.1%.](#)

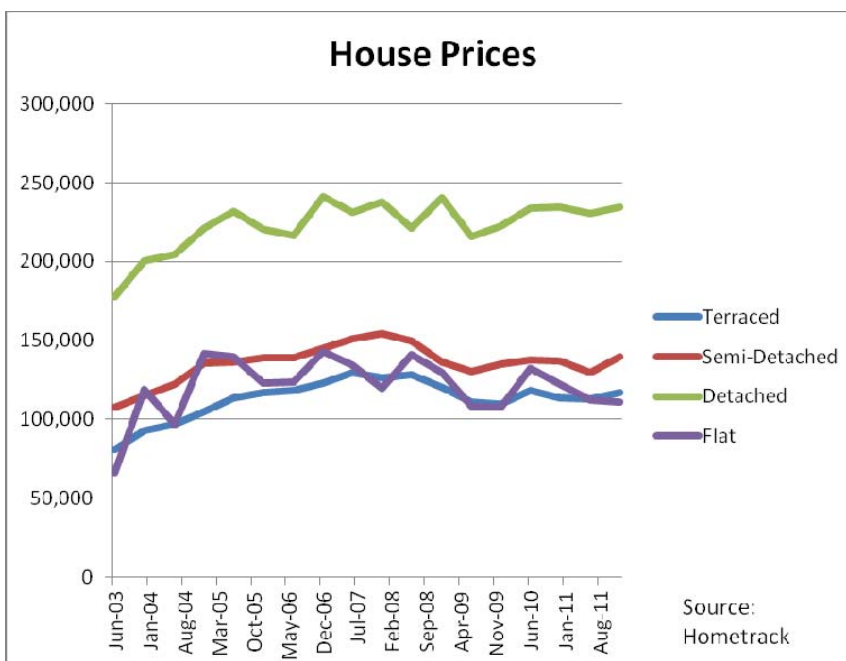
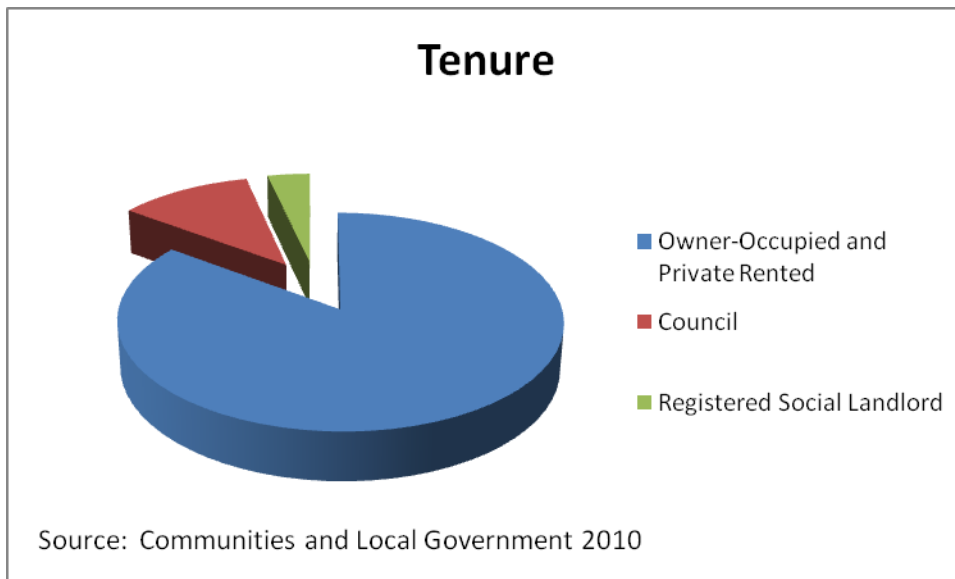
### People

- 2.30 In [2010, the district's population was estimated at 90,800](#). 17.5% were estimated to be aged 65 and over. [By 2031, it is estimated that over a quarter of the district's population will be aged 65 and over](#). Within the district, there are currently 4,300 people aged over 80 and this is projected to more than double by 2031.
- 2.31 The ageing population is partly a consequence of the age structure of the population alive today, in particular the ageing of the large number of people born during the 1960s baby boom. It also stems from longer life expectancy.
- 2.32 The ageing population will place increasing pressure on healthcare and social services, while the number of people of working, taxable age will shrink. This could result in gaps in the jobs market, with businesses and public services lacking the workforce required.
- 2.33 The population of the district is [projected to grow to 106,827 by 2031](#), reflecting fertility rates, increased life expectancy and net migration.

### Housing

- 2.34 At the 2001 Census there were 35,394 households within the district with an average household size of 2.40. The number of houses is projected to increase to [45,766 by 2026, and 47,823 by 2031](#). Population growth is the main driver of household growth. Growth is also accounted for by there being more single occupancy households as the traditional four person household - two parents and two children - is set to become less common. These changes are due to people having children later in life, increasing divorce rates and people living longer.





- 2.35 [House prices across North West Leicestershire show lower prices in the more urban areas, of which Coalville and Ibstock have the most far reaching effect. Prices are also significantly low in Castle Donington. There is a significant shortage of affordable and social housing in the rural areas.](#)
- 2.36 Currently, there are difficulties in ensuring a supply of land for house building. In 2011, the housing land supply was less than five years.

#### Deprivation

- 2.37 [North West Leicestershire \(ranked 200th out of 354 nationally\), is the most deprived district in Leicestershire. Four of the top ten, most deprived areas \(LSOA - Lower Super Output Areas\) in Leicestershire are in the district:](#)
- [Greenhill Centre;](#)
  - [Greenhill North East;](#)

- [Measham Centre, and](#)
- [Norris Hill, Ashby Woulds & Albert Village.](#)

2.38 Parts of the following places in North West Leicestershire have been identified as [Priority Neighbourhoods](#) with above average problems (usually in relation to a number of aspects of deprivation):

- [Ashby](#)
- [Castle Donington](#)
- [Coalville, Thringstone and Whitwick](#)
- [Greenhill](#)
- [Ibstock](#)
- [Measham](#)
- [Moir and Albert Village](#)

#### Community Safety

2.39 [Over the period April 2011 to January 2012, there were 4,410 recorded crimes.](#) Coalville centre was one of the top ten high crime areas in the county.

2.40 [Over the same period, there were 1,638 Anti-Social Behaviour Incidents.](#)

#### Health

2.41 [The health of people in North West Leicestershire is generally similar to the England average. Male life expectancy at birth is 78.6 years whilst female life expectancy is 82.0 years.](#)

2.42 Over the last 10 years, all cause mortality rates have fallen. An estimated 22.1% of adults smoke and 25.0% are obese. Most adults in the UK are already overweight. Modern living ensures every generation is heavier than the last. By 2050, 60% of men and 50% of women could be clinically obese.

2.43 The rate of road injuries and deaths in the district is higher than average.

2.44 There are five [Air Quality Management Areas \(AQMAs\)](#) where levels of nitrogen dioxide are particularly high:

- [M1 Mole Hill Farm, Kegworth](#)
- [High Street, Kegworth](#)
- [Broom Leys Road, Stephenson Way, Coalville](#)
- [High Street/Bondgate, Castle Donington](#)
- [Copt Oak Road, Copt Oak](#)

### Sport and Recreation

2.45 The district has 3 leisure centres and 2 colleges that provide leisure facilities for the wider community outside of school hours:

- [Hermitage Leisure Centre, Whitwick](#)
- [Hood Park Leisure Centre, Ashby de la Zouch](#)
- [Measham Leisure Centre](#)
- [Castle Donington Community College](#)
- [Ibstock Community College](#)

### Transport

2.46 North West Leicestershire benefits from excellent road transport links. It is at the intersections of the M1 and A42 motorways and is a leading location for the logistics and distribution industry. The A42/M42 provides a relatively uncongested route to the South West. The A42 links junction 23A of the M1 to junction 11 of the M42 motorway and is in effect a continuation of the M42.

2.47 The M1 provides connectivity to other core markets within the UK (although it is congested at peak times around Leicester). The A50 provides the primary east-west corridor between the East Midlands and the North West, and is heavily used by goods traffic.

2.48 There are no passenger rail services in North West Leicestershire although the Leicester & Burton rail freight line runs north-west from Leicester to Burton upon Trent and is used to transport aggregates from Bardon Hill Quarry.

2.49 Bus and coach services across the district are variable and it is the larger settlements that are best served.

2.50 74.6% of the district's population travel to work by car. This is significantly higher than the UK average (70.6%) and the 13<sup>th</sup> highest in the country. Greater car ownership and their use for travel will continue to increase road congestion, parking problems, car dependency and CO<sub>2</sub> emissions.

2.51 [East Midlands Airport](#) (EMA) lies in the north of the district and is one of the UK's major freight airports. The [Airport](#) 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. In addition to serving businesses within the sub-region, it supports a range of markets across much of England, especially in relation to the Airport's express freight hub. The [airport](#) also provides a point of access for international business travellers and tourists.

2.52 [East Midlands Airport](#) does not have any rail freight links: connections are exclusively by road. Rail access to [East Midlands Airport](#) has improved with

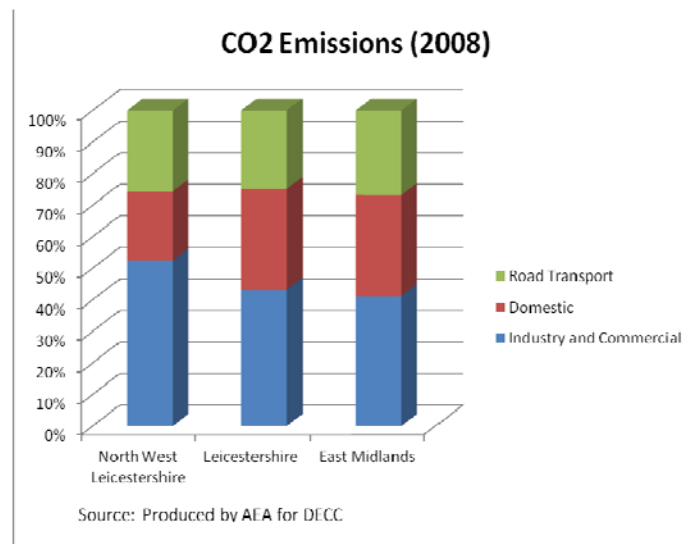
the opening of [East Midlands Parkway](#) station, although the station is some six miles from the [Airport](#), with no connecting bus services, and the rail service is relatively limited. Buses are relatively frequent from the three cities to the [airport](#) and elsewhere.

## Places

### Climate Change

- 2.53 [In 2008, the district's CO<sub>2</sub> emissions were 1,029 kilotonnes of CO<sub>2</sub>, equivalent to 11.4 tonne CO<sub>2</sub> per person](#). Only Charnwood Borough had a higher overall level of CO<sub>2</sub> emissions in Leicestershire.

- 2.54 The high level of emissions are believed to be due to the economic profile of the area: the scale of quarrying, high levels of distributive businesses based in the area and the large amount of ground operations associated with [East Midlands Airport](#).



### Flooding

- 2.55 Our [Strategic Flood Risk Assessment](#) identifies the primary source of flood risk in North West Leicestershire as being river flooding. The north and east of the district is vulnerable from the River Trent and the River Soar, both independently and, in wider flood events, concurrently. The south and west of the district is at risk of river flooding from the River Mease and the River Sence.
- 2.56 North West Leicestershire is also at risk from flooding from sewers, canal infrastructure failure, surface water and groundwater rising in former coal mining areas.
- 2.57 Climate change is expected to have an influence on future flood risk. The expectations are that winter floods will happen more often and in urban areas flooding from thunderstorms will be more regular and more severe.

### Countryside

- 2.58 North West Leicestershire is a mainly rural district. It is at the heart of the [National Forest](#) and contains some areas of very attractive countryside.
- 2.59 The [National Forest](#) area covers half of the district and in 1991 existing woodland cover within the [National Forest](#) area was around 6% and by [2011](#)

[this had increased to 18.8%](#). So far, 7 million trees have been planted, covering 5,900 hectares.

- 2.60 [Charnwood Forest](#) is a distinctive area of rugged upland landscape to the north east of the [Coalville Urban Area](#), and extends east into Charnwood and Hinckley & Bosworth Boroughs. 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. The western part of [Charnwood Forest](#) is part of the [National Forest](#).
- 2.61 There are [17 Sites of Special Scientific Interest \(SSSI\)](#) within the district, of which 2 have further designations; [Charnwood Lodge](#) which is also a [National Nature Reserve](#) and the [River Mease](#) which is a [Special Area of Conservation](#). Combined, all these sites make up around 2% of the total land area of the district.

#### [Historic Environment](#)

- 2.62 Within the district there are:

[23 Scheduled Ancient Monuments](#)  
[640 Listed Buildings](#)  
[3 Historic Parks and Gardens](#)  
[22 Conservation Areas](#)

- 2.63 Many places in North West Leicestershire still show signs of their industrial heritage. Railway buildings, canals, bridges and cottages are just some of the historic features evident within the district.

#### [Design](#)

- 2.64 In 2007, the Commission for Architecture and the Built Environment (CABE) assessed larger housing schemes against the [Building for Life](#) standards across the East Midlands. Using 20 criteria, the audit showed that nationally 18% of schemes were of a very good or good standard. In the East Midlands only 3% of schemes met this standard and in North West Leicestershire there were none.

#### [Local Priorities](#)

- 2.65 In [2008/09 we surveyed local people](#) to collect information on satisfaction with services. The survey helps us understand issues of importance to local people. Around 2,500 residents completed the survey and 80% were satisfied with North West Leicestershire as a place to live. However, they identified the following as most in need of improvement:

- Activities for teenagers ;
- Shopping facilities;
- Public transport;

- The level of crime, and
  - The level of traffic congestion
- 2.66 Issues around finding land for housing, business and transport are also becoming more acute. There are concerns that development may lead to the loss of community identity through the coalescence of settlements.
- Infrastructure**
- 2.67 Schools, health, leisure and community facilities, parks, green infrastructure, and transport improvements are required to support new development. However, current housing market conditions are poor and even if there is a quick recovery, land values will be affected for a longer period reducing the ability of development to fund infrastructure.
- 2.68 Government is spending significantly more money than it raises in taxation, and is having to meet the gap- called the deficit- by borrowing at record levels. The scale of the deficit has required the Government to make tough choices about how taxpayers' money is allocated. In these difficult circumstances, we need to ensure that the delivery of housing and other development requirements is not compromised by unrealistic expectations about the future availability of public funding for infrastructure.

### Key Issues

- 2.69 The above profile provides a strong evidence base for the identification of the key factors that need to be considered in the [Core Strategy](#). These are:

### Prosperity

Residents commute outside the district for better paid, professional and managerial jobs  
 More people come in to the district to work than go from the district to other places  
 Provide for the growth of tourism  
 The need to revitalise town centres, especially Coalville  
 Local people want better shopping facilities

### People

Population and housing growth  
 Need to increase supply of housing land  
 Ageing population  
 Changing housing needs  
 The need for affordable housing, particularly in the rural areas  
 Activities for teenagers  
 Limited services and facilities in some rural settlements  
 Low levels of educational attainment  
 Concerns about crime  
 Neighbourhood Priority Areas  
 Obesity  
 Community identity

### Places

Protecting the countryside

Supporting the National Forest  
Charnwood Forest  
Nature conservation especially the protection of the River Mease SAC  
Historic environment and industrial heritage  
Improving design of new housing developments  
Air quality  
High levels of CO<sub>2</sub> emissions  
Flooding

### **Transport and Infrastructure**

High levels of car dependence  
Expansion of East Midlands Airport  
Lack of public transport access to East Midlands Airport  
High level of road injuries and deaths  
Traffic congestion  
Need to improve public transport  
Reduced infrastructure funding

The data used in this profile comes from a variety of sources including: the Office for National Statistics, Home Office, Communities and Local Government, North West Leicestershire District Council, Department of Transport, Highways Agency, Natural England, Environment Agency, Joint Nature Conservation Committee, Department of Energy and Climate Change, and the National Health Service. If you want to find out more about any of the matters raised in this section the following references provide further information. Many of these can be downloaded from the internet.

[www.statistics.gov.uk](http://www.statistics.gov.uk)  
[www.lsr-online.org](http://www.lsr-online.org)  
[www.nwleics.gov.uk](http://www.nwleics.gov.uk)  
[www.nomisweb.co.uk](http://www.nomisweb.co.uk)

### 3 Vision and Objectives

- 3.1 The “[Partnership for Improving North West Leicestershire](#)” is made up of organisations that work in the district (including public, private, voluntary and community groups). The Partnership’s Vision, as agreed in the [Sustainable Community Strategy](#), brings together the needs and hopes of local people and the organisations that work in the district.

- 3.2 The vision describes where we want to be by 2040:

***North West Leicestershire will be a place where people and businesses feel they belong and are proud to call home***

*North West Leicestershire will recognise the importance business plays in a strong community & will encourage innovation, helping maintain the district’s diverse business base.*

*North West Leicestershire will embrace new and emerging ways of doing things to become a leader in green and sustainable communities.*

*North West Leicestershire will build on its unique geographic advantages and infrastructure strengths, while providing enough quality, affordable housing.*

*North West Leicestershire will be synonymous with strong integrated communities which embrace the need to provide a sustainable, safe and secure place for all.*

- 3.3 The [Core Strategy](#) will be a key document in achieving this vision. This will be done by shaping new development in a way which contributes to these community needs and aspirations.
- 3.4 We are also a member of [Leicestershire Together](#) which is a partnership that is made up of the county's major public service budget holders such as local councils, the police and health service providers. Leicestershire Together has prepared a county-wide [Sustainable Community Strategy](#).

#### Objectives

- 3.5 In order to realise this vision we have developed a range of Strategic Objectives for the North West Leicestershire [Local Plan](#). These respond to the key challenges facing the district as outlined in the [district profile](#). They are also aligned with national and regional planning objectives, Leicestershire Together's [Sustainable Community Strategy](#) and local needs and aspirations.
- 3.6 The Strategic Objectives, in no order of importance, are set out below:

#### SO1 [Improve economic prosperity and employment opportunities.](#)

Residents commute outside the district for better paid, professional and managerial jobs

Net inflow of workers

Population and housing growth

Low levels of educational attainment  
High levels of car dependence  
Expansion of East Midlands Airport

- SO2 Provide for the growth of passenger and freight operations at [East Midlands Airport](#) having regard to improving access by sustainable transport modes and impact on the environment.

Expansion of East Midlands Airport  
Lack of public transport access to East Midlands Airport  
Net inflow of workers  
High levels of car dependence  
High level of road injuries and deaths  
Traffic congestion  
Need to improve public transport

- SO3 Enhance the vitality and viability of the district's town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet consumer needs.

The need to revitalise town centres, especially Coalville  
Local people want better shopping facilities  
Limited services and facilities in rural settlements  
High levels of car dependence  
Traffic congestion  
Need to improve public transport

- SO4 Support the sustainable growth of the rural economy, particularly tourism, leisure and the diversification of agricultural businesses.

Provide for the growth of tourism  
Protecting the countryside

- SO5 Improve access to services and facilities including jobs, shops, education, sport and recreation, green space, communication networks, health and social care.

The need to revitalise town centres, especially Coalville  
Local people want better shopping facilities  
Population and housing growth  
Ageing population  
Activities for teenagers  
Limited services and facilities in rural settlements  
Low levels of educational attainment  
High levels of car dependence  
Lack of public transport access to East Midlands Airport  
Traffic congestion  
Need to improve public transport  
Reduced infrastructure funding

- SO6 Reduce congestion, reduce the need to travel by private car whilst increasing the use of sustainable transport modes.

- Residents commute outside the district for better paid, professional and managerial jobs
- Net inflow of workers
- The need to revitalise town centres, especially Coalville
- Ageing population
- Limited services and facilities in rural settlements
- Obesity
- Air quality
- High levels of CO2 emissions
- High levels of car dependence
- Lack of public transport access to East Midlands Airport
- High level of road injuries and deaths
- Traffic congestion
- Need to improve public transport
- Reduced infrastructure funding

**SO7 Increase the delivery of new homes to provide a stock of housing that meets the needs of the community, including the need for affordable housing.**

- Population and housing growth
- Need to increase supply of housing land
- Ageing population
- Changing housing needs
- The need for affordable housing, particularly in the rural areas

**SO8 Promote social inclusion and reduce deprivation particularly in Priority Neighbourhoods.**

- Neighbourhood Priority Areas
- Ageing population
- Activities for teenagers
- Limited services and facilities in rural settlements
- Low levels of educational attainment
- Need to improve public transport

**SO9 Promote healthier communities.**

- Neighbourhood Priority Areas
- Ageing population
- Activities for teenagers
- Air quality
- Obesity

**SO10 Improve community safety and reduce crime, the fear of crime and anti-social behaviour.**

- Concerns about crime
- Ageing population
- Activities for teenagers
- Neighbourhood Priority Areas
- High level of road injuries and deaths

**SO11 Prepare for, limit and adapt to climate change.**

High levels of CO<sub>2</sub> emissions  
Air quality  
Flooding  
High levels of car dependence

SO12 Reduce the risk of flooding and avoid development in areas subject to flooding.

Flooding  
Improving design of new housing developments

SO13 Conserve the character and appearance, and improve our knowledge and understanding, of the historic environment and heritage assets.

Provide for the growth of tourism  
Protecting the countryside  
Historic environment and industrial heritage

SO14 Support the continued transformation of the [National Forest](#) to a well-managed forested landscape with accompanying biodiversity, climate change, economic and social benefits.

Supporting the National Forest  
Provide for the growth of tourism  
Protecting the countryside  
Charnwood Forest  
High levels of CO<sub>2</sub> emissions

SO15 Protect and enhance landscape character and the quality of the natural environment.

Supporting the National Forest  
Provide for the growth of tourism  
Protecting the countryside  
Charnwood Forest  
Nature conservation especially the protection of the River Mease SAC

SO16 Achieve high quality and inclusive design.

Community identity  
Improving design of new housing developments  
Historic environment and industrial heritage  
Poor design

SO17 Reduce the amount of waste produced and protect and manage the use of natural resources.

Supporting the National Forest  
High levels of CO<sub>2</sub> emissions  
Protecting the countryside

SO18 Reinforce the character and local distinctiveness of the district and its communities.

Community identity  
Provide for the growth of tourism  
Protecting the countryside  
Supporting the National Forest  
Charnwood Forest  
Nature conservation especially the protection of the River Mease SAC  
Historic environment and industrial heritage  
Poor design

- 3.7 To make sure we are meeting these objectives we will regularly measure performance against key indicators and targets. The policies in this [Core Strategy](#) show how each contributes to meeting these objectives and the vision. Regular monitoring will help us respond to any unforeseen consequences of our strategy and to changes in circumstances and, if necessary, to bring forward revised policies to address these.

## 4. Planning for Growth

### National Planning Policy Framework

- 4.1 The [Government wants to secure sustainable economic growth](#). There is an urgent need to restructure the economy, to build on the country's strengths and to meet the twin challenges of global competition and a low carbon future. This document helps drive and support the development that the country needs by identifying and meeting the housing, business, and other development needs of North West Leicestershire.

### Homes

- 4.2 North West Leicestershire, along with the other Leicestershire districts plus Leicester City, is part of the Leicester and Leicestershire [Housing Market Area](#) (HMA). The [HMA](#) group works together on housing and infrastructure planning issues. Within the [HMA](#), the [Leicester Principal Urban Area \(PUA\)](#) (which includes areas beyond the administrative boundary of Leicester itself) is the largest urban area and therefore has a wider influence across the [HMA](#). However, no part of North West Leicestershire is within or adjoins the [Leicester PUA](#) such that its influence is limited.
- 4.3 The [East Midlands Regional Plan](#) required the Leicester and Leicestershire [HMA](#) to plan for 4,020 dwellings per year between 2001 and 2026, based on 2004 household projections. Most new housing was focussed on the [Leicester PUA](#). North West Leicestershire was to provide for 10,200 houses over the period 2006 to 2026 – an annual requirement of 510 dwellings – located mainly at Coalville.
- 4.4 Since then, 2008-based population and household projections have been published by the Government. Taking this new evidence as a starting point, the local authorities of the [Leicester and Leicestershire HMA](#) have cooperated on the preparation of new evidence to support housing requirements (the [Leicester and Leicestershire Housing Requirements Study](#) (L&LHRS)). Six projections have been prepared for each authority for the period 2006 to 2031. For North West Leicestershire, the projections range from 3,865 to some 9,700 new houses. In order to fulfil the economic potential of the district, we want to plan for 9,700 houses over the period 2006 to 2031 (i.e. 388 dwellings per annum), and this level of growth is projected to provide employment growth of 10%. This will ensure that we provide the housing the district needs for more than 15 years.
- 4.5 The planning authorities for the [PUA](#) are working together to establish the appropriate level of growth there, and there is no reason to believe that the amount of housing projected by the [Housing Requirements Study](#) cannot be accommodated across the [PUA](#) itself.

### Policy CS1: District Housing Provision

Provision will be made for at least 9,700 new homes (an average of 388 per annum) in the district over the period 2006 to 2031.

Policy CS1 helps us meet the following objectives:	We will know Policy CS1 is working if-
SO1 <a href="#">Economic prosperity</a>	Over the period 2006 to 2031, at least 9,700 new homes are built.
SO7 <a href="#">Housing that meets the needs of the community</a>	We will implement Policy CS1 by-
	Allocating land for development
	Determining planning applications

## Jobs

- 4.6 Our [January 2012 Employment Land Forecast](#) looks at the likely future employment land needs taking into account of the findings of the [Leicester and Leicestershire Housing Requirements Study](#). After experiencing 35% job growth between 2000 and 2008, jobs in North West Leicestershire then decreased by 2.1% during the recession. While employment growth is not forecast to return to previous levels, it is still forecast to expand, with 9,500 additional jobs forecast by 2031 compared to 2006 levels. Some of these jobs will be in retail, education and health, but here we focus on traditional employment land uses (also known as the [B-class uses](#)) because they will require specific land provision. These uses comprise offices (including research and development), industrial space, and warehousing.
- 4.7 Over half of this employment growth is expected to be generated by the business services sector. The sector covers a wide range of activities, including legal services, accountancy and audit, market research and consultancy, architectural and technical consulting, computer services, and advertising. This strong growth in business services jobs is expected to increase demand for office space.
- 4.8 Employment growth is also expected in the distribution and transport & communications sectors, which has implications for the demand for warehousing space.
- 4.9 The employment growth forecasts are consistent with the above housing targets. Our best estimate of the future demand for employment floorspace over the plan period 2006-31 is:

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### Forecast employment

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floorspace demand 2006-31	
Industrial (B2)	-52,366 sq m
Warehousing (B8)	456,963 sq m
Industrial and warehousing (B2 & B8)	404,597 sq m
Offices (B1)	76,974 sq m

- 4.10 This translates into a requirement for 134 hectares of employment land for B1, B2 and B8 use for the period 2006-2031.

### Policy CS2: District Employment Provision

Provision will be made for at least 134 hectares of employment land for B1 Business, B2 general industrial and B8 Storage or distribution uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)) in the District over the period 2006 to 2031.

Policy CS2 helps us meet the following objectives:	We will know Policy CS2 is working if-
<a href="#">SO1 Economic prosperity</a>	Over the period 2006 to 2031, at least 120ha of new employment land is developed.
	We will implement Policy CS2 by-
	Allocating land for development Determining planning applications

### Infrastructure

#### East Midlands Airport

- 4.11 [East Midlands Airport](#), near Castle Donington, is of national significance with 5.6 million passengers and 295,000 tonnes of freight travelling through the [airport](#) in 2008. In 2010, [East Midlands Airport](#) handled the second largest amount of air freight (at 262,000 tonnes) after Heathrow (1,379,000 tonnes). Over 7,000 jobs are provided at or near the [airport](#). However, the [airport](#) also raises environmental concerns at both global (e.g. climate change) and local (e.g. noise, traffic generation, air quality) levels.
- 4.12 The Government's Aviation [White Paper \(The Future of Air Transport\)](#) published in 2003 provides the national framework for considering airport-

related issues. The [White Paper](#) supports the expansion of [East Midlands Airport](#), subject to rigorous assessment of proposals.

- 4.13 A [Masterplan](#) for the airport was published by the airport operator in 2006 and sets out how it sees the [airport](#) developing over the period to 2030. However, passenger growth has been affected by the worldwide economic recession, as well as oil price and exchange rates volatility, taxation and industry changes. As a consequence, development at the [airport](#) has not come forward as quickly as had been expected.
- 4.14 We want the [airport](#) to operate efficiently as both a passenger and freight terminal by providing for development that directly supports air travel services (passengers and freight) to and from the airport, or that which is needed for the movement and maintenance of aircraft. This includes facilities needed for passenger comfort or more convenient and efficient journey departures and arrivals, aircraft hangars, aircraft servicing and maintenance facilities, and supporting infrastructure and offices. However, it is not anticipated that a second runway will be required in the lifetime of the [Masterplan](#).
- 4.15 The development of Pegasus Business Park on the south-eastern edge of the [airport](#) started in the late 1990s, and almost 15 hectares of this 26 hectare site is still available for development. However, the [Masterplan](#) does not envisage any further development of the Business Park involving activities that do not need to be located at the [Airport](#).
- 4.16 The development of the remainder of the Pegasus Business Park, and any new sites, for activities which do not need to be located at the [airport](#) will be restricted. This will help limit the impact of the [airport](#)'s growth on nearby communities, avoid the urbanisation of the area and protect the long-term operational viability of the [airport](#). Commercial development associated with the [airport](#) (apart from airport related activities), including warehousing, hotels, shops and offices, are directed to more sustainable locations, especially Coalville, Leicester, Loughborough, Nottingham and Derby.
- 4.17 The [airport](#) generates a significant amount of noise and there are currently no restrictions on night flights, despite the fact that we have asked Government to introduce restrictions. We consider the current noise climate at night to be unacceptable and better noise protection to local residents is required and that it is particularly required for occupants of dwellings in those areas above noise thresholds who would suffer sleep disruption at night. The [Airport Masterplan](#) includes proposals to reduce the impact of noise and we are working with the [airport](#) to make sure they happen. At the same time as trying to minimise the effect of airport noise, the [airport](#) itself needs to be protected by preventing noise-sensitive developments which could give rise to complaints against the [airport](#). This is most likely to arise from new housing close to the [airport](#).

- 4.18 A large amount of road traffic is generated by workers, passengers and freight vehicles using the [airport](#). A Surface Access Strategy was published in 2006 by the [airport](#) to help reduce traffic impact. There are targets to increase the number of employees accessing the [airport](#) by means other than single car occupancy to 30% and, for passengers, 10%. The Strategy also supports the provision of additional bus services to connect the [airport](#) with larger urban areas as well as encouraging alternative means of travel to the [airport](#). A Transport Forum comprising representatives of local bus companies, local authorities, transport interest groups and the [airport](#) was established to oversee the implementation of the Surface Access Strategy.
- 4.19 The potential for direct access to the [airport](#) from the rail network (principally the Midland Main Line via [East Midlands Parkway](#)) was examined in 2008. It was concluded that a high quality standard bus shuttle service could accommodate demand for the life of the current EMA [Masterplan](#) and would represent the most cost-effective approach. The draft [Leicester and Leicestershire Economic Development Strategy](#) seeks to encourage measures to improve access to the City Centre from the motorways and [East Midlands Airport](#) and to Leicestershire's market towns from [East Midlands Airport](#).

### **Policy CS3: East Midlands Airport**

The Council will provide for the operational growth of [East Midlands Airport](#) having regard to its impact on local communities and the wider environment, and the need to increase the number of employees and visitors travelling to the airport by means other than the private car:

- a. Development within the boundaries of the airport, as defined on the Proposals Map, will be restricted to airport operational development only;
- b. Noise-sensitive development, particularly housing, will be resisted where it can be demonstrated that the noise levels associated with the airport would be detrimental to the occupiers or users of any such development;
- c. Seek to ensure that any new operational development should minimise its impact upon the environment (including making appropriate provision for renewable energy) and the local highway network;
- d. Work with the Airport and other partners to seek to maximise accessibility to the airport, particularly from Priority Neighbourhoods, by public transport and other sustainable means of travel in preference to the use of the car. This would include implementing and periodically reviewing the airport Surface Access Strategy;
- e. Work with the Airport and other partners, including local communities, to seek to minimise the environmental impact of operations at and connected with the airport;
- f. Any further consolidation or development at the Airport related to night flights will require the application of stringent controls over night-time noise.

Policy CS3 helps us meet the following objectives:	We will know Policy CS3 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO2 East Midlands Airport</a> <a href="#">SO4 Growth of the rural economy</a>	The targets of the East Midlands Airport Masterplan are being met.
	We will implement Policy CS3 by-
	Collaborating with East Midlands Airport Consulting with local communities Determining planning applications

### Strategic Highway Network

- 4.20 Responsibility for the road network is shared between the Highways Agency (the strategic highway network) and Leicestershire County Council. [The strategic highway network comprises the M1, running north-south through the district, and the A42/M42 from Kegworth \(M1 Junction 23a\) to Birmingham and the West Midlands. Very small sections of the A453 also fall within the district. The A50 from junction 24 of the M1 heading westwards to Stoke and the M6 provide further strategic road links with the West Midlands and the North.](#)
- 4.21 [Congestion is a current problem and a constraint to future sustainable economic growth.](#) The manufacturing, transport and logistics sectors are important locally and businesses are looking for efficient strategic road networks that provide access to national/ international markets. It will be important to tackle congestion on the major routes so that our competitive advantage is not damaged, and that the environmental impacts are minimised.
- 4.22 Within the district, there should be a focus on tackling congestion in the following areas:
- M1 junctions 23a-24a;
  - The A453 east of junction 24 of the M1 to Nottingham, the M1 and [East Midlands Airport](#), and
  - Intersections of M1, A42 and A50; this principally comprises M1 junction 22 and A42 junction 13.
- 4.23 [The M1 junctions 23a-24a scheme would reduce the weaving of traffic between the M1, A42 and J24 \(A453/A50\), relieve congestion and provide a bypass for Kegworth taking traffic from the A6 to the M1/A50 without going through J24.](#) However, these improvements are currently un-funded.

- 4.24 The single-carriageway A453 has become increasingly congested. It carries up to 30,000 vehicles a day, has a poor safety record and poses maintenance difficulties. Following the [Chancellor's Autumn 2011 Statement](#), the A453 widening is one of six national schemes that will now start before the end of 2014 subject to the completion of statutory processes.
- 4.25 A42 junction 13 is already under pressure and improvements to it and M1 junction 22 are required to support significant housing development in Coalville.

#### **Policy CS4: Strategic Highway Network Improvements**

The Council supports improvements to the following parts of the Strategic Highway Network:

- M1 junctions 23a-24a;
- The A453 east of Junction 24 of the M1 to Nottingham, the M1 and [East Midlands Airport](#), and
- Intersections of the M1, A42 and A50.

Policy CS4 helps us meet the following objectives:	We will know Policy CS4 is working if-
SO1 <a href="#">Economic prosperity</a>	The planned improvements to the Strategic Highway Network are completed.
SO2 <a href="#">East Midlands Airport</a>	
SO6 <a href="#">Reduce congestion and reduce the need to travel</a>	We will implement Policy CS4 by-
	Collaborating with the Highways Agency
	Determining planning applications

#### **Rail**

##### **National High Speed Rail Network**

- 4.26 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. A new high speed rail network would transform the country's economic geography. The Government consider that it would reduce journey times between key cities, enable businesses to operate more productively, support employment growth and regeneration, provide an alternative to domestic aviation, and create a platform for delivering long-term and sustainable economic growth and prosperity.
- 4.27 The Government's proposed Y-shaped national high speed rail network would link London to Birmingham, Manchester and Leeds, and include stops in the East Midlands and South Yorkshire ([HS2](#)). The case for a station serving [East Midlands Airport](#) as part of the leg to Leeds will be considered. There is a

possibility that the Birmingham – Leeds leg will pass through North West Leicestershire. The Government intends to prepare the second phase of HS2 (the Birmingham-Manchester-Leeds route), consult and decide on a detailed route by December 2014.

#### National Forest Line

- 4.28 There are no passenger rail services in North West Leicestershire although a freight-only rail line currently connects Leicester with Burton-on-Trent via Coalville. After phase one of the Ivanhoe Line was completed in the mid-1990s it had been planned that phase two would extend the line west to Burton-on-Trent on the freight-only line via Coalville and Ashby de la Zouch (often referred to as the National Forest Line in recognition of the fact that it passes through a large part of the [National Forest](#)) .
- 4.29 In 2009, the [Association of Train Operating Companies produced a report titled Connecting Communities](#), which investigated the potential for reopening railway lines. The Burton-on-Trent – Coalville – Leicester line was one of 14 new lines where a positive business case was identified for reopening railway lines. It was estimated that upgrading the line and provision of new stations at Kirby Muxloe, Bagworth, Coalville, Ashby-de-la-Zouch, Moira and Gresley would cost £49m. The line would take around 5-10 years to upgrade following approval when an hourly service between Leicester and Burton-on-Trent or Derby could be provided.
- 4.30 [However, in 2009 Leicestershire County Council concluded that the running costs associated with re-opening the line effectively ruled out the possibility of reopening a](#) passenger service. This is because the service would require an annual subsidy of £4m in addition to the initial capital cost. It is unlikely that given the current financial climate the reopening of the rail line to passengers will be a viable or feasible option in the near future but the introduction of new rail passenger services remains a long-term ambition.

### Policy CS5: Rail Infrastructure

North West Leicestershire District Council supports the reinstatement of passenger services on the National Forest Line. New development should not prejudice the route of the National Forest Line or stations at Coalville, Ashby de la Zouch and Moira, in case, in the longer-term passenger services line are reinstated.

Policy CS5 helps us meet the following objectives:	We will know Policy CS5 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO6 Reduce congestion and reduce</a>	A new rail passenger service is established in the district.

<a href="#">the need to travel</a>	We will implement Policy CS5 by-
	Cooperating with Train Operating Companies and Leicestershire County Council.  Determining planning applications

### Strategic Rail Freight Interchange

- 4.31 Being able to transport goods efficiently and reliably is critical for business success. Rail freight produces only 10% of the emissions per tonne that road-based distribution produces and helps reduce congestion on our roads. Rail Freight Interchanges are therefore an important part of the nation's infrastructure and support sustainable economic growth.
- 4.32 The [Regional Freight Strategy](#) (2005) has a target of 30 additional freight trains originating or terminating in the East Midlands by 2015. To help meet this target, new [Strategic Rail Freight Interchanges \(SRFI\)](#) are required to accommodate new warehousing which will be used to transfer goods from road to rail.
- 4.33 The [2010 Strategic Distribution Site Assessment Study for the Three Cities Sub-Area of the East Midlands](#) looked at potential sites for [SRFI](#) across the area. Ideally, these sites are 60 to 400 hectares in size and located close to major cities with good access to the national road and rail network. Having assessed 36 potential sites, the [Study](#) identified three sites which best satisfied the location criteria. One of these sites is located to the north of [East Midlands Airport](#), west of the M1. The other two sites are at Egginton Common in South Derbyshire and Markham Vale.
- 4.34 Ideally major developments like this would be directed to more sustainable locations that would avoid the urbanisation of the area around Castle Donington. Job opportunities in the Castle Donington area are already good with major employers such as [East Midlands Airport](#) and several strategic freight distribution companies. The imbalance in the supply of jobs results in in-commuting.
- 4.35 However, the site requirements of such uses are quite specific and there are very few locations which are suitable. A [SRFI](#) in the area north of [East Midlands Airport](#), west of the M1 would be uniquely placed in the centre of the Three Cities area, the East Midlands and the country making it both suitable and attractive for distribution uses. It will also provide for the transfer of freight traffic generated by [East Midlands Airport](#) from road to rail. As a major infrastructure project, a planning application for a [SRFI](#) would be decided at a national level.

### Policy CS6: Strategic Rail Freight Interchange

Proposals for a new Strategic Rail Freight Interchange (SRFI) in North West Leicestershire will be determined at a national level. North West Leicestershire District Council will only support a SRFI in the District where:

- a. Development is restricted to B8 Storage or distribution uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)), excluding open storage. No other uses will be allowed unless it can be demonstrated that they are ancillary to the use as a SRFI;
- b. Provision is made for direct rail access from the site to the national rail network which satisfies the requirements of the Strategic Rail Authority;
- c. Provision is made for an inter-modal terminal for use by companies other than those located on the site;
- d. The occupancy of any unit on the site is restricted to companies which can demonstrate that they require access to the rail network and where most goods entering or leaving the unit do so by rail;
- e. There is satisfactory access to the Strategic Road Network together with:
  - i. The provision of public transport to serve the site 24 hours a day, seven days a week that links the proposed development with local centres and Priority Neighbourhoods;
  - ii. New walking and cycling links to local centres; and
  - iii. Improvements to the strategic and local road network. HGV access to local roads will be minimised;
- f. The development is designed so as to minimise visual and noise impact upon nearby settlements and the surrounding countryside.

<b>Policy CS6 helps us meet the following objectives:</b>	<b>We will know Policy CS6 is working if-</b>
<a href="#">SO1 Economic prosperity</a>  <a href="#">SO6 Reduce congestion and reduce the need to travel</a>	Any SRFI meets the above criteria.
	<b>We will implement Policy CS6 by-</b>
	Making representations on planning applications.

## 5 Development Strategy

- 5.1 We need to make sure that the places where we choose to build have good access to jobs, health and community services, education, shops, leisure, open space and sport and recreation facilities. If it is easy to walk, cycle or use public transport to get to facilities, the number and length of car journeys, and carbon dioxide emissions (the primary cause of global climate change), can be reduced.

### Coalville Urban Area

- 5.2 Most new development will be directed to the [Coalville Urban Area](#) and this will strengthen its role as the main social and economic focus of the district. This approach is consistent with the [Regional Plan](#) which identifies Coalville as a Sub-Regional Centre because of its size, the range of services it provides and its potential to accommodate growth.
- 5.3 In the [Core Strategy](#) we refer to the [Coalville Urban Area](#), which includes not only Coalville town itself but also Bardon (focussed on the employment area), Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick and the areas in-between. Each of the communities that make up the [Coalville Urban Area](#) has a strong individual identity although they are connected together around Coalville town centre. While each community has basic services, they share health, education, leisure and other facilities.
- 5.4 The regeneration of Coalville town centre is a key objective for the Council. The town's dated infrastructure and facilities are limiting its opportunity and capacity to meet the demands of its population. Housing and employment growth provides opportunities to improve local infrastructure and Coalville's retail and leisure offer. However, the need to retain the separate identities of the communities that make up the [Coalville Urban Area](#) places a restriction on where new development can take place. We also need to ensure that the development needs of the rest of the district are also met.

### Rural Centres

- 5.5 The smaller settlements of Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham provide a good range of services and facilities which help meet the needs of local people, including those living in nearby settlements. Each has a primary school and, in the case of Ashby, Castle Donington and Ibstock; a secondary school. They also have a good range of shops, health and leisure facilities, and employment opportunities. New development is required to meet local needs and help retain services and facilities so that residents can continue to enjoy these benefits and reduce the need to travel elsewhere.

### **Sustainable Villages**

- 5.6 The more facilities that a village has, the less likely it will be that people will need to travel elsewhere for services. The following villages (at January 2012) currently have a more limited range of facilities than the [Rural Centres](#), but still provide for a reasonably sustainable community:

*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.*

- 5.7 New development in these settlements could help to sustain these local services.
- 5.8 Over the plan period, service provision in these villages could change so that some may no longer meet the requirements of '[Sustainable Villages](#)'. We will regularly review rural service provision which will allow us to identify where changes occur.

### **Rural Villages**

- 5.9 The remaining settlements have fewer facilities, if any. As a result, people living in these communities generally have to travel to larger centres for jobs, schools, healthcare and other services.
- 5.10 There are a few settlements, which we term [Rural Villages](#), which have at least one service or facility. These settlements would not normally be suitable locations for new development, because access to jobs, health and community facilities, education, shops, leisure, open space and sport and recreation facilities is so poor. As an exception, and in addition to [affordable housing](#), new homes may be permitted where there is a clearly demonstrated local need. In all cases, there must be an established local connection between the new dwelling(s) and future occupants. Conditions or legal agreements will be used to ensure that any dwelling permitted under these arrangements remains available solely for local people in the future.

At January 2012, these settlements included:

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

- 5.11 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 CS8 \(Countryside\)](#).

### **Policy CS7: Location of Development**

New development, including new facilities and services will be directed to the most sustainable locations in accordance with the following settlement hierarchy:

- 1 Coalville Urban Area:** where most new housing, employment and retail development will be located;
- 2 Rural Centres:** Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham where most of the remaining housing and employment development will be located;
- 3 Sustainable Villages:** Small-scale housing and employment development will be permitted within the existing built-up area as defined by Limits to Development. Rural affordable housing exceptions sites will also be permitted in accordance with [Policy CS19](#).

Sustainable Villages contain at least five of the following eight community services and facilities:

- A A General Store;
  - B A Primary School;
  - C A GP surgery;
  - D A Village hall or similar venue;
  - E A recreation or sports ground;
  - F A public house;
  - G A daytime (i.e. 7am to 6pm) bus service, Monday-Saturday with a frequency of at least once an hour, to one or more higher order centres;
  - H Local employment opportunities other than employment associated with the above services.
- 4 Rural Villages:** within the existing built-up area, small-scale employment development will be permitted together with new housing where it is for:
- i Local Needs Housing where there is a demonstrable local housing need that cannot be met from the existing housing stock, and where there is an established local connection for either:
    - a a person or persons and their dependants residing permanently in the parish or adjoining parish, for at least 5 years or more in the previous 20 years; or
    - b a person or persons required to live close to another person who satisfies Criterion A (above) and is in essential need of frequent attention and/or care due to age, ill health, disability and/or infirmity.

In all cases, where a local need has been identified in line with the above, arrangements must be made to ensure that all dwellings provided will be, and will remain, occupied by eligible local people in perpetuity.

ii Live/work units.

Rural affordable housing exceptions sites will also be permitted in accordance with [Policy CS19](#).

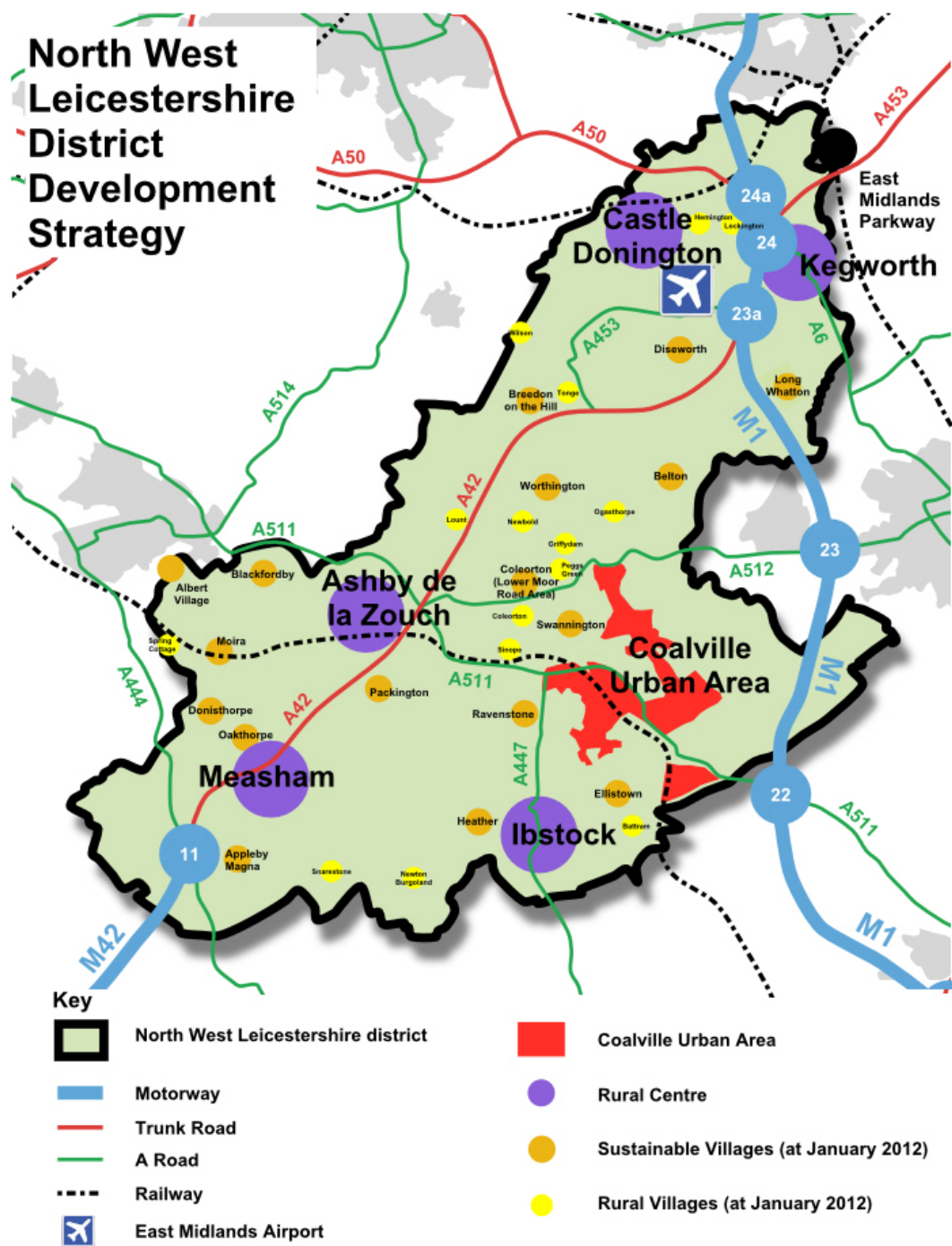
Rural Villages contain at least one of the eight community services and facilities listed in 3 (A-H) above.

**5 Countryside:** in the remaining settlements development will be restricted in accordance with [Policy CS8](#).

Policy CS7 helps us meet the following objectives:	We will know Policy CS7 is working if-
<a href="#">SO3 Improve the vitality and viability of Coalville and the district's other centres</a>	Over the plan period, at least 50% of new housing, employment and retail developments are in Coalville Urban Area.
<a href="#">SO4 Growth of the rural economy</a>	<b>We will implement Policy CS7 by-</b>
<a href="#">SO5 Improve access to services and facilities</a>	Allocating land for development.
<a href="#">SO6 Reduce congestion and reduce the need to travel</a>	Preparation of Local Housing Needs Supplementary Planning Document
<a href="#">SO7 Housing that meets the needs of the community</a>	Determining planning applications.
<a href="#">SO8 Social inclusion</a>	
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	

## Countryside

5.12 North West Leicestershire is a mainly rural district and the area that separates our towns and villages consists of largely undeveloped countryside. Although 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.



## Policy CS8: Countryside

The countryside 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.

In areas designated as Countryside, development will be limited to that which requires a rural location and is for one or more of the following:

- A Agriculture;
- B Forestry;
- C The preservation of Listed Buildings;
- D The re-use and adaptation of buildings for appropriate purposes;
- E Flood protection;
- F Affordable housing in accordance with [Policy CS19](#);
- G The extension and replacement of dwellings;
- H Extensions to existing businesses;
- I Sites for Gypsies and Travellers and Travelling Showpeople in accordance with [Policy CS20](#);
- J Small-scale employment generating development or farm diversification;
- K Community services and facilities meeting a proven local need;
- L Development by statutory undertakers or public utility providers;
- M Recreation and tourism;
- N Renewable energy;
- O Transport infrastructure;
- P Mineral extraction; and
- Q Waste management facilities.

Development in the Countryside should be of a scale and environmental impact that is compatible with its rural location.

Policy CS8 helps us meet the following objectives:	We will know Policy CS8 is working if-
<a href="#">SO4 Growth of the rural economy</a>	Over the plan period, at least 50% of new housing, employment and retail developments are in Coalville Urban Area.
<a href="#">SO5 Improve access to services and facilities</a>	
<a href="#">SO6 Reduce congestion and reduce the need to travel</a>	<b>We will implement Policy CS8 by-</b>
<a href="#">SO7 Housing that meets the needs of the community</a>	Allocating land for development.
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	Determining planning applications.
<a href="#">SO15 Protect landscape character and the natural environment.</a>	

## Development adjoining Swadlincote

- 5.13 The area around Albert Village borders the built-up area of Swadlincote, which is the main settlement in South Derbyshire. To help meet the development needs of South Derbyshire, it may be necessary for the urban area of Swadlincote to be extended into North West Leicestershire. Such an extension would need to be comprehensive in scale and help to deliver sustainable development objectives.
- 5.14 If this were to happen, we want to make sure that the separate identity of Albert Village is protected and that it does not become part of the Swadlincote urban area. We will do this by working with South Derbyshire District Council and other stakeholders, so that any such development includes measures, such as [National Forest](#) planting, to keep the separate identity of Albert Village. We would also expect it to provide for any new community facilities which may be needed to support the development.
- 5.15 Although South Derbyshire District Council will take the strategic lead role in the development of the Swadlincote area, any development in North West Leicestershire will help meet our housing and/or employment requirements.
- 5.16 Also on the edge of North West Leicestershire is Boundary- a small linear settlement straddling the A511, which has developed as an extension to Woodville in South Derbyshire. Much of the settlement lies in South Derbyshire and we want to ensure that it develops in a way that is consistent with South Derbyshire District Council's plans for the Woodville area.

### **Policy CS9: Development Adjoining Swadlincote**

Provision will be made for the extension of Swadlincote urban area into North West Leicestershire District where:

- 1 South Derbyshire District Council is able to demonstrate that it is required to meet the development needs of South Derbyshire District and Swadlincote, and is the most sustainable option for meeting those needs;
- 2 It is part of a larger, comprehensive development that incorporates land in South Derbyshire, and
- 3 The separate identity of Albert Village is protected.

North West Leicestershire District Council will cooperate with South Derbyshire District Council regarding the future planning of Boundary.

Policy CS9 helps us meet the following objectives:	We will know Policy CS9 is working if-
<a href="#">SO5 Improve access to services and facilities</a>	Any development adjoining Swadlincote takes place in accordance with a cross-boundary, comprehensive strategy approved by NWLDC

<a href="#"><u>SO18 Reinforce local distinctiveness</u></a>	and SDDC.
	<b>We will implement Policy CS9 by-</b>
	Collaborating with South Derbyshire District Council on plans for Swadlincote and Woodville.  Determining planning applications.

## 6 Planning for Prosperity

- 6.1 As we move out of recession and through a period of large reductions in public spending, the consequences for our local economy, businesses and communities will be profound. This will have a significant impact on both the rate of economic growth that will be possible in the next few years and the amount of support for business and growth the public sector can give.
- 6.2 In 2010 businesses, local authorities, universities and other partners agreed to form the [Leicester and Leicestershire Enterprise Partnership \(LLEP\)](#). The [LLEP](#) will provide strategic leadership to deliver sustainable economic growth through investment in enterprise and innovation, employment and skills and infrastructure including transport and housing.
- 6.3 In 2011, a draft [Economic Development Strategy for Leicester and Leicestershire](#) was prepared by the Leicestershire Business Council for consultation. It is a long-term, strategy that aims to create wealth and prosperity and long term economic growth, leading to new employment growth.
- 6.4 The [Strategy](#) recognises that the Leicester and Leicestershire area is strongly placed to develop as the UK's logistics hub, with a strong competitive advantage in terms of the movements of freight by road.

### Jobs

- 6.5 In many ways, North West Leicestershire is an economically advantaged area. Local people have good employment opportunities, especially given that the district has recovered from the loss of coalmining jobs. Compared to surrounding districts, the area provides employment for a high proportion for its residents and also for many in-commuters from other places. The district also has high rates of newly VAT-registered firms, suggesting a high level of entrepreneurship.
- 6.6 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.
- 6.7 However, North West Leicestershire specialises in comparatively low-value-added activities, with many jobs in manufacturing (though not high-tech manufacturing) and logistics and few jobs in white-collar and knowledge-based sectors. Logistics employment has been growing especially fast, adding to the area's 'blue-collar' specialisation.
- 6.8 We want to encourage an upgrading of the district's industrial structure, with a growing share of higher-value, higher-knowledge activities. With no major city

or town centres and no universities, opportunities to attract office and Research and Development businesses are limited. However, we can build on the strengths outlined in the [District Profile](#) by targeting higher-value, higher-knowledge activities in the sectors in which we specialise: manufacturing and logistics. Many jobs in logistics could be at the managerial and professional level, reflecting the increasing complexity of the sector and the need to respond to the low-carbon agenda.

- 6.9 Nevertheless, we need to find the right balance between exploiting the growth opportunities that logistics brings and allowing it too great a dominance of the employment and land markets.

### **Employment Land**

- 6.10 We will provide for at least 134ha of employment land in North West Leicestershire over the period 2006 to 2031 in accordance with [Policy CS2](#).
- 6.11 However, we need to make an allowance for the possible loss of employment land to other uses. Past trends suggest that we need a further 30ha to make sure that the net supply of employment land doesn't fall below our target. Therefore, we will need to make provision for 164ha of employment land during the Plan period. We also want to allow for choice, competition and flexibility by making sure that there is a rolling five-year employment land reserve.
- 6.12 Since 2006, 43ha has already started (to 31 March 2011) and with 61ha of employment land already committed (with planning permission or allocated in the North West Leicestershire Local Plan ([Appendix 1](#))).
- 6.13 We have excluded almost 15ha at Pegasus Business Park on the south-eastern edge of [East Midlands Airport](#) from our assessment of employment land supply set out above. [Policy CS3](#) restricts development at Pegasus Business Park to that associated with the operation of the [airport](#), consistent with the Airport [Masterplan](#).
- 6.14 We therefore need to find at least 60ha of additional employment land.
- 6.15 In accordance with our development strategy ([Policy CS7](#)), most of this new employment development will be provided in the [Coalville Urban Area](#). This will strengthen its role as the main social and economic focus for the district and is consistent with the [Regional Plan](#).

### **Policy CS10: Meeting the Development Needs of Business**

To help secure sustainable economic growth we will meet the development needs of business by:

1. Ensuring that a five-year supply of specific, deliverable employment sites is maintained throughout the plan period.

2. Carrying forward existing allocations and renewing planning permissions for employment development where there is evidence of their need and reasonable prospect of their take up during the plan period. If a site is unlikely to be developed for the proposed use, alternative uses for the site will be considered and replacement sites for employment development will be allocated through a subsequent Development Plan Document.
3. Allocating at least 60 hectares of employment land, mainly within the Coalville Urban Area, for B1 Business, B2 General Industrial and B8 Storage or Distribution uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)).
4. Supporting proposals for new, large-scale employment development to meet the needs of a specific, identified end-user where it can be demonstrated that existing employment sites or allocations are not suitable and available, and subject to the other policies of the Core Strategy.
5. Identifying Key Employment Areas and protecting them from development which might limit future employment development. Key Employment Areas will be identified having regard to:
  - A Market conditions;
  - B Accessibility;
  - C Internal and surrounding environment.
6. Supporting new enterprise by:
  - A Requiring the provision of starter and 'grow-on' units (including managed workspace) as part of larger employment developments;
  - B Encouraging the re-use of vacant or under-used business premises to provide starter units, and
  - C Supporting the development of home-based employment and live/work units in accordance with [Policy CS7](#).

Policy CS10 helps us meet the following objectives:	We will know Policy CS10 is working if-
<a href="#">SO1 Economic prosperity</a>	<p>The local economy performs well against a range of key indicators including: job density, number of jobs, unemployment rates.</p> <p>A supply of deliverable land for employment development is maintained.</p>

	<b>We will implement Policy CS10 by-</b>
	Collaboration with LLEP  Identifying a supply of deliverable land for employment that meets the needs of business.  Monitoring employment land commitments  Identifying Key Employment Areas  Allocating at least 58ha of new employment land  Determining planning applications

### Education and Training

- 6.16 Educational attainment in North West Leicestershire is below both the regional and national average, while the proportion of residents aged 16-64 qualified to NVQ level 4 or above is less than 30%.
- 6.17 There are significant variations across the district. Indices of Deprivation 2010 show the extent of deprivation in education, skills and training. Parts of Greenhill, Measham, Norris Hill, Ashby Woulds and Albert Village are among the 10% most deprived areas in Leicester, Leicestershire and Rutland.
- 6.18 Local businesses will benefit from a greater match between their needs and the education and skills of the local workforce. For example, logistics employment has been growing especially fast, and this is expected to continue in the long-term. However, the industry has previously suffered from major skills shortages, in particular HGV drivers.
- 6.19 There are opportunities to cooperate with the local training providers, such as Stephenson College, and the Local Enterprise Partnership to address this issue. In addition, we will seek to secure new training opportunities for local people as part of new developments.

### Policy CS11: Education and Training in Connection with New Developments

Major new developments will be expected to include measures to raise skills and enable local people to compete for the jobs generated. Measures can include training, apprenticeships, employment advice, interview guarantees, work placements, transport arrangements and childcare.

<b>Policy CS11 helps us meet the following objectives:</b>	<b>We will know Policy CS11 is working if-</b>
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<a href="#">SO1 Economic prosperity</a>  <a href="#">SO8 Social inclusion</a>	Local people have better access to jobs created by large new developments.
	<b>We will implement Policy CS11 by-</b>
	Determining planning applications  Preparing a Supplementary Planning Document

### Town and Local Centres

- 6.20 We want to improve the vitality and viability of the district's six main retail centres. Our [Retail Capacity Study 2005](#) assessed the health and role of Coalville, Ashby de la Zouch, Castle Donington, Ibstock and Measham centres, and looked at the contribution they can make towards meeting future retail needs.
- 6.21 Coalville is the district's principal centre providing a range of shopping and other services to a wider rural area and there are opportunities for town centre renewal. However, Coalville town centre does not meet the needs and expectations of users – many residents and businesses feel it needs to change and offer more shops and greater choice, leisure opportunities, town centre living and an improved environment.
- 6.22 Ashby de la Zouch is an historic Market Town offering a good variety of retailers, restaurants and service providers to its relatively prosperous population and surrounding villages.
- 6.23 The [Retail Capacity Study](#) identifies Castle Donington as a healthy district centre that meets local residents' day-to-day needs well. It has a low vacancy rate and a range of local retail and service uses, including a Co-op supermarket, Post Office, bakery, financial services and restaurants.
- 6.24 The [Retail Capacity Study](#) identifies Ibstock, Kegworth and Measham as local centres serving day-to-day needs.
- 6.25 We want to plan positively to ensure that our centres are competitive and meet consumer needs. In 2007 we updated our [Retail Capacity Study](#) with a new analysis of food and non-food retail requirements through to 2026. This concluded that there was a need for more comparison (e.g. clothing, footwear, household and recreational goods) and convenience (e.g. supermarkets) shopping floor space in the district.
- 6.26 Since then new shops have been developed and plans for a new Tesco store on the site of the existing Ford garage on Whitwick Road, Coalville have been approved. We need to look again at our forecasts of consumer spending,

particularly given new projections of population growth, the longer plan period (to 2031) and the economic downturn. This means that our analysis of the need for more food and non-food shopping needs to be updated again.

- 6.27 If there is a need, new shops should be located in Coalville Town Centre where practical. We will apply a 'centre first' approach to identifying sites when deciding planning applications for retail, leisure and office uses. Only if suitable sites are not available will [out-of-centre](#) sites be considered.

### **Policy CS12: Town and Local Centres**

In North West Leicestershire, the hierarchy of centres is:

Coalville is the primary Town Centre and is the preferred location for new Town and Local Centre Uses.

Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham are centres where we will seek to enhance the diverse range of retail and non-retail services that meet day-to-day needs.

North West Leicestershire District Council will plan for the management and growth of these centres by:

- 1 Defining the extent of the centres and, where appropriate, the Primary Shopping Area and Primary and Secondary Shopping Frontages. A1 Shop uses will be the dominant use on Primary Shopping Frontages;
- 2 Maintaining an up-to-date assessment of the need for land or floorspace for the main Town and Local Centre Uses. That assessment will take account of the quantitative and qualitative need for additional floorspace for different types of retail and leisure developments;
- 3 Having regard to the Hierarchy of Centres, identifying sites in the Centre, or failing that on the [Edge of the Centre](#), capable of accommodating the need for additional retail and leisure floorspace;
- 4 Supporting a diverse range of Town and Local Centre Uses which appeal to a wide range of age and social groups, avoiding an over-concentration of uses in any one area;
- 5 Planning for a strong retail mix so that the retail offer meets the requirements of the local catchment area;
- 6 Taking measures to conserve and enhance the character and diversity of Town and Local Centres' built environments, and
- 7 Encouraging a diverse range of complementary evening and night-time uses which appeal to a wide range of age and social groups, and has

regard to their impact on the character and function of the centre, anti-social behaviour and crime, and the amenities of residents.

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).

Policy CS12 helps us meet the following objectives:	We will know Policy CS12 is working if-
<u>SO1 Economic prosperity</u> <u>SO3 Improve the vitality and viability of Coalville and the district's other centres</u> <u>SO5 Improve access to services and facilities</u> <u>SO6 Reduce congestion and reduce the need to travel</u> <u>SO8 Social inclusion</u> <u>SO10 Improve community safety and reduce crime</u> <u>SO13 Conserve the historic environment</u> <u>SO18 Reinforce local distinctiveness</u>	<p>Most new development for Town Centre Uses takes place in Coalville.</p> <p>The hierarchy of centres is maintained.</p> <p>The performance of our Town and Local Centres improves against a range of indicators including vacancy rates, visitor satisfaction, new retail floor space created.</p>
	We will implement Policy CS12 by-
	<p>Collaboration with LLEP</p> <p>Deciding planning applications</p> <p>Town centre management</p> <p>Defining the extent of Town and Local Centres, Primary Shopping Areas, and Primary and Secondary Shopping Frontages.</p> <p>Assessing the need for land or floor space for the main Town and Local Centre Uses.</p> <p>Identifying sites in the Town and Local Centres, or failing that on the edge of the Centres, capable of accommodating the need for additional retail and leisure floor space.</p> <p>Determining planning applications</p>

## Rural Economy

- 6.28 Businesses in rural areas make a substantial contribution to our economy. Although there are close links between our towns and rural centres and their surrounding hinterlands there are some important differences between the economies in rural and more urban areas. The significance of small- and

medium-sized enterprises is greater in rural areas, and they also face specific barriers to growth such as poor electronic communications.

- 6.29 However, rural businesses have a number of comparative advantages, such as space for businesses to develop and expand and natural resources on which key rural industries such as agriculture, tourism and renewable energy depend. There are particular opportunities for tourism and wood-based industries associated with the [National Forest](#).
- 6.30 Although most new economic development will be located in [Coalville Urban Area](#) and in the [Rural Centres](#) and there is strict control on development in the countryside, we want to provide for a diverse range of businesses and work opportunities in our rural areas.

### Policy CS13: Rural Economy

North West Leicestershire District Council will provide for the needs of the rural economy (Rural Villages and Countryside as defined in [Policies CS7](#) and [CS8](#)) by supporting:

- 1 The conversion and re-use of appropriately located and suitably constructed existing buildings for an economic end-use;
- 2 Farm diversification for business purposes;
- 3 Equine enterprises, including horse training and breeding businesses;
- 4 Sustainable tourism and leisure developments that utilise their rural location, and
- 5 The delivery of superfast broadband services to businesses and homes.

Policy CS13 helps us meet the following objectives:	We will know Policy CS13 is working if-
<a href="#">SO1 Economic prosperity</a>  <a href="#">SO4 Growth of the rural economy</a>	Rural business floorspace grows.
	Superfast broadband services are made available to the whole district.
	<b>We will implement Policy CS13 by-</b>  Collaboration with LLEP  Determining planning applications  Requiring new buildings to be superfast broadband ready.

### Donington Park

- 6.31 Donington Park is an internationally-renowned racing circuit which holds a variety of motorsport events. The owners of the racetrack wish to continue hosting motorsports at the venue.
- 6.32 The racetrack hosts a range of businesses and events, making an important contribution to the local economy. The opportunity to create an enterprise hub around the automotive industry is recognised by the Draft [Economic Development Strategy for Leicester and Leicestershire](#).
- 6.33 We will support the preparation of a Masterplan for the site to ensure that the economic benefits of the racetrack are carefully balanced with its location in an area of countryside where development would not normally be allowed. We also want to protect nearby residential properties and settlements, including those located in South Derbyshire from the impact of the activities taking place at the racetrack. Therefore, future development needs to be appropriate to its setting and should complement the motor racing function of the circuit. Parts of the circuit are in the East Midlands Airport [Public Safety Zone](#), which restricts the uses and development within that area.

### Policy CS14: Donington Park

The continued use of Donington Park as a racing circuit will be supported.

Within Donington Park, as defined on the Proposals Map, new development which is essential to the operational needs of the racetrack, and has a clear functional relationship with the use of the racetrack for motorsports, including proposals for the creation of new employment opportunities associated with the design, testing and maintenance of motorsport vehicles, will be supported where the proposed development:

- 1 Is satisfactory in terms of impact upon nearby residential amenity and the surrounding countryside, and
- 2 Demonstrates satisfactory arrangements for vehicular access and would not adversely affect traffic conditions on the local or wider road network, or environmental conditions in nearby settlements.

Uses other than those that are essential for the operational needs of the racetrack will only be supported where a Masterplan designed to secure the long-term future of the racetrack has been prepared and agreed with the Council, following appropriate consultation

Policy CS14 helps us meet the following objectives:	We will know Policy CS14 is working if-
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<u>SO1 Economic prosperity</u>  <u>SO4 Growth of the rural economy</u>	<p>Motor sport events continue at Donington Park racetrack.</p> <p>Donington Park racetrack develops as an enterprise hub around the automotive industry</p>
	<p><b>We will implement Policy CS14 by-</b></p>
	<p>Collaboration with LLEP</p> <p>The preparation of a Masterplan for the racetrack.</p> <p>Deciding planning application.</p>

## 7 Planning for People

### Homes

- 7.1 We want to ensure that everyone in the district has the opportunity of living in a decent home which they can afford. To achieve this we will increase the supply of housing and provide a wide choice of high quality homes, both affordable and market housing, to meet the needs of the community.

### Housing Supply

- 7.2 We will provide for at least 9,700 homes in North West Leicestershire over the period 2006 to 2031 in accordance with [Policy CS1](#). Of these, 1,513 dwellings have already been completed, 198 were under construction and there were outstanding planning permissions for a further 1,326 (as at 31 March 2012). Further details are set out at [Appendix 2](#). Assuming these are all completed, we need to find sufficient land for at least 6,663 more homes to be built by 2031.
- 7.3 This [Core Strategy](#) does not allocate sites for development; however, we want to make it clear where most of these new homes will be developed in broad terms. Providing a strong direction in the [Core Strategy](#) will mean that the work involved in the preparation of any subsequent plans is reduced. It also means that decisions on planning applications can be given an early steer by providing local people, stakeholders and developers with some certainty as to where new development is likely to take place. This is particularly important in North West Leicestershire as there is, and has been, a shortage of land that is immediately available for housing development.

### Location of New Housing

- 7.4 In accordance with our development strategy ([Policy CS7](#)), most new housing will be provided in the [Coalville Urban Area](#). This will strengthen its role as the main social and economic focus for the district and is consistent with the [Regional Plan](#). In providing for housing growth at Coalville we want to protect the individual identities of the communities that make up the urban area. As a consequence, provision of future housing development in Coalville will mainly be through the identification of a strategic development area to the south-east of the town.
- 7.5 Most of the remaining housing provision will be in Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham where it will help meet local housing needs. Ashby de la Zouch is particularly suitable as it has a good range of services and facilities with a town centre that is highly regarded by shoppers. House prices are relatively high and current values have been maintained in a generally declining property market, however affordability in the town is poor. Ashby lies in the River Mease catchment area so we need to make sure that new housing has no negative impact on the [River Mease SAC](#).

- 7.6 Job opportunities in the Castle Donington area are already particularly good with major employers such as [East Midlands Airport](#) and several strategic freight distribution companies. The imbalance in the supply of jobs results in in-commuting. More jobs are likely to be created through further growth at the [airport](#) and the [East Midlands Distribution Centre](#). More homes will provide an opportunity for more workers to live closer to where they work to help redress some of this existing imbalance which will only increase without significant provision of new housing. However, development opportunities in Castle Donington are restricted as large areas of land to the north of the built-up area are vulnerable to flooding from the River Trent, while to the south is [East Midlands Airport](#).
- 7.7 Flooding also affects land to the north and east of Kegworth, while to the south of the village there is a [Public Safety Zone](#) associated with [East Midlands Airport](#). To the west is the M1. Kegworth also suffers from the impact of heavy traffic flowing along the A6 through the village. Public spending cuts have affected plans for a bypass, although this remains an aspiration.
- 7.8 Measham, like Ashby de la Zouch, lies in the catchment of the [River Mease SAC](#). However, Measham has relatively weak house prices and fewer services and facilities than Ashby.
- 7.9 Ibstock lies just south of the [Coalville Urban Area](#) and has a reasonable range of services and facilities.
- 7.10 The requirement for new housing to have good access to existing local community facilities, infrastructure and services, including public transport, is difficult to achieve in the more rural areas of the district. However, some housing development in [Sustainable Villages](#) could support informal social support networks, and assist people to live near their work while allowing them to benefit from key services.

### Policy CS15: Distribution of Housing

We will allocate sufficient land to ensure the overall housing provision of at least 9,700 dwellings over the period 2006-2031. This development will be distributed as follows:

- **Coalville Urban Area** at least 4,950 dwellings
- **Ashby de la Zouch** at least 1,400 dwellings
- **Castle Donington** at least 1,300 dwellings
- **Ibstock** at least 550 dwellings
- **Kegworth** at least 450 dwellings
- **Measham** at least 550 dwellings
- **Sustainable Villages** at least 500 dwellings

Policy CS15 helps us meet the following objectives:	We will know Policy CS15 is working if-
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<a href="#">SO5 Improve access to services and facilities</a>	Over the plan period the number of houses built in each location meets these targets.
<a href="#">SO6 Reduce congestion and reduce the need to travel</a>	<b>We will implement Policy CS15 by-</b>
<a href="#">SO7 Housing that meets the needs of the community</a>	Allocating land for housing development Deciding planning applications

- 7.11 Our [Strategic Housing Land Availability Assessment \(SHLAA\)](#), which we update annually, looks at the availability and deliverability of land within and adjacent to these settlements. The [SHLAA](#) confirms that there are sufficient sites to meet the above distribution of housing, and also helps us to identify the broad location of suitable areas for development in [Coalville Urban Area](#) and each of the [Rural Centres](#). Further explanation of the proposed scale and location of new housing is set out in Section 8.

- 7.12 The identification of broad development areas will be used as the basis for considering the suitability of sites for detailed identification in a subsequent [Development Plan Document](#).

### **Housing Trajectory**

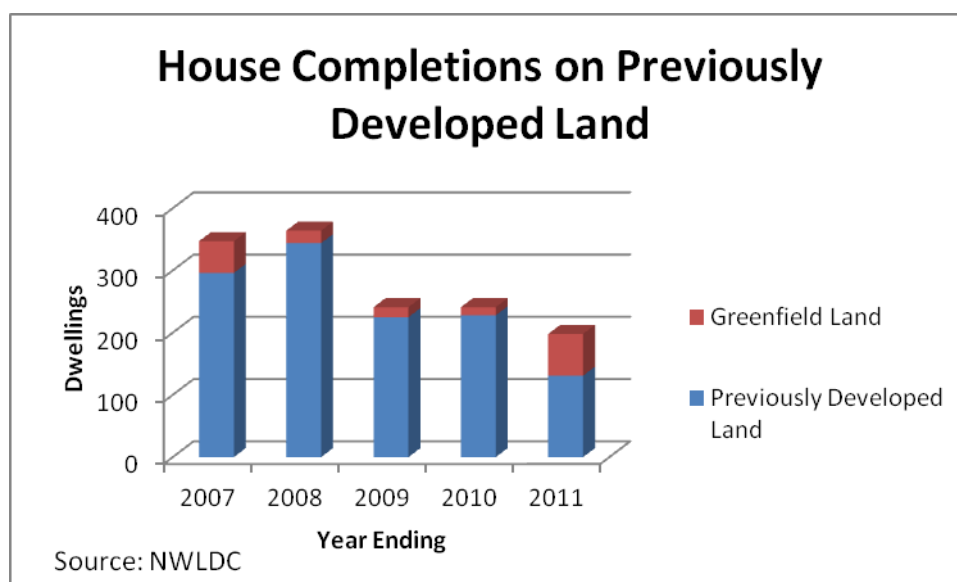
- 7.13 The expected rate of house building is set out in our Housing Trajectory at [Appendix 2](#).
- 7.14 The principal area for new housing development in the district is the strategic development area at South East Coalville. This is expected to begin to deliver housing from 2014/15, although new houses could be built there earlier. This development will provide at least 3,210 homes by 2031 and the potential for more houses beyond then. Further direction on this strategic development area is set out in [Policy CS36](#).

### **Efficient Use of Land and Buildings for Housing**

- 7.15 We need a flexible, responsive supply of land- managed in a way that makes efficient and effective use of land, including re-use of [previously developed land](#), where appropriate. By using land efficiently we can reduce the need to provide as much greenfield land for development.

Previously Developed Land

- 7.16 High rates of house building on [Previously Developed Land \(PDL\)](#), often also called [brownfield land](#), have been achieved since the start of the plan period (2006 to 2011). We have exceeded the regional target of providing at least 60% of new housing on [PDL](#) throughout this period. Some 60% of the outstanding planning permissions for dwellings within the district are on [brownfield](#) sites.



- 7.17 However, it is unlikely that these high levels can be maintained throughout the Plan period – our 2011 [SHLAA](#) shows that a high proportion of potential housing sites are on greenfield land, with [PDL](#) sites only accounting for 9% of the total. Furthermore, in 2010 the Government revised the definition of [PDL](#) to exclude private residential gardens in urban areas. As a consequence, while the amount of housing development on [PDL](#) was very high at the start of the plan period, this will decrease in future years such that development on [PDL](#) during the Plan period will be around 25% of all development.

#### Housing Density

- 7.18 We want to encourage the use of higher densities to make more efficient use of land. Housing density measures the number of dwellings which can be accommodated on a site. Housing densities should reflect the characteristics of the locality and the scale of housing growth required. Locating high density developments with good access to employment, shops and education, and public transport helps to ensure a good general access to those services. High housing densities also reduce the need to provide as much greenfield land for development.
- 7.19 However, housing densities need to complement the neighbouring buildings and be responsive to housing need, open space, amenity space and car parking standards and help achieve high quality developments.

## Policy CS16: Housing Density

All housing developments should be of a good standard of design (in accordance with [Policy CS21](#)) and have a layout and built form that makes efficient use of land and complements the built form and character of the area in which it is situated.

Proposals for sites of 0.3ha or above should have a minimum net density of 30 dwellings per hectare.

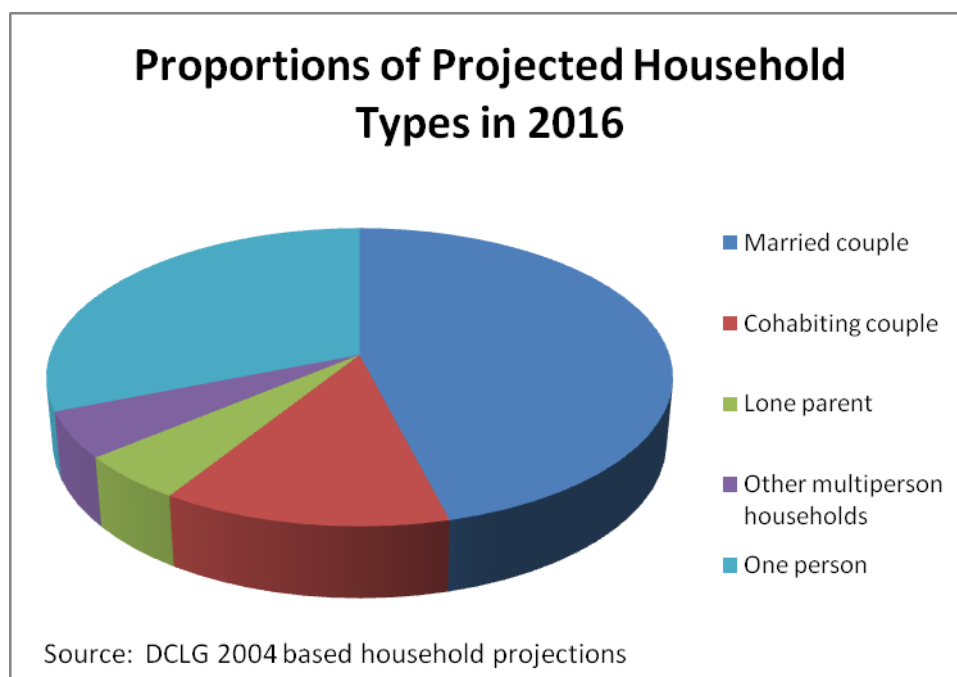
Higher densities will be encouraged in locations that offer, or have the potential to offer, a choice of transport options and are accessible to other services and facilities. Higher density developments should not compromise the need for good design (in accordance with [Policy CS21](#)), and particularly the need for sufficient and suitable car parking provision, public and private amenity space and storage provision for waste and recycling.

Lower housing densities will be accepted where justified by the characteristics of an individual site. Additional design and density guidance for large site allocations and the strategic development area will be provided in other Local Development Documents.

Policy CS16 helps us meet the following objectives:	We will know Policy CS16 is working if-
<a href="#">SO5 Improve access to services and facilities</a>	Over the plan period housing densities average over 30 dwellings per hectare.
<a href="#">SO15 Protect landscape character and the natural environment.</a>	<b>We will implement Policy CS16 by-</b>
<a href="#">SO16 Achieve high design.</a>	Promoting good urban design
<a href="#">SO17 Reduce the amount of waste</a>	Preparing a Design Supplementary Planning Document
	Determining planning applications

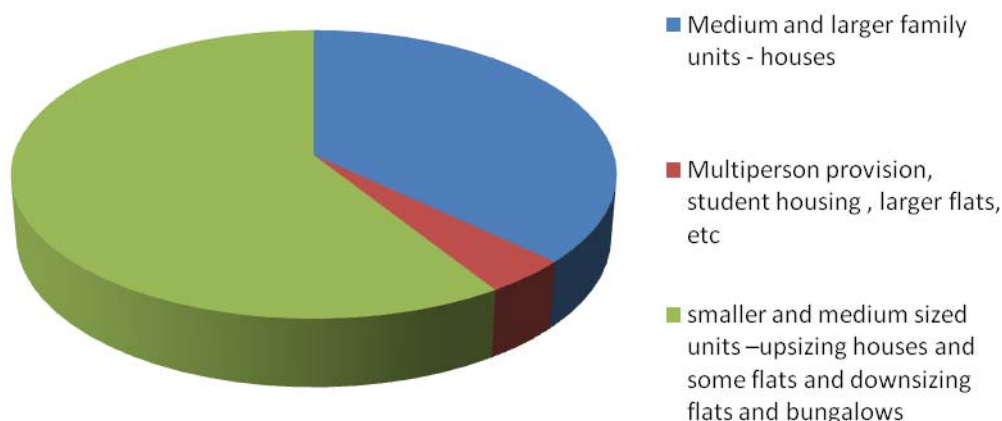
## Housing mix

- 7.20 We will 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 [Leicester and Leicestershire Strategic Housing Market Assessment \(SHMA\)](#) provides evidence which helps us ensure that the right mix of housing is provided. The [SHMA](#) used Government's trend-based population projections to provide estimates of household types in the district by 2016.



- 7.21 In particular, the [SHMA](#) identified a need for more smaller housing e.g. 1-2 bedroom housing, medium family homes e.g. 3 bed housing, older people downsizing units. These could meet more demand and help to create more balanced market.
- 7.22 In view of the ageing population profile of the district, along with other councils in the [Housing Market Area](#), we have assessed the [housing needs and aspirations of older people in Leicestershire](#). While a range of older people took part in the study in terms of their ethnic or cultural background and current living arrangements, there are a number of common issues:
- Older people want to retain as much of their independence as possible but to have access to 24 hour support when required;
  - Suitable housing needs to include the provision of catering for family or friends who may wish to stay overnight when visiting;
  - Housing provision should be integrated into the local community with access to local services (i.e. not a retirement ghetto on the edge of towns);
  - Housing provision should cater for older people from a range ethnic and cultural backgrounds and lifestyles, supporting community integration rather than segregation; and

## Profile of New Housing Types Required to meet Household Projections



Source: Strategic Housing Market Assessment

- The role of family members and friends in the provision of informal support and input into decisions regarding suitable housing needs to be recognised.

### Policy CS17: Housing Mix

We will seek a mix of housing types, sizes and tenures in all new housing development, having regard to evidence of housing needs including the Strategic Housing Market Assessment, Older People's Housing Needs Study, local housing needs surveys and parish plans.

Policy CS17 helps us meet the following objectives:	We will know Policy CS17 is working if-
<a href="#">SO7 Housing that meets the needs of the community</a> <a href="#">SO8 Social inclusion</a>	Over the plan period housing supply closely matches housing need.
	We will implement Policy CS17 by-
	Allocating land for housing development Determining planning applications

### Affordable Housing

- 7.23 A significant number of households' housing needs cannot be met by the market at a cost low enough for them to afford. At the beginning of 2012, an average priced two-bed property cost £100,900, or £114 per week with a

standard mortgage. Around 25% of first-time buyer households were priced out of the market for flats (assuming a 3.5x income multiplier).

- 7.24 Our [Strategic Housing Market Assessment](#) estimated that the district needs an additional 355 [affordable homes](#) each year to meet identified local needs, with a particular need for additional [affordable housing](#) in the rural areas.
- 7.25 Our [Affordable Housing Viability Assessment \(AHVA\)](#) has helped us set out the circumstances in which housing developments should provide for [affordable housing](#). The [AVHA](#) indicates that the national indicative threshold of 15 dwellings could be significantly reduced and still provide acceptable returns to a willing land owner and developer to enable the development to go ahead. However, as a significant amount of [affordable housing](#) in [Coalville Urban Area](#), Ashby de la Zouch and Castle Donington could be brought forward on larger developments there is less of a need for a threshold below the national level in these settlements.
- 7.26 A lower threshold is appropriate in the [Rural Centres](#) of Ibstock, Kegworth and Measham and the remainder of the district where a higher proportion of houses will come from smaller sites.
- 7.27 The [AHVA](#) also suggested that the [affordable housing](#) target should reflect the range of land values across the district.
- 7.28 Where affordable housing is needed, this need should be met on-site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed.

### **Policy CS18: Affordable Housing**

To support the provision of mixed, sustainable communities, at least 2,360 affordable homes will be provided between 2006 and 2031. At least 270 of these will be in rural areas, which will include rural affordable housing exception sites in accordance with [Policy CS19](#).

To achieve this target, a proportion of affordable housing will be provided on eligible sites. The minimum thresholds for affordable housing requirement and site size are as follows:

Settlement	Minimum Affordable Housing Requirement	Threshold
Ashby de la Zouch	30%	15 or more dwellings
Castle Donington	30%	15 or more dwellings
Coalville Urban Area	20%	15 or more dwellings
Ibstock	20%	5 or more dwellings

Settlement	Minimum Affordable Housing Requirement	Threshold
Kegworth	30%	5 or more dwellings
Measham	30%	5 or more dwellings
All other settlements	30%	5 or more dwellings

The type, size and tenure mix of affordable housing provided should reflect housing need at the time of a planning application being received.

On those sites where affordable housing is required, preferred provision will be on-site. However, in exceptional circumstances the provision of affordable housing on an alternative site or by way of a commuted sum will be considered where it contributes to the creation of mixed and balanced communities. Commuted sums will be based on the equivalent cost of on-site provision which will be used to contribute to other local affordable housing provision elsewhere in North West Leicestershire.

<b>Policy CS18 helps us meet the following objectives:</b>	<b>We will know Policy CS18 is working if-</b>
<a href="#">SO7 Housing that meets the needs of the community</a> <a href="#">SO8 Social inclusion</a>	Over the plan period at least 2,360 affordable houses are built.
	<b>We will implement Policy CS18 by-</b>
	Allocating land for housing development Collaboration with Registered social Landlords. Determining planning applications

### Rural 'Exception' Sites

- 7.29 We need to secure the provision of more affordable housing in rural areas, as identified in the [SHMA](#). One way to help do this is to have an exception sites policy. This would allow planning permission to be granted for affordable housing on land within or adjoining Sustainable Villages or Rural Villages that would not normally be released for private market housing. 'Exception' sites are usually managed by a housing association, and can provide homes for existing residents or those with a family or employment connection to the local community.
- 7.30 A local housing needs assessment is the starting point for an 'exception' scheme. A local need must be established before sites are considered and a

scheme put together; this should be done in consultation with the local community.

- 7.31 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 CS19: Rural 'Exception' Sites for Affordable Housing**

As an exception to normal policies for the provision of housing, affordable housing may be permitted within or adjoining the existing built up area of a Sustainable or Rural Village, as defined by Limits to Development, where development would not otherwise be permitted and where:

- 1 the housing is demonstrated to meet an identified local need for affordable housing, and
- 2 the development respects the character of the village and its landscape setting.

Planning permission for a rural exception site 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:

- 1 be local people in housing need, and
- 2 benefit from the status of the dwellings as affordable housing.

The inclusion of market housing in such schemes will not normally be supported unless:

- a it is clear that there is insufficient public subsidy for the scheme;
- 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;
- c the majority of the homes provided are affordable; and
- d the development is within or adjoining a Sustainable Village.

Policy CS19 helps us meet the following objectives:	We will know Policy CS19 is working if-
<a href="#">SO7 Housing that meets the needs of the community</a>	At least 270 affordable houses are built in rural areas.

SO8 <a href="#">Social inclusion</a>	We will implement Policy CS19 by-
	Undertaking housing needs assessments Collaboration with Registered Social Landlords Determining planning applications

### **Gypsies and Travellers and Travelling Showpeople**

- 7.32 In helping to provide decent housing for all, we must also meet the accommodation needs of gypsies and travellers and travelling showpeople. The [Leicestershire, Leicester and Rutland Gypsy and Traveller's Accommodation Needs Assessment \(GTAA\)](#) (April 2007) identifies the existing level of provision and provides a reliable estimate of future needs.
- 7.33 Existing site provision for Gypsy and Travellers within the district consists of one socially rented site, six private sites, four unauthorised sites and five Showpeople sites. Encampments, of all land ownership types for the period 2001-2006, averaged 21 annually.
- 7.34 The [GTAA](#) pitch requirements for the period 2006-2016 are set out in [Policy CS20](#). The [GTAA](#) recommends that new sites should cater for a variety of needs and preferences (tenure, site size, location and design) which result from the diversity of the local Gypsy and Traveller population. The [GTAA](#) also concludes that a series of small sites seems more likely to meet needs and preferences than a single large site.

### **Policy CS20: Gypsies, Travellers and Travelling Showpeople**

Provision will be made to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople from 2006 to 2031.

Up to 2016, the following minimum provision will be made:

- 43 Gypsy and Traveller permanent residential pitches;
- Capacity for up to 20 transit Gypsy and Traveller caravans, and
- 10 Plots for Travelling Showpeople families.

North West Leicestershire District Council will cooperate with others to review and update the Gypsy and Traveller's Accommodation Needs Assessment.

Proposals for new, or an extension to an existing site, will be granted planning permission providing the development site:

- 1 is located in or near an existing settlement which has access to a range of services;

- 2 is proportionate to the scale of the nearest settlement, its local services and infrastructure;
- 3 has suitable highway access, and is not detrimental to public highway safety;
- 4 provides for adequate on-site parking and turning of vehicles as well as appropriate facilities for servicing and storage;
- 5 does not result in an over-concentration of sites in any locality; and
- 6 does not have an adverse impact on landscape, environment and biodiversity as well as the physical and visual character of the area or the amenities of neighbouring properties and land uses

Authorised sites will be safeguarded for Gypsy and Traveller and Travelling Showpeople groups unless they are no longer required to meet an identified need.

Policy CS20 helps us meet the following objectives:	We will know Policy CS20 is working if-
<a href="#">SO5 Improve access to services and facilities</a>	The above targets for additional pitches, caravans and plots are met.
<a href="#">SO7 Housing that meets the needs of the community</a>	<b>We will implement Policy CS20 by-</b>
<a href="#">SO8 Social inclusion</a>	<p>Allocating land for Gypsy, Traveller and Travelling Showpeople</p> <p>Determining planning applications</p> <p>Renewing the Gypsy and Traveller's Accommodation Needs Assessment</p>

### Well-designed buildings and spaces

- 7.35 We expect all development to contribute positively to the creation of well-designed buildings and spaces. Through good design, practical and meaningful places can be created and sustained.
- 7.36 Good design in the built environment involves the creation of places that work well for both occupants and all users and are built to last.
- 7.37 We have considered the qualities and deficiencies of both good and poor developments within the district to produce a series of 'Place-making principles for North West Leicestershire'. Well-designed places perform positively against these principles. It therefore follows that by responding positively to these principles, future developments will make a positive

contribution to our communities. These principles are closely related to, and reinforced by, The [National Forest Design Charter](#) that we support.

- 7.38 These principles will be used to determine the design quality of all proposed developments within North West Leicestershire. Those applying for planning permission are encouraged to use these principles to guide design related pre-application discussions. Well-designed schemes will be based upon a robust Opportunities and Constraints Assessment that will consider both the site and its wider context. For larger developments, these principles will be used as the basis for design tools such as Development Briefs and Design Codes (a set of rules that guide the development of a scheme).
- 7.39 Bespoke design is the best way to respond positively to the characteristics of a place. However, we recognise that bespoke solutions can be both impractical and inefficient for national developers that are dependent on high levels of standardisation. Standardised formats fail to achieve positive outcomes for our communities on the basis that they are often inflexible to local aspirations as expressed by our place-making principles. In some circumstances, bespoke designs will be required. However, developers are strongly encouraged to only employ standardised components where appropriate and where these components can be tailored to respond positively to our place making principles.
- 7.40 All residential developments of ten units or more will be required to meet the Building for Life standard (as revised in 2012). The Council requires/expects developers to use Building for Life as a community engagement tool, involving local communities, the Council and other stakeholders at the start of the design process. In addition to meeting the requirements of Building for Life, residential schemes of 10 or more units will be required to positively respond to Principle 9: Architectural Quality.

North West Leicestershire's Place-making principles	Synergy with the National Forest Design Charter	Synergy with Building for Life 2012
A National Forest- or locally-inspired identity	Creating a Forest identity and setting Inspiring places	5. Identity 6. Working with the site
Streets and spaces shaped by buildings		7. Using buildings to define streets
A greener footprint	Building greener Building innovation	

<b>North West Leicestershire's Place-making principles</b>	<b>Synergy with the National Forest Design Charter</b>	<b>Synergy with Building for Life 2012</b>
	Achieving national excellence	
<b>Vibrant and mixed communities</b>	Inspiring places	<b>4. Inclusivity</b>
<b>Responsive to their context</b>	Creating a Forest identity and setting	<b>6. Working with the site</b>
<b>Connected places</b>	Legibility and connectivity	<b>1. Connections</b>
<b>Easy to get around</b>	Accessibility	<b>3. Transport</b> <b>4. Inclusivity</b> <b>8. Sense of direction</b>
<b>Well designed and well managed public spaces</b>	People focused Landscape design Ecological design Integrated design	<b>9. The pedestrian</b> <b>10. Car parking</b> <b>11. Public and private space</b> <b>12. Storage, bins and recycling</b>
<b>Architectural quality</b>	Inspiring places	

- 7.41 Design review is a method of reviewing the quality of developments using an independent panel of professionals. Design review services in the East Midlands are currently provided by OPUN, the regional architecture centre. Major or significant developments should be referred to design review. We expect applicants to participate in a Design Review at an early stage of the design process. We will also refer design Codes for residential developments to design Review.

### **Policy CS21: Well-Designed Buildings and Places**

All new residential development will have to demonstrate how it satisfies the Council's place-making principles:

- 1 A [National Forest](#)- or locally-inspired identity
- 2 Streets and spaces shaped by buildings

- 3 A greener footprint
- 4 Vibrant and mixed-use communities
- 5 Responsive to context
- 6 Connected places
- 7 Easy to get around
- 8 Well-designed and well-managed public spaces
- 9 Architectural quality

<b>Policy CS21 helps us meet the following objectives:</b>	<b>We will know Policy CS21 is working if-</b>
<a href="#">SO7 Housing that meets the needs of the community</a>	All developments perform positively against the Council's nine place making principles
<a href="#">SO8 Social inclusion</a>	<b>We will implement Policy CS21 by-</b>
<a href="#">SO9 Healthier and stronger communities</a>	
<a href="#">SO10 Improve community safety and reduce crime</a>	Promoting good urban design
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	Preparing a Design Supplementary Planning Document
<a href="#">SO13 Conserve the historic environment</a>	Deciding planning applications
<a href="#">SO14 Support the National Forest</a>	
<a href="#">SO15 Protect landscape character and the natural environment.</a>	
<a href="#">SO16 Achieve high design.</a>	
<a href="#">SO18 Reinforce local distinctiveness</a>	

### Infrastructure Planning

- 7.42 Almost all development has some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts are detrimental and so it is only fair that new development pays a share of the cost of providing additional infrastructure.
- 7.43 Over the plan period, there will be significant levels of growth in the district – both housing and employment. To enable this growth to take place, new and improved infrastructure will be needed, including transport schemes, flood

defences, schools, health and social care facilities, parks, green spaces and leisure centres.

- 7.44 Our Infrastructure Plan ([Appendix 3](#)) sets out the strategic infrastructure needed to support the scale and distribution of development proposed in this [Core Strategy](#). The [Infrastructure Plan](#) has been prepared in consultation with key partners and where possible it identifies infrastructure costs, sources of funding, timescales for delivery and gaps in funding. However, uncertainties regarding the availability of public funding and economic prospects mean that there is less information currently available than would be ideal. It is therefore important that the [Infrastructure Plan](#) is regularly reviewed.
- 7.45 The specific infrastructure requirements of any strategic sites are set out in Section 8. The infrastructure required to support water quality improvements in the River Mease SAC Catchment Area and the associated Developer Contributions Strategy are addressed by [Policy CS33](#).
- 7.46 [Planning obligations](#) (private (Section 106) agreements between the local planning authority and the developer) will play an important role in securing new or improved infrastructure to help make individual developments acceptable.
- 7.47 The [Community Infrastructure Levy \(CIL\)](#) will also allow us to raise funds from developers undertaking new building projects. We are cooperating with other councils in Leicester and Leicestershire over setting a Levy. The money can be used to fund a wide range of infrastructure needed as a result of development. Reforms have been introduced to restrict the use of planning obligations. Some of these have already come into effect and others will take effect from April 2014, or as soon as we start to introduce the [CIL](#).

### **Policy CS22: Infrastructure and Developer Contributions**

New development will be supported by the provision of new or improved physical, social and green infrastructure needed to enable the amount of development proposed for the area. The Council will work in partnership with infrastructure providers, grant funders and other delivery agencies to ensure that contributions are made to the infrastructure required to meet the needs of the community and mitigates any adverse impacts of development.

The necessary infrastructure (on- or off-site) will be provided as part of a development, or by making financial contributions towards its provision and/or maintenance.

Contributions will be phased or pooled to ensure the timely delivery of strategic infrastructure, services and facilities where necessary.

Where appropriate, new development will be required to contribute to funding elements of the Infrastructure Plan, either by means of planning obligations

and/or a Community Infrastructure Levy charge once a charging schedule comes into effect.

<b>Policy CS22 helps us meet the following objectives:</b>	<b>We will know Policy CS22 is working if-</b>
<a href="#">SO1 Economic prosperity</a>	Projects in the Infrastructure Plan are completed
<a href="#">SO5 Improve access to services and facilities</a>	<b>We will implement Policy CS22 by-</b>
<a href="#">SO6 Reduce congestion and reduce the need to travel</a>	Maintaining an up-to-date Infrastructure Plan  Negotiating with infrastructure providers and developers  Determining planning applications  Preparation of CIL Charging Schedule

## Transport

- 7.48 The [Regional Plan](#) (which includes the Regional Transport Strategy (RTS)) and [Leicestershire County Council's third Local Transport Plan \(LTP3\)](#) provide the transport policy framework for North West Leicestershire. Whilst the RTS contains capital programmes for future transport schemes, reductions in public spending mean that many of these are not now in committed programmes.
- 7.49 [LTP3](#) sets out how the transport authority 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. The [LTP3](#) is made up of a long-term transport strategy supported by a rolling three year Implementation Plan, the first of which runs from 2011-2014.
- 7.50 [LTP3](#) was developed at a time of considerable uncertainty and change in respect of the availability of public funding. The ability to continue to develop and improve the transport system throughout the [LTP3](#) period is affected by a number of constraints, particularly the impacts of public sector spending cuts. It is much less certain what the implications will be in the medium- to longer-term.
- 7.51 Notwithstanding this, [LTP3](#) includes a set of goals and activities and strategic outcomes that [LTP3](#) intends to deliver:

LTP3 strategic transport goals	LTP3 activities	LTP3 strategic transport outcomes
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LTP3 strategic transport goals	LTP3 activities	LTP3 strategic transport outcomes
<b>Goal 1</b> A transport system that supports a prosperous economy and provides successfully for population growth	Supporting the economy and population growth	Our transport system provides more consistent, predictable and reliable journey times for the movement of people and goods  <i>(All residents have efficient, easy and affordable access to key services (such as employment, education, health care and food shopping), particularly by public transport, bike and on foot)</i>
<b>Goal 2</b> An efficient, resilient and sustainable transport system that is well managed and maintained	Managing the condition and resilience of our transport system	Our transport system and its assets are effectively managed and well maintained  Our transport system is resilient to the impacts of climate change
<b>Goal 3</b> A transport system that helps to reduce the carbon footprint of Leicestershire	Encouraging active and sustainable travel	The negative impact of our transport system on the environment and individuals is reduced  More people walk, cycle and use public transport as part of their daily journeys
<b>Goal 4</b> An accessible and integrated transport system that helps promote equality of opportunity for all our residents	Improving the connectivity and accessibility of our transport system  Encouraging active and sustainable travel	All residents have efficient, easy and affordable access to key services (such as employment, education, health care and food shopping), particularly by public transport, bike and on foot
<b>Goal 5</b> A transport system that improves the safety, health and security of our residents	Improving road safety  Encouraging active and sustainable travel	The number of road casualties is reduced  <i>(More people walk, cycle and use public transport as part of their daily journeys)</i>
<b>Goal 6</b> A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit	Managing the impact of our transport system on quality of life	There is improved satisfaction with the transport system amongst both users and residents  The natural environment can be accessed easily and efficiently, particularly by bike or on foot  <i>(The negative impact of our transport system on the environment and individuals is reduced)</i>

- 7.52 [LTP3](#) is broadly consistent with the emerging [National Planning Policy Framework \(NPPF\)](#) which seeks to reduce the need to travel and, where this is not possible, 'rebalance' the transport system in favour of more sustainable modes of transport. The draft [NPPF](#) also seeks to achieve economic growth and reduce greenhouse gas emissions and congestion.
- 7.53 Our approach to new development is consistent with these goals. Our development strategy ([Policy CS7](#)) minimises the need to travel and allows for growth in areas which have good access to public transport alternatives. Where development adversely impacts on the transport network, contributions will be sought to improve transport infrastructure (including that related to walking, cycling and public transport) ([Policy CS22](#)). Transport improvements that are required to support new larger-scale development are set out in section 8 and in our Infrastructure Plan.
- 7.54 In North West Leicestershire, no large transport schemes are planned other than the widening of the A453, the majority of which will take place outside of the district. Schemes that were formerly identified in [LTP/RTS](#) programmes, including the Kegworth bypass, are now considered unlikely to come forward during the plan period. There are also no plans to introduce passenger services on the National Forest rail line during the Plan period due to the very high on-going running costs.
- 7.55 With our support, in February 2012 Leicestershire County Council applied for funding from the Government's Local Sustainable Transport Fund. The [bid](#) focuses on Loughborough and [Coalville Urban Area](#) and, if successful, funding will be used to support a range of measures including improvements to the walking and cycleway network as set out in the North West Leicestershire Cycling Strategy. Further details are set out in Section 8.
- 7.56 With the exception of the [Strategic Road Network](#), Leicestershire County Council is also responsible for considering how development proposals will affect the highways and transportation infrastructure. As part of the [6Cs](#), the County Council has prepared a [regional highways design guide](#) that helps developers design layouts that provide for the safe and free movement of all road users. The [Guide](#) also covers parking for cars, service vehicles, cycles and motorbikes.

### **Policy CS23: Transport**

New development will be expected to maximise the efficient use of existing transport facilities in the district as it looks to a lower carbon future by:

- 1 being located in areas well served by local services to reduce the need to travel by car, where people can gain convenient access to public transport services for longer journeys and where local journeys may be undertaken on foot or by bicycle;

- 2 providing for the coordinated delivery of transport improvements as outlined in the Policies [CS32](#) to [CS42](#);
- 3 ensuring that any transport enabling and mitigation works should also benefit the wider area and complement transport works associated with other developments and transport projects, including the North West Leicestershire Cycling Strategy, and
- 4 providing for the safe and free movement of all road users, including cars, lorries, pedestrians, cyclists and public transport, in accordance with [Highway Design Guidance](#), by:
  - a. Providing road layouts which meet the needs of all users and restrain vehicle dominance;
  - b. creating an environment that is safe for all road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so; and
  - c. Helping create quality developments in which to live, work and play, as set out in [Policy CS21](#).

Policy CS23 helps us meet the following objectives:	We will know Policy CS23 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO3 Improve the vitality and viability of Coalville and the district's other centres</a> <a href="#">SO5 Improve access to services and facilities</a> <a href="#">SO6 Reduce congestion and reduce the need to travel</a> <a href="#">SO8 Social inclusion</a> <a href="#">SO9 Healthier and stronger communities</a> <a href="#">SO10 Improve community safety and reduce crime</a> <a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	<p>The transport system provides more consistent, predictable and reliable journey times for the movement of people and goods</p> <p>The negative impact of our transport system on the environment and individuals is reduced</p> <p>More people walk, cycle and use public transport as part of their daily journeys</p> <p>The number of road casualties is reduced</p> <p>The residents of new housing developments have efficient, easy and affordable access to key services (such as employment, education, health care and food shopping), particularly by public transport, bike and on foot</p> <p><b>We will implement Policy CS23 by-</b></p> <p>When allocating land for development and deciding planning applications, transport needs are properly assessed and improved and new transport infrastructure provided for.</p>

## 8 Planning for Places

### Climate Change

- 8.1 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. Greenhouse gases are those which trap solar radiation in the planet’s atmosphere – the impact of the process is known as the greenhouse effect, and the growing concentration of greenhouse gases is increasing the efficiency of the greenhouse effect. Because human activities result in the increase of atmospheric greenhouse gas concentration, the greenhouse effect will continue to become more powerful – and the planet warmer as a result (of the 12 years from 1995 to 2006, [11 were in the 12 warmest since records began in 1850](#)). We refer to this as climate change.
- 8.2 A warmer planet will mean that North West Leicestershire is more likely to experience [more extreme weather events, drier and hotter summers and increased river flooding](#). National planning policy is clear that global warming should be both mitigated against and adapted to through the planning system. We must therefore address global warming on these twin fronts, and also to address the most important greenhouse gas: [carbon dioxide](#). This section sets out how we intend to adapt to, and mitigate against, the effects of climate change in North West Leicestershire.
- 8.3 In the March 2011 Budget, the Government redefined “zero carbon”: zero carbon development must still result in no new CO<sub>2</sub> emissions from the proposed development (with the exception of “unregulated emissions”) but this can be mitigated through off-site “Allowable Solutions”. Local planning authorities can decide the specifics of Allowable Solutions projects. The cost of Allowable Solutions was, in December 2010, estimated by the Zero Carbon Hub to be in the region of £75 per tonne of CO<sub>2</sub>. A typical house emits roughly [3.2 tonnes of CO<sub>2</sub>](#) per year. “Low carbon” development is that which emits very low levels of carbon dioxide.
- 8.4 All development must be planned for its lifetime, and therefore an over-reliance on technology- which may stop working or become obsolete before the end of the life of the development- to meet low carbon requirements should be avoided. This will also help to ensure development is resilient to future carbon reduction requirements. Ensuring the development industry uses sustainable design and construction practices will be central in delivering this aim.
- 8.5 Existing and planned development cannot be considered independently of one another. We will ensure the Allowable Solutions funding and projects are used to support a low-carbon economy in the district as a whole. We will actively encourage [on-site, near-site and off-site Allowable Solutions](#) as

appropriate to the location of proposed development and the opportunities presented by that location.

- 8.6 As of April 2012, the Government has not provided a definitive list of those projects that could be considered as Allowable Solutions and therefore we cannot be more specific about which type of projects we will seek to encourage at this stage.

### **Policy CS24: Climate Change and New Development**

In order to reduce the impact of climate change in the district, we will require that all new development will minimise CO<sub>2</sub> and other greenhouse gas emissions by:

- being located where local amenities are accessible by means other than the private car, and
- ensuring new buildings are low or zero carbon.

Developers of large residential or non-residential schemes will be required to prepare an Energy Strategy in support of their planning applications. This should not be an extensive document, but must reflect on how and why their scheme responds to the legal requirements on CO<sub>2</sub> reduction and this policy, and also how and why their scheme does, or does not, meet these. Mitigation must be proposed in cases where those legal and policy requirements cannot be met.

To achieve low or zero carbon new developments, renewable energy technology should be utilised only as a last resort. Renewable energy on new development sites will be considered favourably but, before considering renewable energy installations, developers will be expected to pursue low and zero carbon development through the following hierarchy:

1. building design;
2. building fabric;
3. air tightness, and
4. energy-efficient services (heating, lighting, ventilating).

Allowable Solutions will be necessary where new development cannot be self-sufficiently low or zero carbon. At such time as government identifies a list of Allowable Solutions, we will encourage the implementation of those Allowable Solutions that are most appropriate to the district or specific locations within it.

New development will be expected to maximise on-site recycling, minimise on-site waste production and ensure the prudent use of construction materials.

Policy CS24 helps us meet the following objectives:	We will know Policy CS24 is working if-
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<a href="#">SO5 Improve access to services and facilities</a>	The district's CO <sub>2</sub> emissions reduce over the plan period.
<a href="#">SO6 Reduce congestion and reduce the need to travel</a>	<b>We will implement Policy CS24 by-</b>
<a href="#">SO7 Housing that meets the needs of the community</a>	
<a href="#">SO8 Social inclusion</a>	Preparation of Supplementary Planning Document on Climate change and New Development
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	Determining planning applications
<a href="#">SO16 Achieve high design.</a>	

### **The Code for Sustainable Homes and the Building Research Establishment's Environmental Assessment Method**

- 8.7 Government has prepared the [Code for Sustainable Homes](#) (the Code) to encourage more sustainable design practices in residential buildings, and the intention is for Government to publish a non-residential equivalent. The Building Research Establishment has prepared an equivalent for non-residential buildings, called the [Environmental Assessment Method \(BREEAM\)](#). Neither is mandatory.
- 8.8 The [Code](#) gives different rating levels for dwellings depending on which elements of the Code they meet. There are nine such elements, from energy and materials to pollution and water. Developers have a choice as to which of these nine areas they can choose to invest their efforts, although certain minima are set for several of the nine categories. The flexibility offered by the [Code](#), however, enables us to ask developers to address certain matters should a specific local requirement or opportunity exist.
- 8.9 Building Regulations are set standards that legally need to be met by new buildings. Part L of Building Regulations addresses the use of fuel, energy and CO<sub>2</sub> emission levels. The requirements of Part L were tightened in 2010, and the expectation is that these will be further tightened in 2013 and again in 2016. Meeting Part L is a legal requirement. Development will, in all probability, meet certain levels of the [Code](#) and [BREEAM](#) through complying with Part L.
- 8.10 This [Core Strategy](#) does not set targets in the areas of fuel, energy or CO<sub>2</sub> emission levels as they are covered by legal requirements. We can, therefore, consider wider sustainable development aspects.

### **Code for Sustainable Homes**

- 8.11 Midland Energy Services prepared a [Climate Change Viability Assessment \(CCVA\)](#) for us in 2010. It considered the financial viability of imposing certain requirements on new development in respect of the various categories of the

Code, and suggested some targets for Ashby de la Zouch and the [Coalville Urban Area](#). The Ashby targets were written to take account of the Water Cycle Study and the water quality issues associated with the River Mease [Special Area of Conservation](#).

- 8.12 [Policy CS7](#) sets out the majority of new housing development in the district as being located in the [Coalville Urban Area](#) owing to its relative sustainability and range of services. The [CCVA](#) considers that, to reinforce this approach to our Development Strategy, we propose some requirements under the Code for Sustainable Homes.
- 8.13 The Affordable Housing Supplementary Planning Document already requires new [Affordable Housing](#) to meet [Code Level 3](#). We will not extend this requirement to all market housing since such an approach, in combination with Building Regulations, could make new dwellings financially unviable. Instead, we will use tailored targets for different parts of the district as set out in [Policies CS32](#) to [CS42](#).

#### **The Building Research Establishment's Environmental Assessment Method**

- 8.14 The format of [BREEAM](#) is similar to the Code for Sustainable Homes, and six different rating levels (ranging from “Unclassified” at the lower end to “Outstanding” at the top) can be attained through addressing different categories. The Council has no strategic evidence as to what would be an appropriate [BREEAM](#) level to require on new non-residential buildings.
- 8.15 In 2010, we granted planning permission to a large distribution warehouse north west of Castle Donington (planning application reference: [10/00763/REM](#)), with a condition attached requiring the warehouse be built to [BREEAM](#) “Excellent” standard. The unit was built on a former power station site that required expensive land remediation. It is therefore reasonable to require this level on all new buildings in the district.

#### **Policy CS25: Sustainability and New Development**

In order to ensure that new dwellings address wider sustainability issues, new residential developments will be expected to achieve the highest level technically and financially viable under the [Code for Sustainable Homes](#).

Developers of sites of ten dwellings or more will be expected to:

1. provide a Design Stage certificate and a Post-Construction Stage certificate to demonstrate which rating under the [Code for Sustainable Homes](#) can be, and has been, achieved; and
2. Achieve at least 3 credits in Indoor Water Use (Wat 1) of the [Code for Sustainable Homes](#), unless such measures will have a negative impact upon the River Mease [SAC](#);

In order to ensure that non-residential developments address wider sustainability issues, developers of large sites will be expected to:

1. ensure their scheme achieves the highest rating technically and financially viable under the [Building Research Establishment's Environmental Assessment Method](#), and to demonstrate why a higher rating cannot be achieved; and
2. provide a Design Stage certificate and a Post-Construction Stage certificate to demonstrate which rating under the [Building Research Establishment's Environmental Assessment Method](#) can be, and has been, achieved.

Policy CS25 helps us meet the following objectives:	We will know Policy CS25 is working if-
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>  <a href="#">SO16 Achieve high design.</a>	The proportion of developments achieving Code Level 3 and BREEAM 'excellent' standard increases.
	We will implement Policy CS25 by-
	Determining planning applications.

## Flooding

- 8.16 Flooding is a natural process that plays an important role in shaping the natural environment. However, flooding threatens life and causes substantial damage to property. Although flooding cannot be wholly prevented, its impacts can be avoided and reduced through good planning and management.
- 8.17 Climate change over the next few decades is likely to mean milder, wetter winters and hotter drier summers in the UK, while sea levels will continue to rise. These factors will lead to increased and new risks of flooding within the lifetime of planned developments.
- 8.18 We have carried out a [Strategic Flood Risk Assessment \(SFRA\)](#) to ensure that we identifying land at risk and the degree of risk of flooding from river and other sources in the district.
- 8.19 The primary source of flood risk is river flooding. The north and east of the district is vulnerable from the River Trent and the River Soar, both independently and, in wider flood events, concurrently. The south and west of the district is at risk of river flooding from the River Mease, a tributary of the Upper Trent and the River Sense, a tributary of the River Soar. There are several other tributaries of the River Trent and the River Soar which present a flood risk, most notably Gilwiskaw Brook and Grace Dieu Brook.

- 8.20 North West Leicestershire is also at risk from flooding from sewers, canal infrastructure failure, surface water and groundwater rising from former coal mining areas.
- 8.21 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 any residual risk, taking account of the impacts of climate change. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development will not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Flood Zones identified in our SFRA will provide the basis for applying this test:

<b>Zone 1 Low Probability</b>	<b>Land assessed as having a less than 1 in 1000 annual probability of river flooding in any year (&lt;0.1%).</b>
<b>Zone 2 Medium Probability</b>	Land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%) in any year.
<b>Zone 3a High Probability</b>	Land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any year.
<b>Zone 3b The Functional Floodplain</b>	Land where water has to flow or be stored in times of flood. The identification of such land should take account of local circumstances and is generally; land which would flood in an annual probability of 1 in 20 (5%) or greater in any year, or is designed to flood in an extreme (0.1%) flood.

- 8.22 [Sustainable Drainage Systems \(SuDS\)](#) are systems that are designed to mimic natural processes of water runoff and infiltration. They can include attenuation ponds, swales, filter drains, permeable paving (with lining), wetlands, green roofs, and Rainwater harvesting. In traditional systems, pipes are designed to convey surface water quickly away from urban areas, which can potentially increase the rate and volume at which runoff enters the river systems, and can increase flooding incidents downstream. [SuDS](#) can be integrated into the layout of new developments as amenity features and contribute to biodiversity and water quality.

### **Policy CS26: Flood Risk**

A site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, and also where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding.

New development will be directed towards areas at the lowest risk of flooding within the District; with priority given to land within Flood Zone 1.

The use of Flood Zones 2 and 3a for recreation, amenity and environmental purposes will be acceptable where an effective means of flood risk management is evident, and considerable green space provided.

Land within Flood Zone 3b will be safeguarded, to ensure that the functional floodplain is protected from development. The Council will also support proposals which reinstate the functional floodplain, where possible.

All new development will be expected to ensure that it does not increase the level of flooding experienced in other areas of the District.

Surface water run-off in all developments should be managed, to minimise the net increase in the amount of surface water discharged into the local public sewer system. On previously developed sites, surface water runoff should be attenuated by 20% on the site.

The following settlements are particularly sensitive to any net increase in surface water discharge into the local surface water sewer network:

The use of Sustainable Drainage Systems (SuDS) will be expected; and design and layout schemes which enhance natural forms of on-site drainage will be encouraged.

<b>Policy CS26 helps us meet the following objectives:</b>	<b>We will know Policy CS26 is working if-</b>
<a href="#">SO9 Healthier and stronger communities</a>	No homes are built in Flood Zones 2 or 3.
<a href="#">SO10 Improve community safety and reduce crime</a>	New developments incorporate appropriate SuDS schemes
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	<b>We will implement Policy CS26 by-</b>
<a href="#">SO12 Reduce the risk of flooding</a>	Cooperation with the Environment Agency
	Determining planning applications.

### Groundwater Protection and Land Instability

- 8.23 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.
- 8.24 North West Leicestershire is underlain by a wide variety of geological strata, including Coal Measures, Mudstone, Sandstone as well as Sand & Gravel and Clay drift deposits. These encompass a range of aquifer types that are protected by groundwater [Source Protection Zones \(SPZs\)](#).

- 8.25 North West Leicestershire's history of coal mining has left a legacy of former mines which have the potential to cause land instability 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.
- 8.26 Other problems associated with coal mining include waste tip stability and environmental pollution. Remediation of colliery waste tips has been on-going for many years and many tips have been restored to productive use.
- 8.27 The responsibility for determining the extent and effects of such constraints lies with the developer.

**Policy CS27: Groundwater Protection and Land Instability**

Developers should provide adequate information when submitting their proposals so that the potential impact on groundwater can be adequately assessed. Permission will not be granted where there is an unacceptable risk to groundwater resources and quality.

Within the Coal Mining Development Referral Area developers should provide a Coal Mining Risk Assessment. Development proposals should take account of any coal mining-related, or other land stability concerns and/or other public safety risks. Where necessary, developments should incorporate suitable mitigation measures to address these risks.

<b>Policy CS27 helps us meet the following objectives:</b>	<b>We will know Policy CS27 is working if-</b>
<a href="#">SO9 Healthier and stronger communities</a>	There are no incidents of land stability affecting new developments.
<a href="#">SO10 Improve community safety and reduce crime</a>	<b>We will implement Policy CS27 by-</b>
	Cooperation with the Environment Agency and Coal Authority
	Determining planning applications.

**Green Infrastructure**

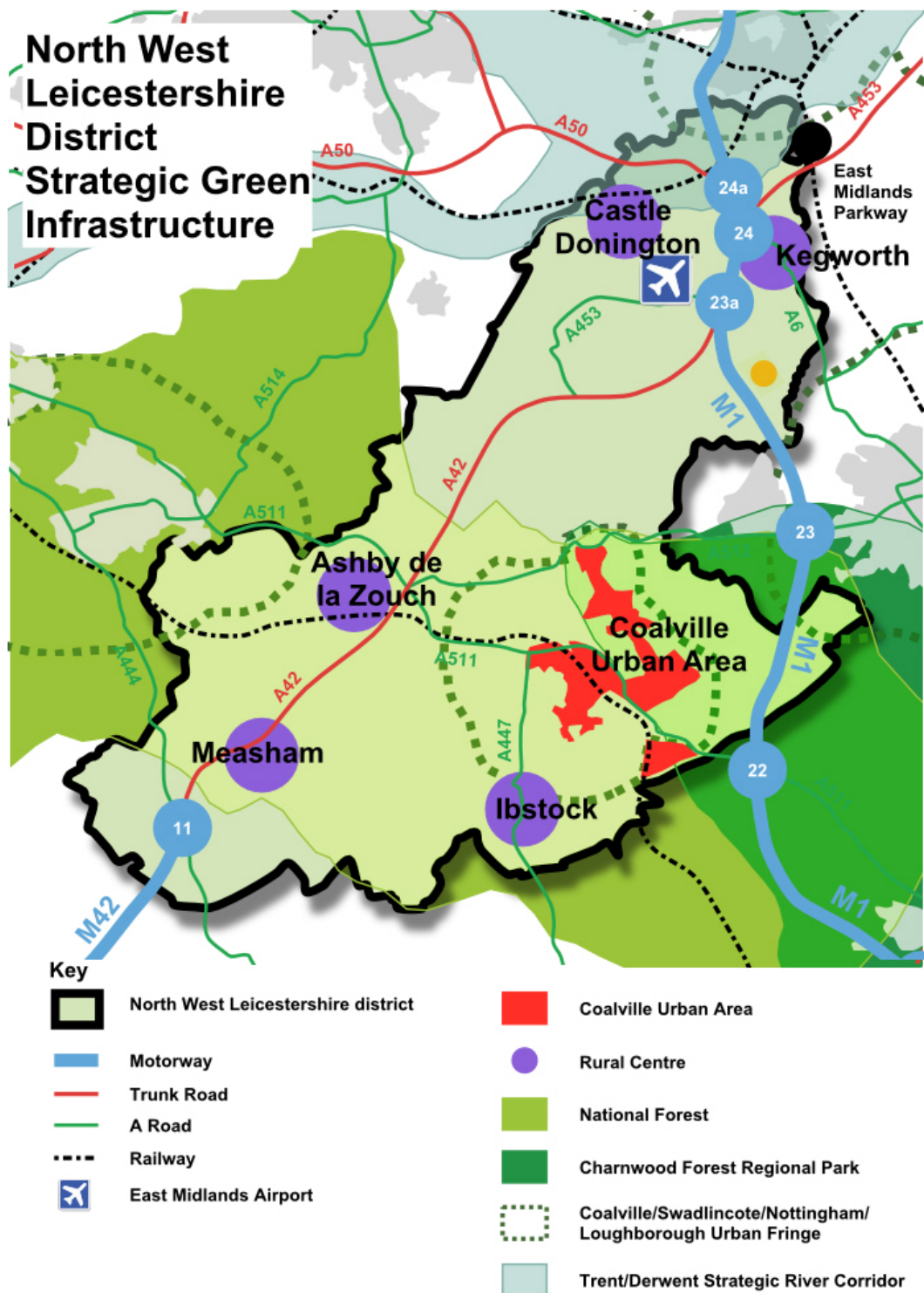
- 8.28 Green Infrastructure is a term which is given to a network of high quality green spaces and other environmental features. Green Infrastructure includes parks,

open spaces, playing fields, woodlands, allotments, rivers, canals and private gardens. Just as growing communities need to improve and develop their grey infrastructure (e.g. roads and sewers), their green infrastructure needs to be upgraded and expanded in line with growth.

8.29 [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.
- Environmental education
- Local food production - in allotments, gardens and through agriculture
- Improved health and well-being – lowering stress levels and providing opportunities for exercise

8.30 In view of the significant scale of growth planned for the Three Cities of Derby, Leicester and Nottingham and the three counties of Derbyshire, Leicestershire and Nottinghamshire, the [6Cs Growth Point Green Infrastructure Strategy](#) was prepared to provide a strategic approach to the provision of [Green Infrastructure \(GI\)](#). The Strategy sets out the [GI](#) network as well as guide actions on the delivery of multi-functional [GI](#) within the sub-region and how the network may be protected, enhanced and expanded.



- 8.31 The Sub-Regional [GI](#) network comprises existing and new green spaces, natural and cultural features in and around the three cities, and links to surrounding towns and villages. Sub-Regional [GI](#) Corridors form the backbone of the [6Cs GI](#) Network, in North West Leicestershire these corridors include the Trent Strategic River Corridors, the [National Forest](#) and [Charnwood Forest](#), and an Urban Fringe GI Enhancement Zone at the [Coalville Urban Area](#). The Swadlincote, Loughborough and Nottingham Urban Fringe GI Enhancement Zones also extend into North West Leicestershire.

#### [Local Green Infrastructure](#)

- 8.32 The GI network will also include corridors and assets at a more local level. These will include Areas of Separation and Local Green Spaces. Areas of Separation will be identified to help prevent the coalescence of settlements. There are places in North West Leicestershire where separate settlements are quite close to each other. The spaces between these settlements are often the subject of development pressure, which, if permitted, could eventually result in physical coalescence and the loss of identity for the settlements concerned.
- 8.33 Local communities will also be able to identify, for special protection, green areas of particular significance to them. This local significance could be because of the green area's beauty, historic importance, recreational value, tranquillity or richness of its wildlife. By designating land as Local Green Space, local communities will be able to rule out new development other than in very special circumstances.

### **Policy CS28: Strategic Green Infrastructure**

The following Strategic Green Infrastructure Network will be protected and enhanced:

- Trent Strategic River Corridor
- [National Forest](#)
- [Charnwood Forest](#)
- Coalville Urban Fringe
- Swadlincote Urban Fringe
- Loughborough Urban Fringe
- Nottingham urban Fringe

New developments proposed in Policies [CS32](#) to [CS42](#) should contribute to the enhancement of the Strategic Green Infrastructure network.

The Strategic Green Infrastructure network will be supplemented by more local corridors and assets that will include Areas of Separation and Local Green Spaces.

<b>Policy CS28 helps us meet the following objectives:</b>	<b>We will know Policy CS28 is working if-</b>
<a href="#">SO5 Improve access to services and facilities</a>	The Strategic Green Infrastructure Network is maintained and enhanced
<a href="#">SO9 Healthier and stronger communities</a>	<b>We will implement Policy CS28 by-</b>
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	
<a href="#">SO14 Support the National Forest</a>	Preparation of a local Green Infrastructure Strategy
<a href="#">SO15 Protect landscape character and the natural environment.</a>	Determination of planning applications. Provision of GI as part of new developments

### Open Space, Sport and Recreation

- 8.34 Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Even small, urban open spaces can provide benefits for recreation and biodiversity, contributing to the wider network of Green Infrastructure. It is important, therefore, to protect our existing [open space](#), sport and recreation facilities.
- 8.35 However, new housing development will mean more people wanting to have access to such facilities. It is important therefore, to ensure that new provision is also made.
- 8.36 Our [Open Space, Sport and Recreation \(2008\)](#) study looked at the needs for open space, sports and recreation facilities. It concluded that provision across the district was varied and recommended that the provision of children's play areas, recreation grounds and [open space](#) should be based on the average provision across the district which at that time was:
- Children's play provision – 15 sq metres per child;
  - Recreation grounds – 15 sq metres per person and
  - Other open space – 4 sq metres per person
- 8.37 We will use this standard to assess the need for new provision until such time as we undertake a new assessment.

### Policy CS29: Open Space, Sport and Recreation

Existing [Open Space](#), sport and recreation facilities will be safeguarded. However, in built up areas, exceptionally, development may be allowed on part of such a site where:

- 1 The remainder of the site is enhanced so its public value in visual and functional terms is equivalent to the original site or better, or
- 2 Essential ancillary facilities are proposed to support outdoor recreational use of the site, or
- 3 The sport or recreational use is relocated to an alternative site of equivalent or greater value in terms of quantity, quality and accessibility to users of the original site, and other factors do not justify retention.

New housing development will make provision for appropriate sport, open space and recreation facilities having regard to both quantitative and qualitative factors identified by an up-to-date assessment of needs and any deficits or surpluses of open space, sports and recreational facilities.

In respect of qualitative factors regard will be had to:

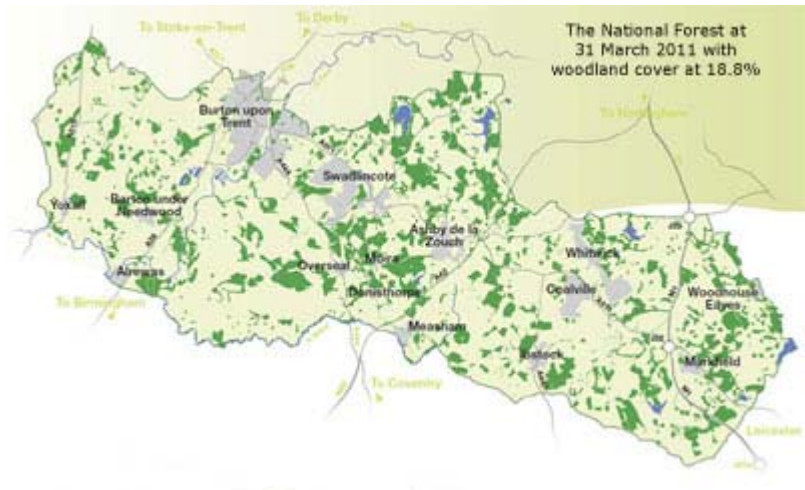
- 1 The quality of existing provision within the locality of the proposed development and the quality of existing or proposed physical links to such provision; and
- 2 The ability of the existing provision to be expanded or enhanced to meet the needs generated from the proposed development

Policy CS29 helps us meet the following objectives:	We will know Policy CS29 is working if-
<a href="#">SO9 Healthier and stronger communities</a>	There is no reduction in the provision of open space, sports and recreational facilities.
<a href="#">SO15 Protect landscape character and the natural environment.</a>	<p><b>We will implement Policy CS29 by-</b></p> <p>Undertaking a fresh assessment of open space, sports and recreational facilities.</p> <p>Preparation of Supplementary Planning Document on open space, sports and recreation.</p> <p>Determining planning application.</p>

### The National Forest

- 8.38 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.

- 8.39 [The aim is to increase woodland cover to about a third of all the land within the National Forest boundary, benefiting the community, landscape and environment.](#) It will be a mix of land uses with urban areas within a forest



- setting. Biodiversity will be improved and it will make a small but significant contribution to the UK's efforts to reduce atmospheric carbon dioxide. The [National Forest](#) will be a major tourism, recreation and education resource, providing a productive alternative use for farmland and opportunities for farm diversification. It will contribute to the UK's timber needs, help stimulating the economy and create jobs, particularly in wood related industries.
- 8.40 The [National Forest](#) is overseen by the [National Forest Company](#) which is responsible for the production, implementation and monitoring of the [National Forest Strategy](#).
- 8.41 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.
- 8.42 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 we will also work with The [National Forest Company](#) and others to exploit other ways of providing additional planting.
- 8.43 The [National Forest](#) represents an opportunity for the intensification of an existing "carbon sink". The creation of carbon sinks, which store CO<sub>2</sub>, has been promoted since the [1997 Kyoto Protocol](#). Forest carbon sinks are considered the [best natural mitigation measure against global warming](#).
- 8.44 The [Heart of the National Forest Foundation](#) 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.

- 8.45 To celebrate the Queen's 2012 Diamond Jubilee, the [Woodland Trust](#) created a [flagship Diamond Wood](#) of almost 200 hectares in the [National Forest](#) at Normanton le Heath in North West Leicestershire.

### **Policy CS30: The National Forest**

Within the area of the [National Forest](#), as defined on the Proposals Map, North West Leicestershire District Council will work with [The National Forest Company](#), other local authorities and partners to:

- Provide opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including overnight accommodation;
- Create an attractive, sustainable environment;
- Enhance its role as a natural carbon sink.
- Provide a range of leisure opportunities for local communities and visitors, and
- Achieve 33% woodland cover in the [National Forest](#).

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](#). 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.

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.

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.

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.

Policy CS30 helps us meet the following objectives:	We will know Policy CS30 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO4 Growth of the rural economy</a> <a href="#">SO5 Improve access to services and facilities</a> <a href="#">SO9 Healthier and stronger communities</a> <a href="#">SO11 Prepare for, limit and adapt to Climate Change</a> <a href="#">SO14 Support the National Forest</a> <a href="#">SO15 Protect landscape character and the natural environment.</a> <a href="#">SO16 Achieve high design.</a> <a href="#">SO18 Reinforce local distinctiveness</a>	33% woodland cover in the National Forest is achieved.  We will implement Policy CS30 by-  Cooperating with The National Forest Company  Active involvement in the Heart of the Forest Forum  Determining planning applications  Preparing a Design Supplementary Planning Document

### **Charnwood Forest**

- 8.46 [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.
- 8.47 The [East Midlands Regional Plan](#) recognises the need for measures to protect and enhance the particular character of [Charnwood Forest](#) through a Regional Park initiative.
- 8.48 The [Charnwood Forest](#) is a major recreation asset for Leicestershire and 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 but 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](#) and Soar Valley.
- 8.49 A Vision for the Charnwood Forest Regional Park has been agreed in partnership with Leicestershire County Council, Charnwood Borough Council and Hinckley & Bosworth Borough Council. 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”.](#)

- 8.50 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](#). In parallel with this approach, and complementary to it, the creation and enhancement of local GI in the surrounding areas will bring environmental, social and potential economic benefits to these areas, whilst helping to limit some of the growth pressures on the core areas of [Charnwood Forest](#).
- 8.51 We want to maintain the traditional working landscape of [Charnwood Forest](#) while supporting rural diversification that encourages sustainable tourism. In some areas mineral working are a part of this landscape (for example at Bardon Quarry) and can provide biodiversity, geodiversity and access opportunities. Within the rural parts of the [Charnwood Forest](#) new development should help to retain local character. Within and around settlements in the Regional Park the provision and enhancement of open spaces, including the treatment of built edges and assimilation of development, will complement the local landscape character and provide linkages to and from rural areas. Sustainable transport links within and beyond Charnwood Forest will be supported.
- 8.52 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.

### **Policy CS31: Charnwood Forest Regional Park**

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 define, protect and enhance the Charnwood Forest Regional Park (CFRP).

Proposals will be supported that:

- a. Maintain the traditional working landscape of the forest, particularly those which involve rural diversification and sustainable tourism, including green tourism initiatives;
- b. Provide new recreation facilities around the fringes of the area; and
- c. Provide access to and from the rural areas into and within the Regional Park by non-vehicular means.

Policy CS31 helps us meet the following objectives:	We will know Policy CS31 is working if-  The Charnwood Forest Regional Park becomes an established and recognisable
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	entity
<a href="#">SO1 Economic prosperity</a>	
<a href="#">SO4 Growth of the rural economy</a>	
<a href="#">SO5 Improve access to services and facilities</a>	<b>We will implement Policy CS31 by-</b>
<a href="#">SO9 Healthier and stronger communities</a>	
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	Collaborating with Leicestershire County Council, Charnwood Borough Council, and Hinckley and Bosworth Borough Council
<a href="#">SO14 Support the National Forest</a>	Active membership of the Charnwood Forest Regional Park Steering Group
<a href="#">SO15 Protect landscape character and the natural environment.</a>	Determining planning applications
<a href="#">SO18 Reinforce local distinctiveness</a>	

### Natural Environment

- 8.53 There are [17 Sites of Special Scientific Interest](#) (SSSI) within the district, of which 2 have further designations; [Charnwood Lodge](#) which is also a [National Nature Reserve](#) and the [River Mease](#) which is a [Special Area of Conservation](#).
- 8.54 A large amount of biodiversity information has been gathered over the years by a variety of organisations and individuals. The [NBN Gateway](#) is a 'data warehouse' for biodiversity information, which can be accessed to understand the distribution of particular species. Records, covering plants, mammals, birds and invertebrates, are stored on the [NBN Gateway](#). Local Wildlife Sites in North West Leicestershire are also identified on the [NBN Gateway](#). We have also undertaken a detailed study of the district which identified a number of areas of more local significance.
- 8.55 The Sub-Regional [Green Infrastructure](#) network will help protect and enhance these biodiversity assets, extend and create new habitats and reverse habitat fragmentation by restoring connectivity between them. However, development has the potential to have a major impact on biodiversity and although development is needed to meet the need for homes and jobs, we want to make sure new development helps to ensure we there is no net loss of biodiversity (i.e. that the extent of the bio diversity interest in the district remains at least equivalent to current levels).

### Policy CS32: Natural Environment

New development should contribute to the protection and improvement of the natural environment.

Where a proposed development is likely to have an adverse effect on a Site of Special Scientific Interest (SSSI) (either individually or in combination with other developments), planning permission will not be granted. Exceptions will only be made where the benefits of the development clearly outweigh both the impact that it is likely to have on the features of the site that make it of special scientific interest, any broader impacts on the national network of SSSIs and provide for a net gain in biodiversity.

Development that will have an adverse effect on a Regionally Important Geological Sites, Local Nature Reserves or Local Wildlife Sites, should minimise the impact on biodiversity and provide for a net gain in biodiversity.

<b>Policy CS32 helps us meet the following objectives:</b>	<b>We will know Policy CS32 is working if-</b>
<a href="#">SO15 Protect landscape character and the natural environment.</a>	There is no net loss in biodiversity.
	<b>We will implement Policy CS32 by-</b>
	Preparation of a local Green Infrastructure Strategy  Determination of planning applications.

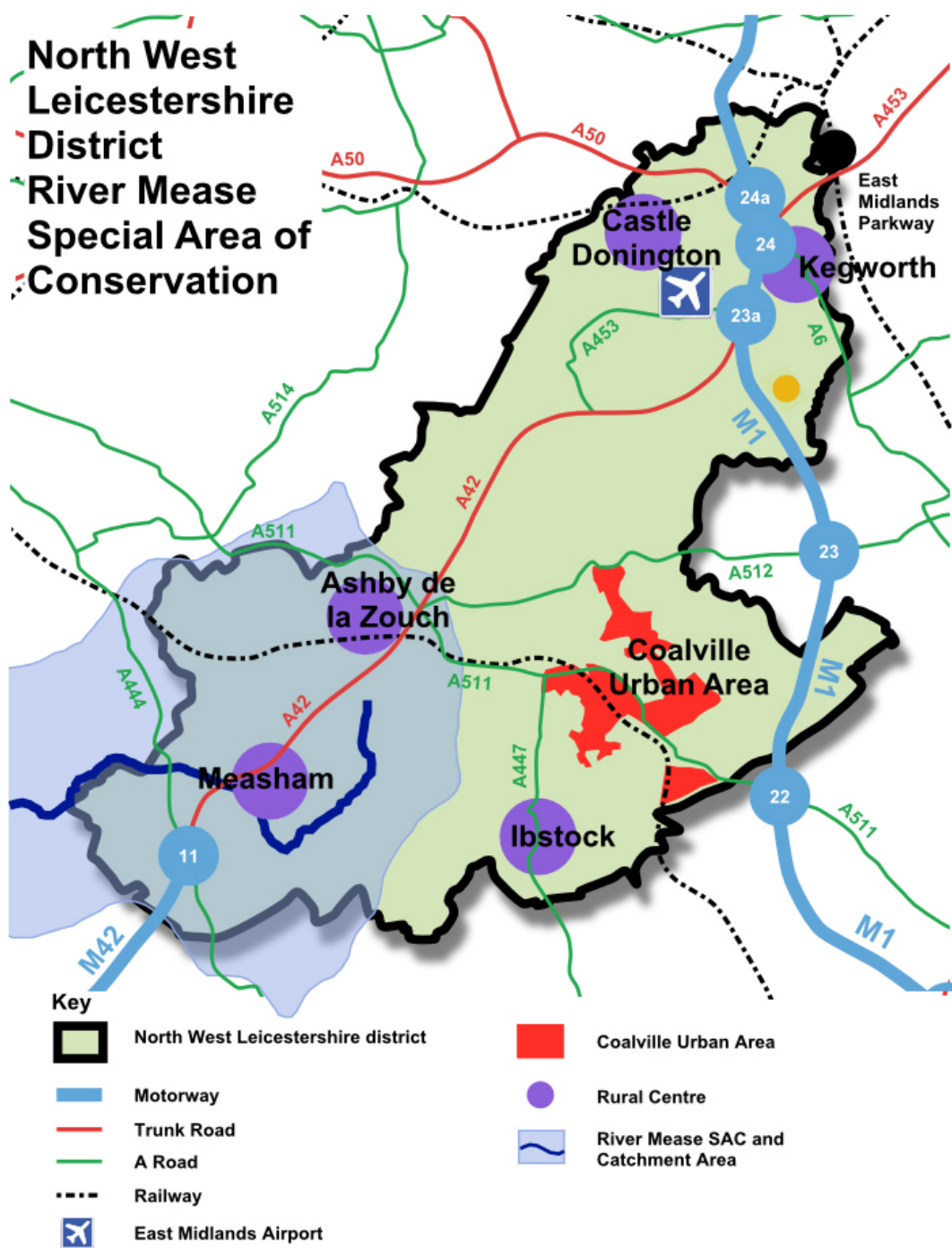
### **River Mease Special Area of Conservation**

- 8.56 [Special Areas of Conservation \(SACs\)](#) are areas which have been given special protection under the European Union's Habitats Directive. 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.
- 8.57 The [River Mease SAC](#) includes the River Mease and its tributaries, and parts of it are in North West Leicestershire. This [SAC](#) is also a [Site of Special Scientific Interest \(SSSI\)](#).
- 8.58 [Work undertaken by the Environment Agency shows that the River Mease is currently failing to meet its conservation objectives, primarily due to high levels of phosphates in the river.](#) This is partly due to both farming activity and discharges from sewage treatment works.
- 8.59 New development contributes to the problems at sewage treatment works as a result of additional flows from toilets, baths and other water facilities. 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. Unless an applicant can demonstrate no adverse impact on the River Mease [SAC](#), a planning application must be refused.

- 8.60 We are trying to solve these barriers to development by working with the Environment Agency and Natural England who have important regulatory roles and also management responsibilities along the River Mease. We are also working with Severn Trent Water who operates the sewage treatments works in the catchment area.
- 8.61 In June 2011 a [Water Quality Management Plan \(WQMP\)](#) was agreed by the Environment Agency and Natural England. This 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. The primary objective of the plan is that the combined actions will result in a reduction in phosphate in the River Mease to no more than 0.06mg/l, and this will be achieved by 2027 (expected to be derogated from 2015).
- 8.62 The implementation of the [WQMP](#) is overseen by a Programme Board comprising of representatives from:
- The Environment Agency;
  - Natural England;
  - Severn Trent;
  - North West Leicestershire District Council;
  - South Derbyshire District Council; and
  - Lichfield District Council
- 8.63 There are a number of sewage treatment works in the River Mease catchment which discharge in to the river. The two principal works are at Packington (which serves Ashby de la Zouch) and Measham. As at March 2012 it was estimated by Severn Trent Water that these works both had headroom (i.e. available capacity within the terms of the permit agreed by the Environment Agency) to accommodate 1,218 dwellings and 1,163 dwellings respectively.
- 8.64 However, once this headroom has been used up it is likely that further measures will need to be taken to ensure that the objectives of the [Water Quality \(Phosphate\) Management Plan](#) are met.
- 8.65 A detailed Water Cycle Study (WCS) has been prepared which considered what measure might be undertaken and what impact they would have on the [SAC](#).

- 8.66 The WCS suggests that in it may be necessary to consider tightening the existing permit when the headroom is taken up. In the longer-term, to greatest contribution to meeting the Water Framework Directive target and Habitats Directive [SAC](#) Conservation Objective is likely to come from improvements at the sewage treatment works. This could, for example, include the provision of reed beds at the works as a way of extracting more phosphates before water enters the river. However, such methods have still to be proven to work to reduce sufficiently the phosphate levels to the desired amount. The WCS recommends that Severn Trent Water investigates improved treatment methods to be employed at the treatment works in order to tighten the quality consent in the future.
- 8.67 Through the [WQMP](#) we will continue to work with our partners to devise a long-term strategy to achieve the aims of the [WQMP](#). In the meantime we will ensure that no development takes place in the River Mease catchment unless there is sufficient headroom available at the appropriate treatment works.



### Policy CS33: River Mease Special Area of Conservation

The Council will work with Natural England, the Environment Agency, Severn Trent Water and the development industry to improve the water quality of the River Mease [Special Area of Conservation](#).

In order to achieve this, our strategy will be to only allow new development within the River Mease catchment 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 a Developer Contributions Strategy.

In the event that there is no headroom capacity available at wastewater treatment works, development will only be allowed where it can be demonstrated that the proposed development will not have an adverse impact upon the River Mease [Special Area of Conservation](#).

Policy CS33 helps us meet the following objectives:	We will know Policy CS33 is working if-
<a href="#">SO15 Protect landscape character and the natural environment.</a>	Water quality and volume targets are met.
	We will implement Policy CS33 by-
	Cooperating with the Environment Agency, Natural England, Severn Trent Water through the River Mease SAC Water Quality Management Plan (WQMP) Programme Board Determining planning applications

### Conserving and Enhancing the Historic Environment

- 8.68 Our historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations.
- 8.69 In North West Leicestershire there are many designated heritage sites. There are [640](#) Listed Buildings, [3](#) Registered Parks and Gardens, [23 Scheduled Ancient Monuments](#) and [22 Conservation Areas](#).

- 8.70 However, there are other heritage assets that are not designated that are still of significance to the architectural, social and cultural history of the district and which contribute to the character of their settlement or the landscape. The identification of these buildings or features of local importance is often supported by parish councils, civic societies and historic interest groups.
- 8.71 Many places in North West Leicestershire still show signs of their industrial heritage. Railway buildings, limeworks, former collieries, canals, bridges and cottages are just some of the historic features evident within the district.

### **Policy CS34: Conserving and Enhancing the Historic Environment**

Heritage assets, and their setting, will be protected and conserved. The conservation of assets which reflect the District's industrial and coalmining heritage will be a particular priority.

Where opportunities arise, particularly through new development, North West Leicestershire District Council will consider favourably those schemes that make a positive contribution and enhance existing heritage assets.

The District Council will also seek to secure the viable and sustainable future of heritage assets at risk of neglect or loss, especially where this supports tourism or business development, providing such development is consistent with the significance of the heritage asset.

Policy CS34 helps us meet the following objectives:	We will know Policy CS34 is working if-
<a href="#">SO13 Conserve the historic environment</a> <a href="#">SO18 Reinforce local distinctiveness</a>	There is no reduction in the number of designated heritage sites.
	We will implement Policy CS34 by-
	Identification of heritage assets which are most at risk through neglect, decay or other threats.  Determining planning application.

### **Coalville Urban Area**

- 8.72 [Coalville Urban Area](#) is the district's main centre, with a population of about 33,000 in 2010, and has the widest range of services and facilities.
- 8.73 In the [Core Strategy](#) we refer to the [Coalville Urban Area](#), which includes not only Coalville town itself but also Bardon (focussed on the employment area), Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and

Whitwick and the areas in-between. Each of the communities that make up the [Coalville Urban Area](#) has a strong individual identity although they are connected together around Coalville town centre. While each community has basic services, they share health, education, leisure and other facilities.

- 8.74 Coalville is a relatively modern town with its origins dating back to the nineteenth century and the development of coal mining. The centre is focussed upon the High Street/Ashby Road/Belvoir Road/Thornborough Road crossroads. In comparison, Donington-le-Heath, Hugglescote, Thringstone and Whitwick are all much older, in the case of the latter dating back to the Domesday Book. Greenhill is a neighbourhood formed by post-war residential expansion. To the east, the Bardon employment area was developed in the 1980s to help offset the impact of the decline in the mining industry.
- 8.75 The communities in the different parts of [Coalville Urban Area](#) have retained a strong sense of separate community identity. The [Regeneration Strategy for Coalville](#) prepared by the Prince's Foundation, refers to a series of 'linked villages' and aims to maintain the separate identities of the communities concerned.
- 8.76 Coalville is situated midway between the north/south corridors of the M1 to the east and the A42 to the west, with the A511 providing east/west access to both. The A511 is subject to congestion as it passes through Coalville, especially during peak hours. Traffic-related [air quality](#) is an issue along Stephenson Way from its junction with Broom Leys Road up to the junction with Bardon Road. We are preparing an air quality action plan for this area.
- 8.77 Coalville has direct bus connections to larger centres such as Loughborough, Leicester and Burton upon Trent. There are also direct links to the other major settlements in the district (except for Kegworth), the surrounding villages, and a number of services which connect the different parts of Coalville. The railway through the centre of Coalville is only used for freight- there is no passenger rail service. Proposals to [re-open the Leicester-Burton](#) railway to passenger traffic have not come to fruition, primarily due to the costs of running such a service and the level of public subsidy required.
- 8.78 With our support, in February 2012 Leicestershire County Council applied for funding from the Government's [Local Sustainable Transport Fund](#). The [bid](#) focuses on Loughborough and Coalville and, if successful, funding will be used to support a range of measures including improvements to the walking and cycleway network as set out in the North West Leicestershire Cycling Strategy: (Part 1: Coalville). The Cycling Strategy identifies a potential network of cycle links to overcome current barriers to cycling, and enable more people to cycle as a regular mode of transport. Other measures such as

cycle training, publicity and cycle storage are also identified, which should further encourage use of any infrastructure that is provided.

- 8.79 Across the [Coalville Urban Area](#) there is a network of facilities which meet the needs of the area. There are [primary schools](#) in Coalville, Greenhill, Whitwick, Hugglescote and Thringstone. [Castle Rock](#) and [Newbridge](#) High Schools provides education for 11-14 year olds who then move onto [King Edward VII Science and Sport College](#) (age range 14-19yrs). [Stephenson College](#) provides higher and further education courses. Currently there are a number of surplus places in the primary and secondary schools in Coalville. However the primary age population is forecast to grow over the next five years and most of this surplus will be taken up, initially in the primary stage, but ultimately the secondary schools will feel the impact.
- 8.80 The principal leisure centre ([Hermitage Leisure Centre](#)) is located in Whitwick which has swimming pools and a 6-court sports hall.
- 8.81 Coalville and the surrounding villages are served by 8 GP practices situated in Coalville, Whitwick, Belton, and Hugglescote. The surgery at [Hugglescote](#) was completed in 2008 and included some expansion space for limited population increase. In general the practices accept patients from a wide geographical area and therefore increases in population could be met by a number of practices.
- 8.82 Coalville also has a [Community Hospital](#). Two wards provide general rehabilitation and palliative care, one ward provides specialist stroke rehabilitation and one cares for elderly patients with serious mental illness. The hospital also provides therapy services.
- 8.83 The town centre is “moderately healthy” but with room for improvement. This reflects the limited investment in new retailing within Coalville Town Centre which has faced competition from out-of-centre supermarkets in Coalville and large-scale out-of-town shopping elsewhere. We want to revitalise Coalville’s [Town Centre](#) and have worked with the Prince’s Foundation to prepare a [Regeneration Strategy](#) for the town. We have granted planning permission for an expansion of the Belvoir Shopping Centre and, as part of a separate development, the provision of a mixed-use retail and residential scheme, including a supermarket on a 1.24 hectare site at the junction of Whitwick Road and Hotel Street.
- 8.84 [Coalville Library](#) is on the High Street, while [Snibston Discovery Park](#) lies just beyond the town centre. The [Discovery Park](#) comprises an interactive museum, historic colliery railway, outside play areas and a Country Park and nature reserve, all located on the site of the former Snibston Colliery.
- 8.85 There is a [net outflow of workers](#) from the [Coalville Urban Area](#), with people commuting to Castle Donington, Ibstock and Ashby de la Zouch, as well as

further afield to Loughborough and Leicester. Major employment is concentrated on sites adjoining the A511 close to the centre of Coalville and at Bardon, which has proved attractive to companies – particularly distribution and warehouse businesses – requiring good road links via the M1.

- 8.86 In terms of [deprivation](#), Greenhill Central and Greenhill North-East are among the 10% most deprived parts of Leicestershire.
- 8.87 Parts of the Grace Dieu Brook flow through Whitwick, areas generally adjacent to the Grace Dieu Brook, and the River Sence south of Coalville have been identified by our [Strategic Flood Risk Assessment](#) as potentially being subject to flooding. Surface water flooding is also an issue and the use of [Sustainable Drainage Systems \(SuDS\)](#) will help reduce flood risk.
- 8.88 Our Water Cycle Study highlights known capacity issues at the Snarrows Wastewater Treatment Works that serves the [Coalville Urban Area](#). Severn Trent Water has investigated this issue and identified the capacity issues as being the result of infiltration into the sewer network and has proposed more detailed investigations.
- 8.89 To the east and north of [Coalville Urban Area](#) is the [Charnwood Forest](#), which is the highest point in the district, and also some of the most sensitive and attractive landscape. In addition, Coalville is located within the [National Forest](#) and there are a number of areas within and around the urban area where new woodland has been created.
- 8.90 The Coalville/Whitwick/Swannington Green Wedge was originally proposed in the 1994 Leicestershire Structure Plan and its boundary was defined in the 2002 [North West Leicestershire Local Plan](#). Green Wedges guide urban form so as to prevent the merging of settlements, provide a green lung into urban areas and are a recreational resource. We have reviewed the Green Wedge and decided that although the Green Wedge designation was no longer justified, much of the area should be retained as an Area of Separation to prevent the merging of Coalville (south of the A511) with Whitwick and Swannington. These changes are reflected in modifications to the [North West Leicestershire Local Plan](#) Proposals Map.
- 8.91 Our open space study identifies that there is shortfall in provision of recreation grounds and open space, but an over provision of children's play areas.
- 8.92 Across the town, in October 2011, average house prices varied between £122,027 (Snibston) and £157,371 (Greenhill). In 2011 there were 161 property sales.
- 8.93 The cost of buying an average 2-bed property with an 85% mortgage in 2012 was around £70 per week (assuming a 3.45% mortgage rate). The cost of renting a 2-bed property was about £110 per week. A significant supply of

new affordable housing will be brought forward on larger sites and the strategic development area to the south-east of Coalville in particular.

- 8.94 The [Coalville Urban Area](#) will provide for at least 4,950 new homes over the period 2006 to 2031 in accordance with [Policy CS15](#). Of these, 698 dwellings have already been completed, 55 were under-construction and there were outstanding planning permissions for a further 165 (as at 31 March 2012). Assuming these commitments are all completed, we need to find sufficient land for at least 4,030 more homes to be built by 2031.

### **Policy CS35: Coalville Urban Area**

[Coalville Urban Area's](#) role as the main social and economic focus of North West Leicestershire district will be strengthened.

- 1 Provision will be made for at least 4,030 more homes by 2031 and at least 20 Hectares of employment land in accordance with [Policy CS10](#). This growth will be accommodated in a way which respects the individual identity of each of the communities that make up [Coalville Urban Area](#).
- 2 Most of the new housing development will take place within the Broad Growth Locations in accordance with [Policy CS36](#). The remaining provision will come from a range of smaller sites across the [Coalville Urban Area](#). The reuse of previously developed land within the [Coalville Urban Area](#) will be supported where appropriate, including sites well related to Coalville Town Centre where such development would complement the regeneration of the Town Centre as the district's primary Town Centre in accordance with [Policy CS11](#) .
- 3 New dwellings on sites of ten dwellings or more in the [Coalville Urban Area](#) will be expected to meet the following sub-category requirements of Code for Sustainable Homes:

Category	Sub-Categories
<b>Energy and Carbon Dioxide Emissions</b>	At least 1 credit to be achieved in <i>Cycle Storage</i> ("Ene 8")
<b>Surface Water Run-off</b>	Full additional credits to be achieved in <i>Management of Surface Water Run-off from Developments</i> ("Sur 1")  At least 1 credit to be achieved in <i>Flood Risk</i> ("Sur 2")
<b>Ecology</b>	Full additional credits to be achieved in <i>Ecological Enhancement</i> ("Eco 2")  At least 2 additional credits to be achieved in <i>Change in Ecological Value of Site</i> ("Eco 4")
<b>Pollution</b>	Full credits to be achieved in <i>NO<sub>x</sub> Emissions</i> ("Pol 2")

- 4 New non-residential buildings on large sites in the [Coalville Urban Area](#) will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method:

Category	Sub-Categories
<b>Pollution</b>	Four credits to be achieved in Surface Water Run-off ("Pol 03"), excluding 'minimising water course pollution'  Full compliance to be achieved with Noise Attenuation ("Pol 05")

- 5 North West Leicestershire District Council will work with a range of partners to secure the implementation of the Coalville Regeneration Strategy and achieve the revitalisation of Coalville Town Centre by working:
- a) In partnership with other landowners and developers to bring forward major new retail and associated development within the Town Centre; and
  - b) In partnership with landowners, businesses and public sector organisations to bring the heart back in to the Town Centre by seeking improvements to the physical environment and accessibility of the Town Centre.
- 6 The Coalville/Whitwick/Swannington Green Wedge, as defined in the [2002 North West Leicestershire Local Plan](#), is deleted and designated as:
- a) An Area of Separation between Coalville and Whitwick. Within this Area of Separation, development will not be permitted which would

- result in a reduction in the physical separation between the built-up areas of Coalville and Whitwick ;and
- b) Countryside between Coalville, Whitwick, Thringstone and Swannington.

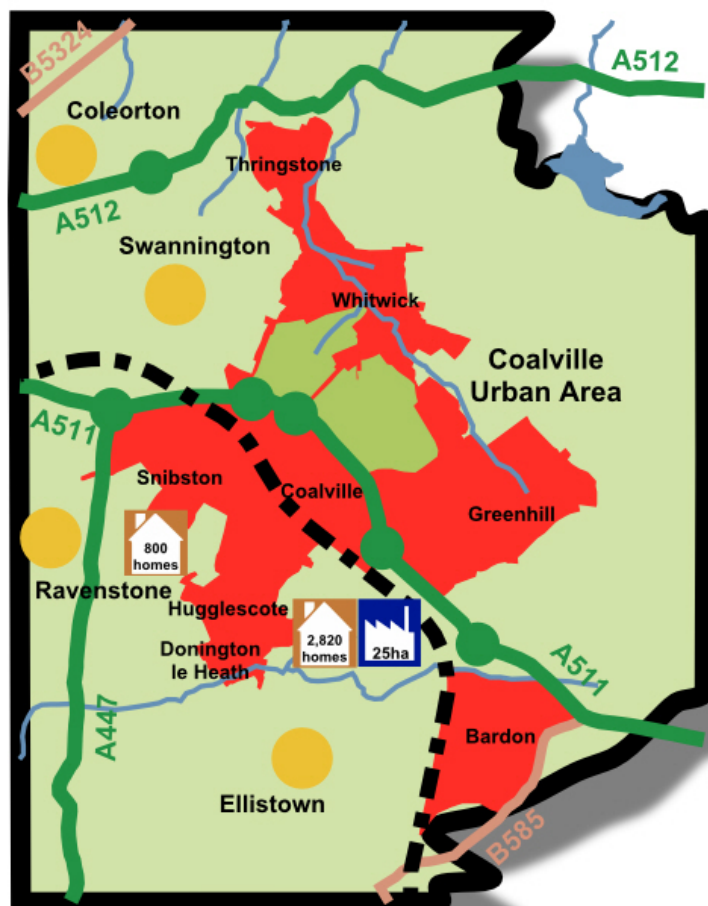
An amended Proposals Map is shown at [Appendix 4](#).

- 7 The following existing Areas of Separation will be reviewed:
- a) Between Hugglescote and Ellistown; and
- b) Between Coalville and Ravenstone.
- 8 New development should contribute to the implementation of the North West Leicestershire Cycling Strategy (Part 1: Coalville).
- 9 Measures will be taken to achieve of air quality standards in the [Coalville Air Quality Management Area](#).

Policy CS35 helps us meet the following objectives:	We will know Policy CS35 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO3 Improve the vitality and viability of Coalville and the district's other centres</a> <a href="#">SO5 Improve access to services and facilities</a> <a href="#">SO7 Housing that meets the needs of the community</a> <a href="#">SO8 Social inclusion</a> <a href="#">SO11 Prepare for, limit and adapt to Climate Change</a> <a href="#">SO15 Protect landscape character and the natural environment.</a> <a href="#">SO16 Achieve high design.</a> <a href="#">SO18 Reinforce local distinctiveness</a>	<p>Over the period 2006 to 2031, at least 4,950 new homes are built.</p> <p>Over the period to 2031, at least 20ha of new employment land is developed in Coalville Urban Area.</p> <p>Over the plan period at least 25% of houses built in Coalville Urban Area are on brownfield land.</p> <p>The performance of Coalville Town Centre improves against a range of indicators including vacancy rates, visitor satisfaction, and new retail floor space created.</p> <p>The Area of Separation between Coalville and Whitwick is maintained.</p> <p>The North West Leicestershire Cycling Strategy (Part 1: Coalville) is delivered.</p> <p>Air quality in the Air Quality Management Area improves.</p>
	<b>We will implement Policy CS35 by-</b>
	<p>Allocating land for housing and employment development.</p> <p>Working with partners to implement the</p>

	<p>Coalville Regeneration Strategy.</p> <p>Reviewing the following existing Areas of Separation:</p> <p>Between Hugglescote and Ellistown; and Between Coalville and Ravenstone.</p> <p>Preparing an Air quality action plan for the Coalville Air Quality Management Area.</p> <p>Determining planning applications.</p>
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- 8.95 Although this [Core Strategy](#) does not allocate sites for development, our preferred strategy is that the provision of future housing development in [Coalville Urban Area](#) will mainly be through the development of a strategic site at south east Coalville. This urban extension could provide around 2,820 dwellings during the plan period and around 3,500 in total.



- 8.96 This strategic development area would incorporate the existing 89 hectare residential development allocation contained in the [North West Leicestershire Local Plan](#) (Policy H4g) which was capable of providing for around 1,500 homes. The allocation included the proposed Bardon Relief Road between

Birch Tree Roundabout and the Bardon Road/Stephenson Way, Coalville Roundabout. More recent traffic modelling work has shown that there is no strategic highway case for the provision of the Relief Road.

- 8.97 Most of the remaining housing requirement will be met through the development of around 800 homes to the south-west of Coalville.

### **Policy CS36: Coalville Urban Area Broad Growth Locations**

#### **1 Strategic Development Area to the South-East of Coalville**

The principal means of accommodating new housing and employment growth on in the [Coalville Urban Area](#) will be in the form of a Strategic Development Area to the south-east of the town. A Masterplan for the comprehensive development of this area will be prepared to provide for:

- a) a high quality, sustainable, mixed use development that is well connected and has a functional relationship with the wider [Coalville Urban Area](#);
- b) the creation of linked but distinct neighbourhoods having regard to the character of the existing built form of the [Coalville Urban Area](#).

#### **Housing**

- c) At least 3,500 new dwellings, of which 2,820 will be built by 2031; and
- d) A mix of housing sizes, types and tenures, including provision for affordable housing in accordance with [Policy CS19](#);

#### **Employment**

- e) At least 20 Hectares of employment land mainly for B1 Business and B2 General Industrial uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended));
- f) Provision of starter and 'grow-on' units (including managed workspace);

#### **Education**

- g) Two primary schools, each capable of accommodating some 420 pupils;
- h) Secondary education provision in the [Coalville Urban Area](#).

#### **Local Centres**

- i) Two Local Centres each to include a range of small shops of a local nature, serving a small catchment;
- j) Open space, sport and recreation facilities;
- k) Health care facilities;
- l) Community and/or faith facilities.

### **Green Infrastructure**

- m) The enhancement of, and links to, the Strategic Green Infrastructure Network (the [National Forest](#) and Coalville Urban Fringe);
- n) Substantial areas of local green infrastructure and [National Forest](#) planting;
- o) The reuse and enhancement of the disused Coalville-Hugglescote Railway as a recreation and nature conservation trail;

### **Safety and Protection**

- p) Consideration of measures in connection with groundwater source protection;
- q) Mitigation of unacceptable risks associated with any increase in traffic using the Grange Road level crossing.

## **2 Development Areas to the South-West of Coalville**

Further development areas to the south-west of the town will provide for at least 800 dwellings. Development will be designed as a series of distinct and separate developments which reflect the character of the existing built form of Coalville and which respect the physical separation of the [Coalville Urban Area](#) and Ravenstone. Development will incorporate a range of infrastructure, including education and health provision, open space and other new infrastructure as necessary to create a sustainable community will be provided.

## **3 Transport**

The above development areas (1 and 2 above) should provide for new and improved transport infrastructure based on Travel Planning that seeks to achieve a modal shift away from private car use. Improvements are to include:

- 3 highway improvement works to M1 Junction 22 and A42 Junction 13;
- 4 Mitigation measures on the existing transport network where adverse impacts are identified, including A511 junctions and Ashburton Road/Grange Road/ Central Road/Station Road (Hugglescote crossroads) junction improvements;
- 5 a regular bus service from the site into Coalville Town Centre and Leicester City Centre;
- 6 new bus services to link proposed residential development with local employment sites and Coalville Town Centre;
- 7 bus services which penetrate the site and provide bus stops which are less than 400 metres walk from new residents;
- 8 New walking and cycling links to key retail, leisure, employment and education services and existing facilities as set out in the North West Leicestershire Cycling Strategy (Part 1: Coalville); and

- 9 Provision of travel packs for new residents.

#### 4 Environment

The above development areas (1 and 2 above) should:

- 10 include appropriate measures to mitigate the noise and air quality impacts arising from the development on new and existing residents (primarily, but not exclusively, those impacts identified in the [Coalville Air Quality Management Area](#)).
- 11 be designed so as not to allow sensitive development within areas that are prone to flooding. Measures to address / regulate flows of water courses that are susceptible to flooding will be encouraged; this should include the provision of [Sustainable Urban Drainage Systems \(SuDS\)](#); and
- 12 address capacity issues at Snarrows Wastewater Treatment Works.

Policy CS36 helps us meet the following objectives:	We will know Policy CS36 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO3 Improve the vitality and viability of Coalville and the district's other centres</a> <a href="#">SO5 Improve access to services and facilities</a> <a href="#">SO6 Reduce congestion and reduce the need to travel</a> <a href="#">SO7 Housing that meets the needs of the community</a> <a href="#">SO9 Healthier and stronger communities</a> <a href="#">SO11 Prepare for, limit and adapt to Climate Change</a> <a href="#">SO12 Reduce the risk of flooding</a> <a href="#">SO14 Support the National Forest</a> <a href="#">SO15 Protect landscape character and the natural environment.</a> <a href="#">SO16 Achieve high design.</a> <a href="#">SO18 Reinforce local distinctiveness</a>	<p>By 2031, 2,820 new homes are built in South East Coalville and 885 in South West Coalville.</p> <p>Over the period to 2031, at least 20ha of new employment land is developed in South East Coalville</p> <p><b>We will implement Policy CS36 by-</b></p> <p>Allocating housing and employment land in accordance with the Broad Growth Directions.</p> <p>The preparation of a Masterplan for the South East Coalville Strategic Development Area.</p> <p>Determining planning application.</p>

- 8.98 Ashby has developed around Ashby-de-la-Zouch castle which originated as a Norman fortified manor house in the 12th century - its ruins are now a Scheduled Ancient Monument. In the 19th century Ashby became a spa town and before the growth of Coalville it was the main town in North West Leicestershire. In the 19th century its main industries were ribbon manufacture, coal mining and brick-making. The town was served by [Ashby Canal](#) from 1804 and the Leicester to Burton upon Trent Line of the Midland Railway from 1845. Ashby's centre has retained much of its historical character in terms of buildings and street pattern and is designated as a [Conservation Area](#).
- 8.99 Ashby de la Zouch is now the second largest settlement in the district with an estimated population of 12,100 in 2010. The town has a good range of services and facilities. The [Hood Park Leisure Centre](#) has an indoor and an outdoor swimming pool, sports hall, squash courts, fitness and outdoor sports facilities. There is a [health centre](#) and a [district hospital](#), and [primary](#) and [secondary](#) schools. All [primary schools](#) in Ashby are now full or forecast to be full in the next 2-5 years.
- 8.100 There are about 8,000 jobs in the town; the largest employer, United Biscuits, provides around 2,000 jobs at its distribution centre. Employment uses are concentrated on the east side of the town around the A42/A511 and to the north on Smisby Road, including the partly constructed Ivanhoe Business Park.
- 8.101 Ashby's Centre is relatively healthy and although there are a number of national retailers, there are a high proportion of independent, high-value retailers. This has helped to retain the historic character and appearance of the town centre, but more recent demand has led to [out-of-centre](#) developments as the historic nature of Ashby makes it difficult to accommodate new shopping development. There has also been pressure for the change of use of shops to other services, such as restaurants, takeaways and offices. There is concern that the loss of shops may have a negative impact on the town.
- 8.102 There is direct access to the A42 from both the north and the south of Ashby, whilst the A511 provides a direct link to Coalville, Swadlincote and Burton upon Trent. Congestion is often an issue at Junction 13 of the A42, but within Ashby itself the majority of problems created by through traffic have been removed by the construction of the A511 bypass in 2002.
- 8.103 There are bus services to Coalville, Leicester and Burton upon Trent but no evening services after 7.30pm. As in Coalville, there is no passenger rail service, although the Leicester to Burton railway line passes through the centre of Ashby and there is potential for a station as part of any reopened service, but this remains an aspiration at this time.

- 8.104 The 2001 Census showed that more people [travelled into Ashby for work](#) than commute out. The town attracted workers from South Derbyshire, Coalville and communities in the south of the district in particular, but there is also long distance out commuting to places such as Birmingham, Derby and Nottingham.
- 8.105 Ashby is often described as being the ‘gateway’ to the [National Forest](#) in view of its location at the centre of the [National Forest](#) and at the junction of important roads in to the Forest. Together with Ashby’s traditional historic market town character and appearance, this means that tourism is an increasingly important part of the local economy.
- 8.106 Our open space study noted a slight under-provision in respect of children’s play space, recreation grounds and open space in the town.
- 8.107 The Gilwiskaw Brook passes through the centre of Ashby and flows southwards through the village of Packington. There have been a number of instances of flooding in Packington, so new development in the Gilwiskaw catchment will need to incorporate measures to reduce flood risk there.
- 8.108 Waste water from Ashby drains into the River Mease which is a [Special Area of Conservation](#). The Packington sewage treatment works discharges in to the river and, as at March 2012, it was estimated by Severn Trent Water that the works had headroom (i.e. available capacity within the terms of the permit agreed by the Environment Agency) to accommodate 1,218 dwellings.
- 8.109 The housing market around Ashby is particularly strong. In October 2011, the average house price was between £212,260 and £277,467.
- 8.110 The cost of buying an average 2-bed property with an 85% mortgage in 2012 was around £120 per week (assuming a 3.45% mortgage rate). The cost of renting a 2-bed property varies from £115 to £126 per week. A significant supply of new affordable housing will be brought forward on larger sites.
- 8.111 Ashby will provide for at least 1,400 new homes over the period 2006 to 2031 in accordance with [Policy CS15](#). Of these, 356 dwellings have already been completed, 4 were under construction and there were outstanding planning permissions for a further 434 (as at 31 March 2012). These outstanding planning permissions include the development of land east of Leicester Road ([09/00300/FULM](#)) and at Smisby Road ([09/00485/FULM](#)) which together will provide for 383 new homes. Assuming these are all completed, we need to find sufficient land for at least 605 more homes to be built by 2031.
- 8.112 Although this [Core Strategy](#) does not allocate sites for development, the preferred location of these new homes should be located to the north of Ashby.



### Policy CS37: Ashby de la Zouch

To support Ashby de la Zouch's role as a Rural Centre, North West Leicestershire District Council will:

- 1 Make provision for at least 605 more homes by 2031 to the north of Ashby de la Zouch. A Masterplan will be required to demonstrate how the area will be developed, including:
  - a) phasing and the mix of different uses and their relative disposition to other uses;
  - b) a range of infrastructure, including a new primary school and extensions to the existing secondary schools, open space, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided; and
  - c) Consideration to the prior extraction of any remnant shallow coal.
- 2 Require new development in the Gilwiskaw catchment to incorporate measures to reduce flood risk in the Packington area;
- 3 New dwellings on sites of ten dwellings or more in Ashby de la Zouch will be expected to meet the following sub-category requirements of Code for Sustainable Homes, unless it can be proved that to do so will

have a negative impact on the River Mease Special Area of Conservation:

Category	Sub-Categories
<b>Water</b>	Full credits to be achieved in External Water Use ("Wat 2")
<b>Surface Water Run-off</b>	Full credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")
	At least 1 credit to be achieved in Flood Risk ("Sur 2")

- 4 New non-residential buildings on large sites in Ashby de la Zouch will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method, unless it can be proved that to do so will have a negative impact on the River Mease Special Area of Conservation:

Category	Sub-Categories
<b>Water</b>	Full credits to be achieved in Water Consumption ("Wat 01")
	Full compliance to be achieved in Water Monitoring ("Wat 02")
	Full credits to be achieved in Water Leak Detection and Prevention ("Wat 03")
	Full compliance to be achieved in Water Efficient Equipment ("Wat 04")
<b>Land Use &amp; Ecology</b>	Full compliance to be achieved with Ecological Value of Site and Protection of Ecological Features ("LE 02")
	Full credits to be achieved in Mitigating Ecological Impact ("LE 03")
	Full credits to be achieved in Enhancing Site Ecology ("LE 04")
	Full credits to be achieved in Long Term Impact on Biodiversity ("LE 05")
<b>Pollution</b>	Full credits to be achieved in Surface Water Run-off ("Pol 03")

- 5 Support the Ashby Town Centre Partnership to help deliver a vibrant town Centre.

Policy CS37 helps us meet the following objectives:	We will know Policy CS37 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO3 Improve the vitality and viability of Coalville and the district's other centres</a> <a href="#">SO5 Improve access to services and facilities</a> <a href="#">SO7 Housing that meets the needs of the community</a> <a href="#">SO8 Social inclusion</a> <a href="#">SO9 Healthier and stronger communities</a> <a href="#">SO11 Prepare for, limit and adapt to Climate Change</a> <a href="#">SO12 Reduce the risk of flooding</a> <a href="#">SO13 Conserve the historic environment</a> <a href="#">SO16 Achieve high design.</a> <a href="#">SO18 Reinforce local distinctiveness</a>	<p>By 2031, 560 new homes are built to the north of Ashby.</p> <p>Flood risk in Packington is reduced.</p> <p>The performance of Ashby's Centre improves against a range of indicators including vacancy rates, visitor satisfaction and new retail floor space created.</p>
	We will implement Policy CS37 by-
	<p>Allocating housing land and prepare a Masterplan in accordance with the Broad Growth Direction.</p> <p>Working with partners to improve Ashby's centre.</p> <p>Determining planning application.</p>

### Castle Donington

- 8.113 Castle Donington is a historic market town referred to in the Domesday Book and overlooks the Trent valley. In 2010 it was estimated to have a population of 7,000.
- 8.114 All that remains of the original castle, which dates back to the 11th century, are some earthworks which are designated as a [Scheduled Ancient Monument](#). The historic core of the town along High Street, Bondgate and Borough Street is designated as a [Conservation Area](#).
- 8.115 Since the 1960s significant new housing development has taken place with large-scale estates north and south of Park Lane and the Stonehill estate on the south-eastern edge of the town. Industrial development has taken place to the north of the town. Castle Donington Power Station closed in 1994 and has been demolished. The site is being redeveloped as the [East Midlands Distribution Centre](#).
- 8.116 Services and facilities are not as extensive as in Coalville and Ashby de la Zouch but nevertheless meet most of the day-to-day needs of Castle Donington and surrounding villages. There are two [primary schools](#) and a

middle school - [Castle Donington Community College](#) for 10-14 year olds, with children having to go to Shepshed or Ashby for the final two years of education. The [Community College](#) has a partnership arrangement with North West Leicestershire District Council which allows the local community to use its sport and recreation facilities. There is a [GP practice](#) in Borough Street which is where most of the town's shops are located. There is a large out of centre supermarket on Trent Lane.

- 8.117 Castle Donington has good access to the strategic road network, with direct access to the A50 to the north and then to the M1. There is also a link southwards to the A42. Within the town, there are traffic queues during peak hours along High Street and Bondgate. An [Air Quality Management Area](#) has been declared on High Street and we are preparing an air quality action plan for this area.
- 8.118 There are good bus links to Derby, Nottingham, Loughborough and Coalville, although some of these are dependent on financial assistance from [East Midlands Airport](#). There is no passenger rail service although there is a freight line to the north and [East Midlands Parkway](#) is located 10km to the east.
- 8.119 Castle Donington is home to a number of major employers. There are industrial areas at Trent Lane and Willow Farm to the north of the town. A facility of almost 1 million square feet is being built for Marks and Spencer at the [East Midlands Distribution Centre](#), which is anticipated to generate hundreds of new jobs. [East Midlands Airport](#), to the south of the town, employs some 7,000 people at or near the [airport](#). Donington Park racing circuit, which supports a range of businesses, both on- and off-site, also makes an important contribution to the local economy.
- 8.120 Even in 2001, almost 8,000 people commuted to Castle Donington to work - a net inflow of almost 6,000 workers. Castle Donington has strong links with Derby and Nottingham due to its position close to the Leicestershire county border and strategic road links. People commute from these places to work in Castle Donington, while local residents travel to these centres for jobs and services.
- 8.121 The 2008 [Castle Donington Parish Plan](#) found that many residents are concerned about noise, with particular concerns about noise generated by [East Midlands Airport](#) and Castle Donington racing circuit. There are limited night-time controls of flights from the [airport](#), which is of considerable concern to the local community.
- 8.122 The open space study noted that there was shortage in the provision of children's play space, and a slight over-provision of recreation grounds and local open space.

- 8.123 In 2011, there were 55 property sales in Castle Donington Ward. This equates to 1.9% of the private housing stock turning over. In October 2011, the average house price was £188,713.
- 8.124 The cost of renting a 2-bed property in 2012 was around £118 per week. A significant supply of new affordable housing will be brought forward on larger sites.
- 8.125 Castle Donington will provide for at least 1,300 new homes over the period 2006 to 2031 in accordance with [Policy CS15](#). Of these, 51 dwellings have already been completed, 27 were under-construction and there were



outstanding planning permissions for a further 253 (as at 31 March 2012). Most of the homes with planning permission are on the Park Lane North ([10/01043/REM](#)) site which was allocated for development in the [North West Leicestershire Local Plan](#). Assuming these commitments are all completed, we need to find sufficient land for at least 970 more homes to be built by 2031.

- 8.126 There are significant constraints to growth at Castle Donington which limits the scale and location of new large-scale housing development. Large areas of land to the north of the built-up area of the town are vulnerable to flooding from the River Trent, while to the south is [East Midlands Airport](#). As a result, although this [Core Strategy](#) does not allocate sites for development, the

preferred location for most of the 970 new homes required is to the south-west of Castle Donington.

### Policy CS38: Castle Donington

To support Castle Donington's role as a Rural Centre, North West Leicestershire District Council will:

- 1 Make provision for at least 970 more homes by 2031 to the south-west of Castle Donington. A Masterplan will be required to demonstrate how the area will be developed, including:
  - a) phasing and the mix of different uses and their relative disposition to other uses;
  - b) a western link road to relieve traffic congestion in High Street and Bondgate;
  - c) a range of infrastructure, including schools, open space, health facilities, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided; and
  - d) The protection and enhancement the ecological and amenity value of the Stud Brook and the improvement of flood flow conveyance.
- 2 New dwellings on sites of ten dwellings or more in Castle Donington will be expected to meet the following sub-category requirements of Code for Sustainable Homes:

Category	Sub-Categories
<b>Surface Water Run-off</b>	Full additional credits to be achieved in <i>Management of Surface Water Run-off from Developments</i> ("Sur 1")
	At least 1 credit to be achieved in <i>Flood Risk</i> ("Sur 2")
<b>Health &amp; Well-being</b>	Appropriate amount of credits (in respect of decibel levels) to be achieved in <i>Sound Insulation</i> ("Hea 2")

- 3 New non-residential buildings on large sites in Castle Donington will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method:

Category	Sub-Categories
<b>Pollution</b>	Full credits to be achieved in Surface Water Run-off ("Pol 03")
	Full compliance to be achieved in Reduction of Night-Time Light Pollution ("Pol 04")
	Full compliance to be achieved with Noise Attenuation ("Pol 05")

- 4 The existing Area of Separation between Castle Donington and Hemington will be reviewed;
- 5 Require that new development respects the character and appearance of the Castle Donington Conservation Area and the Scheduled Ancient Monument and incorporates distinctive features that reflect the heritage of the village into the design of new developments; and

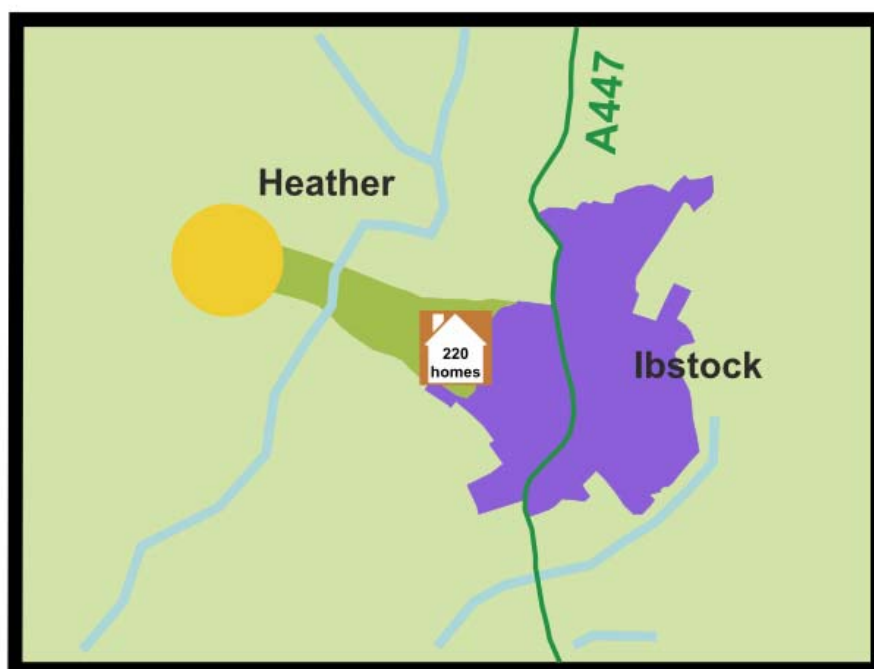
Policy CS38 helps us meet the following objectives:	We will know Policy CS38 is working if-
<a href="#">SO1 Economic prosperity</a> <a href="#">SO5 Improve access to services and facilities</a> <a href="#">SO6 Reduce congestion and reduce the need to travel</a>	<p>By 2031, 975 new homes are built to the south-west of Castle Donington.</p> <p>By 2031 a western link road to relieve traffic congestion in High Street and Bondgate is constructed.</p>
<a href="#">SO7 Housing that meets the needs of the community</a> <a href="#">SO8 Social inclusion</a> <a href="#">SO9 Healthier and stronger communities</a> <a href="#">SO11 Prepare for, limit and adapt to Climate Change</a> <a href="#">SO12 Reduce the risk of flooding</a> <a href="#">SO13 Conserve the historic environment</a> <a href="#">SO16 Achieve high design.</a> <a href="#">SO18 Reinforce local distinctiveness</a>	<p><b>We will implement Policy CS38 by-</b></p> <p>Allocating housing land and prepare a Masterplan in accordance with the Broad Growth Direction.</p> <p>Reviewing the Area of Separation between Castle Donington and Hemington.</p> <p>Determining planning application.</p>

### **Ibstock**

- 8.127 Ibstock is a former mining community with a mid-2010 population estimate of 7,000 (including Heather). Ibstock's roots go back much further and it is mentioned in the Domesday Book. The use of local red brick in buildings is a dominant feature of the village. The area around the west part of High Street and St Deny's Church is designated as a Conservation Area.
- 8.128 There are a range of services and facilities which meet most of the day-to-day needs of Ibstock and some of the surrounding villages, such as Heather.

- 8.129 The village has two primary schools and [Ibstock Community College](#) provides education for 10-14 year olds. [Ibstock Leisure Complex](#) is a dual use facility run jointly by the College and North West Leicestershire District Council that includes a swimming pool and sports hall. The college also has a combined library providing a limited range of services for the local community and the college. There is a [GP surgery](#) on the High Street.
- 8.130 Most day-to-day shopping needs are reasonably well catered for. However, there are limited opportunities for additional provision because the majority of retail units have residential accommodation above, and are small in size. There have been concerns about the high percentage of non-retail uses within the centre, especially hot food takeaways.
- 8.131 Local employment opportunities are provided at an industrial estate off Spring Road and at Ibstock Brick whose headquarters are located on the edge of the village.
- 8.132 There are strong links with Coalville which is reflected in patterns of shopping expenditure and in public transport provision.
- 8.133 Our open space study identified an over-provision in respect of recreation grounds, but under-provision in respect of children's play areas and local open space.
- 8.134 There are potential flooding issues to the east of the village.
- 8.135 Ibstock lies within the [National Forest](#) and the area has benefitted from planting and environmental improvements, including the reclamation of a former opencast coal mine to the north-west of the village to form the [Sence Valley Country Park](#).
- 8.136 Ibstock's housing market is relatively weak and land values are lower than most other parts of the district. In 2011 there were 49 property sales in Ibstock and Heather Ward and the average house price was £138,937.
- 8.137 The cost of renting a 2-bed property was around £109 per week in 2012. A significant supply of new affordable housing will be brought forward on larger sit
- 8.138 The village is to provide for at least 550 homes over the period 2006 to 2031 in accordance with [Policy CS15](#). Of these, 75 dwellings have already been completed, 38 were under construction and there were outstanding planning permissions for a further 149 (as at 31 March 2012). Most of these houses with planning permission are on Ashby Road ([09/01016/FULM](#)). Assuming these commitments are all completed, we need to find sufficient land for at least 290 more homes to be built by 2031.

8.139 Although this [Core Strategy](#) does not allocate sites for development, the preferred location for most of the 290 new homes required is located to the west of Ibstock.



### Policy CS39: Ibstock

To support Ibstock's role as a Rural Centre, North West Leicestershire District Council will:

- 1 Make provision for at least 220 more homes by 2031 to the west of Ibstock. A range of infrastructure, including contributions to school and health provision, open space, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided. The development should ensure that the physical separation between the built-up areas of Ibstock and Heather is not compromised;
- 2 The existing Area of Separation between Ibstock and Heather will be reviewed; and
- 3 Require that new development respects the character and appearance of the Ibstock Conservation Area and incorporates distinctive features that reflect the heritage of the village into the design of new developments.

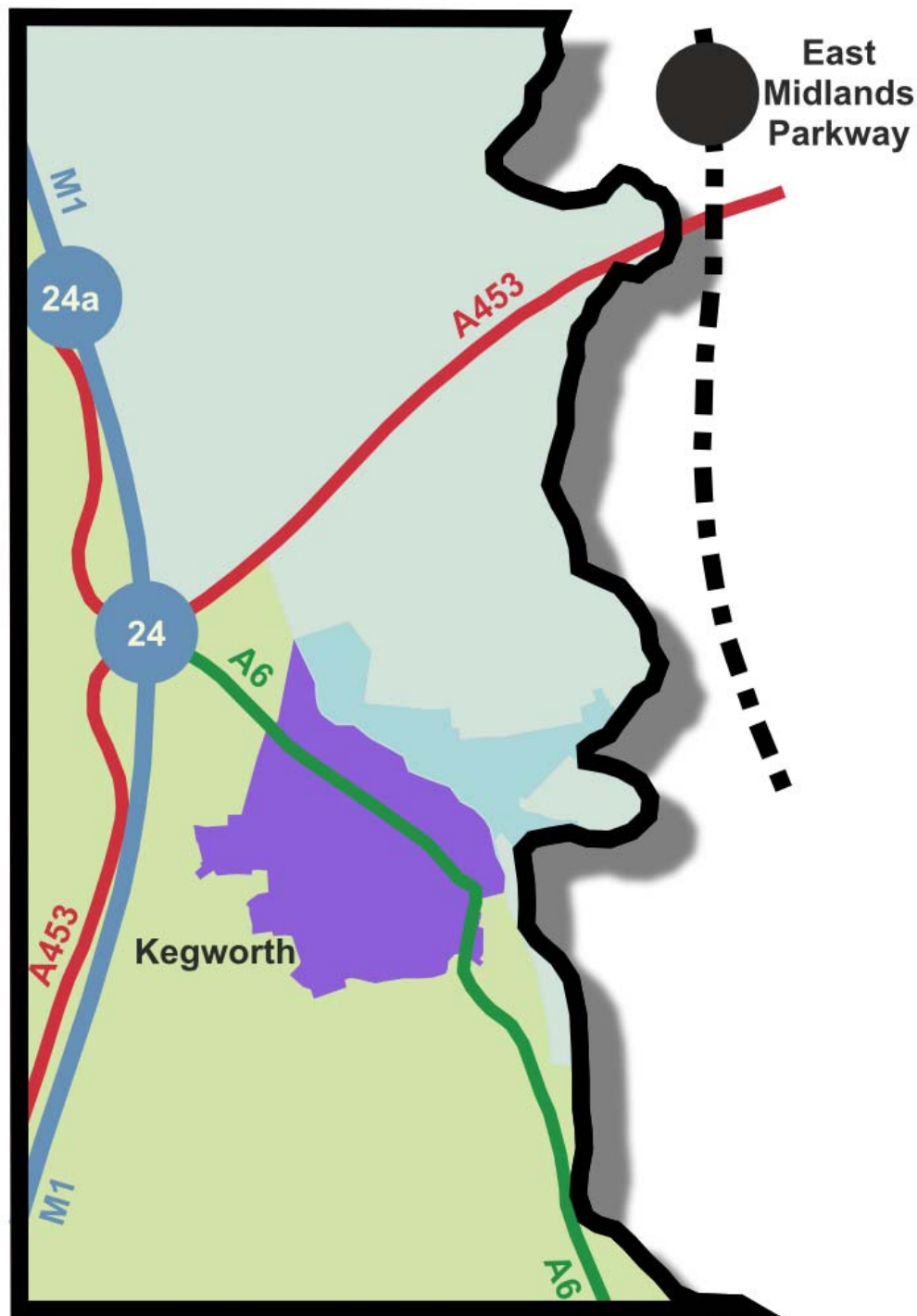
Policy CS39 helps us meet the following objectives:	We will know Policy CS39 is working if-
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<a href="#">SO1 Economic prosperity</a>	By 2031, 290 new homes are built to the west of Ibstock.
<a href="#">SO5 Improve access to services and facilities</a>	
<a href="#">SO7 Housing that meets the needs of the community</a>	<b>We will implement Policy CS39 by-</b>
<a href="#">SO8 Social inclusion</a>	Allocating housing land in accordance with the Broad Growth Location.
<a href="#">SO9 Healthier and stronger communities</a>	Reviewing the Area of Separation between Ibstock and Heather.
<a href="#">SO13 Conserve the historic environment</a>	Determining planning application.
<a href="#">SO15 Protect landscape character and the natural environment.</a>	
<a href="#">SO16 Achieve high design.</a>	
<a href="#">SO18 Reinforce local distinctiveness</a>	

## Kegworth

- 8.140 Kegworth lies in the top north-east corner of the district, adjoining the border with Nottinghamshire and on the A6 to Loughborough. It is bounded by the M1 to the west, the A453 trunk road to Nottingham to the north and the River Soar to the east. In 2010 the population was estimated at 4,527.
- 8.141 Kegworth suffers from the impact of heavy traffic flowing along the A6 through the village. High volumes of traffic have resulted in an Air Quality Management Area being designated for the [High Street](#). An Air Quality Management Area has also been declared for the M1 at [Mole Hill Farm](#), Kegworth. We are preparing an air quality action plan for these areas. Highway Agency improvement plans between [M1 junctions 23a-24 include proposals for a Kegworth bypass](#). However, the scheme is not funded and is 'on hold'.
- 8.142 The location of Kegworth in relation the strategic road network means that the village has excellent road connections to a wide area. As a result only [29% of all journeys to work](#) from Kegworth stay within the village, which is lower than any of the other main settlements in the district.
- 8.143 There are direct public transport connections to Loughborough, Derby, Castle Donington and Nottingham, but no direct service to Coalville (the only main settlement in the district where this is the case). 5km from Kegworth, across the border in Nottinghamshire, is the [East Midlands Parkway](#) which provides a rail link to London, Nottingham, Derby, Leicester, Sheffield and Loughborough. Kegworth is the only main settlement that benefits from such a close proximity to a rail service.

8.144 There is a small shopping area in the centre, which includes a Co-Op store. There is also a [health centre](#) and a [part-time library](#). There is a [primary school](#), but children have to travel to Castle Donington (11-14 years of age) and then Shepshed (15-16 years of age) for secondary education. There is a recreation ground, bowls club and community centre, but no leisure centre or swimming pool. Overall, the day-to-day needs are largely catered for in



Kegworth, but the nearby larger centres such of Castle Donington, Loughborough and Long Eaton meet most other needs.

- 8.145 Our open space study noted that there was a very slight over-provision of recreation grounds and slight under-provision of local open space and children's play areas.
- 8.146 In 2011 there were 38 property sales in Kegworth and Whatton Ward. This equates to 2% of the private housing stock turning over, compared to a district average of 1.9%. Most sales were in the price band £150-175k. In October 2011, the average house price was £199,198.
- 8.147 In 2012, the cost of renting a 2-bed property was around £114 per week. A significant supply of new affordable housing will be brought forward on larger sites.
- 8.148 Kegworth will provide for at least 450 homes over the period 2006 to 2031 in accordance with [Policy CS15](#). Of these, 39 dwellings have already been completed, 39 were under construction and there were outstanding planning permissions for a further 185 (as at 31 March 2012). Most of these houses with planning permission are on land to the rear of the Computer Centre ([09/00296/OUTM](#)) and at Citrus Grove, Sideley ([11/00687/REMM](#)). Assuming these are all completed, we need to find sufficient land for at least 190 more homes to be built by 2031.
- 8.149 There are a number of physical constraints to further housing development on the edge of the village. Land to the north and east lies within the floodplain for the Rivers Trent and Soar, whilst the southern part of the village lies underneath the flight path associated with [East Midlands Airport](#) where a safeguarding area restricts future development in the interests of public safety.
- 8.150 Although this [Core Strategy](#) does not allocate sites for development, we consider that the 190 new homes required can be built within the existing built-up area of Kegworth.

### **Policy CS40: Kegworth**

To support Kegworth's role as a Rural Centre, North West Leicestershire District Council will:

- 1 Make provision for at least 190 more homes by 2031 by allocating land within the built-up area of Kegworth.
- 2 Support proposals for the Kegworth Bypass;
- 3 New dwellings on sites of ten dwellings or more in Kegworth will be expected to meet the following sub-category requirements of Code for Sustainable Homes:

Category	Sub-Categories
Surface Water	Full additional credits to be achieved in

<b>Run-off</b>	<i>Management of Surface Water Run-off from Developments ("Sur 1")</i>
	At least 1 credit to be achieved in <i>Flood Risk</i> ("Sur 2")
<b>Health &amp; Well-being</b>	Appropriate amount of credits (in respect of decibel levels) to be achieved in <i>Sound Insulation</i> (Hea 2")

- 4 New non-residential buildings on large sites in Kegworth will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method:

Category	Sub-Categories
<b>Pollution</b>	Full additional credits to be achieved in Full credits to be achieved in NOx Emissions ("Pol 02")
	Full credits to be achieved in Surface Water Run-off ("Pol 03")
	Full compliance to be achieved with Noise Attenuation ("Pol 05")

<b>Policy CS40 helps us meet the following objectives:</b>	<b>We will know Policy CS40 is working if-</b>
<a href="#">SO1 Economic prosperity</a>	By 2031, 205 new homes are built within the built-up area of Kegworth.
<a href="#">SO5 Improve access to services and facilities</a>	
<a href="#">SO7 Housing that meets the needs of the community</a>	<b>We will implement Policy CS40 by-</b>
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	Allocating housing land within the built-up area of Kegworth.
<a href="#">SO12 Reduce the risk of flooding</a>	Support proposals for a Kegworth Bypass.
<a href="#">SO18 Reinforce local distinctiveness</a>	Determining planning application.

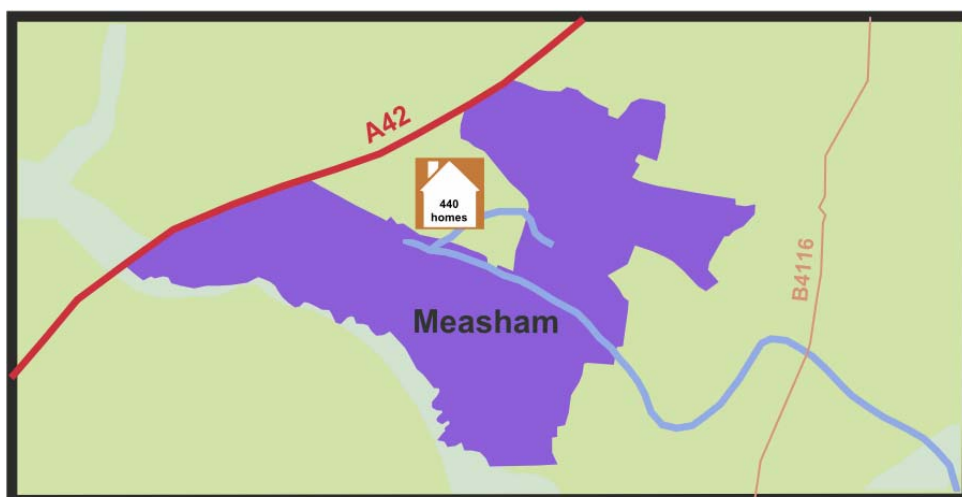
## Measham

- 8.151 Measham lies 5km to the south of Ashby de la Zouch and within the [National Forest](#). It had a population of about 5,100 in 2010.
- 8.152 Initially an agricultural village, the industrial revolution brought the growth of cotton manufacturing, brick manufacturing and the opening of a colliery in the 1850s. These traditional industries contracted after the Second World War, and today industry is largely confined to the Westminster Industrial Estate on

the southern edge of the village. However, brick manufacturing continues at Red Bank brickworks to the east of the village. A particular feature of buildings in Measham is the use of the distinctive double-sized 'gob' or 'jumb' brick.

- 8.153 The High Street is the location for most services and facilities, including two small supermarkets and a number of small shops. There is a [health centre](#); [part-time library](#) and [leisure centre](#) all located just off High Street. There are two [primary schools](#), but children have to travel to Ibstock (11-14 years of age) and then Ashby (15-16 years of age) for [secondary education](#). The area along High Street is also designated as a Conservation Area.
- 8.154 There are direct public transport connections to Ashby de la Zouch, Coalville and Burton upon Trent, whilst the A42 provides direct connection to the wider strategic road network.
- 8.155 Measham used to stand on the [Ashby Canal](#) which linked to the wider canal network via the Coventry Canal. The canal through Measham closed in 1957. So far the northern section of the canal has been restored from Moira to Donisthorpe and links [Conkers](#), Moira Furnace and [Donisthorpe Woodland Park](#) in an area that is developing as a tourist destination. Restoration is now focused on extending the current terminus of the canal from Snarestone northwards for a distance of 4.5 km 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 Leicestershire County Council (Ashby de la Zouch Extension) Order was approved under the powers of the Transport and Works Act 1992. 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.
- 8.156 The open space study noted that there was slight deficit in respect of both recreation grounds and local open space, but over-provision in respect of children's play areas.

- 8.157 The River Mease runs to the south of the village and the very southern edge of the built up area is within [Flood Zone 3](#).
- 8.158 Waste water from Measham drains to the River Mease which is a Special Area of Conservation. There Measham sewage treatment works discharges into the river and, as at March 2012, it was estimated by Severn Trent Water that the works had headroom (i.e. available capacity within the terms of the permit agreed by the Environment Agency) to accommodate 1,163 dwellings.
- 8.159 In 2011 there were 23 property sales in Measham Ward. This equates to 1.1% of the private housing stock turning over, compared to a district average of 1.9%. Most sales were in the price band £75,000-£100,000. In October 2011, the average house price was £153,790.
- 8.160 In 2012, the cost of renting a 2-bed property was around £114 per week. A significant supply of new affordable housing will be brought forward on larger sites.



- 8.161 Measham will provide for at least 550 new homes over the period 2006 to 2031 in accordance with [Policy CS15](#). Of these, 58 dwellings have already been completed, 9 were under construction and there were outstanding planning permissions for a further 42 (as at 31 March 2012). Assuming these are all completed, we need to find sufficient land for at least 440 more homes to be built by 2031.
- 8.162 Although this [Core Strategy](#) does not allocate sites for development, we consider that most of the 440 new homes required should be built to the west of the village centre where there are opportunities to incorporate the restoration of the [Ashby Canal](#).

#### **Policy CS41: Measham**

To support Measham's role as a Rural Centre, North West Leicestershire District Council will:

- 1 Make provision for at least 440 more homes by 2031 to the north-west of Measham. A Masterplan will be required to demonstrate how the area will be developed, including:
  - a) phasing and the mix of different uses and their relative disposition to other uses;
  - b) a range of infrastructure, including schools, open space, health facilities, public transport, provision for walking and cycling and other new transport infrastructure as necessary to create a sustainable community will be provided;
  - c) measures to reinstate the [Ashby Canal](#); and
  - d) consideration of measures in connection with coalfield legacy and groundwater source protection.
  
- 3 New dwellings on sites of ten dwellings or more in Measham will be expected to meet the following sub-category requirements of Code for Sustainable Homes, unless it can be proved that to do so will have a negative impact on the River Mease Special Area of Conservation:

Category	Sub-Categories
<b>Water</b>	Full credits to be achieved in External Water Use ("Wat 2")
<b>Surface Water Run-off</b>	Full credits to be achieved in Management of Surface Water Run-off from Developments ("Sur 1")
	At least 1 credit to be achieved in Flood Risk ("Sur 2")

- 4 New non-residential buildings on large sites in Measham will be expected to meet the following sub-categories of the Building Research Establishment's Environmental Assessment Method, unless it can be proved that to do so will have a negative impact on the River Mease Special Area of Conservation:

Category	Sub-Categories
<b>Water</b>	Full credits to be achieved in Water Consumption ("Wat 01")
	Full compliance to be achieved in Water Monitoring ("Wat 02")
	Full credits to be achieved in Water Leak Detection and Prevention ("Wat 03")
	Full compliance to be achieved in Water Efficient Equipment ("Wat 04")
<b>Land Use &amp; Ecology</b>	Full compliance to be achieved in Ecological Value of Site and Protection of Ecological Features ("LE

	02")
	Full credits to be achieved in Mitigating Ecological Impact ("LE 03")
	Full credits to be achieved in Enhancing Site Ecology ("LE 04")
	Full credits to be achieved in Long Term Impact on Biodiversity ("LE 05")
<b>Pollution</b>	Full credits to be achieved in Surface Water Run-off ("Pol 03")

- 5 Require that new development respects the character and appearance of the Measham Conservation Area and incorporates distinctive features that reflect the heritage of the village into the design of new developments.

Policy CS41 helps us meet the following objectives:	We will know Policy CS41 is working if-
<a href="#">SO1 Economic prosperity</a>	By 2031, 290 new homes are built to the west of Ibstock.
<a href="#">SO5 Improve access to services and facilities</a>	The Ashby Canal in Measham is reinstated.
<a href="#">SO7 Housing that meets the needs of the community</a>	<b>We will implement Policy CS41 by-</b>
<a href="#">SO8 Social inclusion</a>	
<a href="#">SO9 Healthier and stronger communities</a>	Allocating housing land and prepare a Masterplan in accordance with the Broad Growth Direction.
<a href="#">SO11 Prepare for, limit and adapt to Climate Change</a>	Cooperate with partners to reinstate the Ashby Canal in Measham.
<a href="#">SO12 Reduce the risk of flooding</a>	Determining planning application.
<a href="#">SO13 Conserve the historic environment</a>	
<a href="#">SO15 Protect landscape character and the natural environment.</a>	
<a href="#">SO16 Achieve high design.</a>	
<a href="#">SO18 Reinforce local distinctiveness</a>	

## Rural Areas

- 8.163 Outside of [Coalville Urban Area](#) and the [Rural Centres](#) there are over 30 villages. Villages with a good range of services are designated as [Sustainable Villages](#), those with fewer facilities are [Rural Villages](#) and there is also a number of small hamlets and groups of houses.

- 8.164 Initially agricultural settlements, a number of the villages across the coalfield became industrial settlements with the opening of coalmines, for example Donisthorpe and Oakthorpe, whilst new settlements also grew up around the mines, such as Moira. The coalfield communities were affected by the rundown of the mining industry in the 1980s, not only in terms of unemployment, but also the environmental degradation that was left. However, these issues have been largely addressed through partnerships such as the Ashby Woulds Forum and the creation of the [National Forest](#). As a result over the last few years settlements such as Donisthorpe and Moira have attracted new housing development.
- 8.165 As with most parts of the United Kingdom, agriculture is no longer as important in rural areas as a source of employment. Many farms within villages have ceased to be working farms but have become simply homes. Today most villages offer little in the way of employment and instead commuting to nearby larger settlements has become common.
- 8.166 A significant amount of house building has taken place in the rural settlements over the last 20-30 years and the population of individual settlements has increased. Despite this the range of services and facilities available within villages has declined. Many villages still have a primary school and a large number have other community facilities such as a village hall. However, over twenty villages do not have any form of shopping provision.
- 8.167 Most villages are served by some form of bus service, with 20 having direct access to an hourly service to one or more larger centre, Monday to Friday. However, there are a limited number of villages which have an evening or Sunday service, which results in people being increasingly reliant upon the car. Consequently, car ownership rates are high compared to the national average. In addition, the ease of access of most parts of the rural area to the trunk road network contributes towards the attractiveness of many villages as commuter settlements.
- 8.168 As public resources become increasingly scarce and commercial operators of services such as shops and pubs look to reduce costs, the pressure upon services in rural villages will increase further. Putting more development in rural villages is unlikely to reduce the need to travel, and on the basis of past experience will not necessarily protect or increase service provision. However, allowing no new development raises other issues, particularly social in nature. There is, therefore, a need to achieve a balance between ensuring that villages remain as vibrant places whilst also being sustainable in terms of minimising the need to travel.
- 8.169 Most villages have some form of open space and sports provision, but the open space study notes that the amount of provision varies and there are

some villages, such as Coleorton and Worthington, which are lacking in such facilities.

- 8.170 A number of rural villages are designated as Conservation Areas where there is a need to preserve and enhance their particular character. There are also a large number of Listed Buildings some of which may need to change their current use if they are to survive in the longer term.
- 8.171 As well as providing employment opportunities, the [National Forest](#) also provides opportunities for continuing environmental enhancements and for the provision of leisure uses which will benefit rural villages.
- 8.172 The average price of a new house in the rural areas (2012) varies from £185,000 to £256,000 compared to a regional average of £185,300. The cost of renting a 2-bedroom property is £111-£126 per week (2012).
- 8.173 A significant issue in many rural villages is that of a lack of affordable housing. Whilst the level of need is not as significant as in Coalville and the Rural Towns, there are also less opportunities to realise new provision as there are fewer large developments.
- 8.174 The requirement for new housing to have good access to existing local community facilities, infrastructure and services, including public transport, is difficult to achieve in the more rural areas of the district. However, some housing development in [Sustainable Villages](#) could support informal social support networks, and assist people to live near their work while allowing them to benefit from key services.
- 8.175 The [Sustainable Villages](#) will therefore provide for at least 500 new homes over the period 2006 to 2031 in accordance with [Policy CS15](#). Of these, 296 dwellings have already been completed, 26 were under construction and there were outstanding planning permissions for a further 98 (as at 31 March 2012). Assuming these are all completed, we need to identify sufficient land in the 15+ [Sustainable Villages](#) for at least 80 more homes to be built by 2031.
- 8.176 The [Core Strategy](#) does not distribute this housing provision further. The distribution to specific villages will have regard to local considerations, including the need and aspirations of local people, development opportunities and constraints, housing needs and demand, and access to local services and facilities.

#### **Policy CS42: Rural Area**

To maintain and support vibrant communities in the rural area, North West Leicestershire District Council will:

- 1 Make provision for at least 80 more homes by 2031 by allocating land at Sustainable Villages as defined by [Policy CS7](#);

- 2 Allow for residential and employment development in accordance with [Policy CS7](#);
- 3 Encourage Rural 'Exception' Sites for Affordable Housing in accordance with [Policy CS19](#);
- 4 Seek to remedy any identified deficiencies in local shopping and other facilities to serve people's day-to-day needs and help address social exclusion;
- 5 Take into account the importance of the shop, leisure facility or service to the local community or the economic base of the area if a development proposal would result in its loss or change of use; and
- 6 Refuse planning applications which fail to protect existing facilities which provide for people's day-to-day needs.

<b>Policy CS42 helps us meet the following objectives:</b>	<b>We will know Policy CS42 is working if-</b>
<a href="#">SO5 Improve access to services and facilities</a>	By 2031, 125 new homes are built in the Sustainable Villages.
<a href="#">SO7 Housing that meets the needs of the community</a>	Key local services and facilities are retained.
<a href="#">SO8 Social inclusion</a>	<b>We will implement Policy CS42 by-</b>
<a href="#">SO9 Healthier and stronger communities</a>	Allocating housing land within Sustainable Villages.  Determining planning application.

## Appendix 1: Employment Land Availability

Policy [CS2](#) makes provision for 134 hectares of employment land for the period 2006-2031. The calculation below sets out what the residual requirement is, taking account of the following as recommended in the report:

	Employment Land (Hectares)
<b>Policy <a href="#">CS2</a> requirement</b>	<b>134</b>
<b>Starts 2006-2011</b>	43
<b>Commitments at April 2011:</b>	<b>71*</b>
Willow Farm, Castle Donington	4
Ashby Business Park, Ashby	7
Hilltop, Bardon	4
Battleflat, Bardon	11
Westminster Industrial Estate, Measham	5
South of Trent Lane, Castle Donington	3
East Midlands Distribution Centre, Castle Donington	20
Ivanhoe Business Park, Ashby	8
Flagstaff 42, Ashby	1
Woodville Woodlands	5
Swainspark	5
<b>Losses allowance</b>	<b>30</b>
<b>Commitments that are no longer expected to come forward for development (Woodville Woodlands and Swainspark)</b>	<b>10</b>
<b>Residual Requirement</b>	<b>60</b>

- Figures do not add due to rounding. Excludes 15 hectares at Pegasus Business Park, East Midlands Airport

## Appendix 2: Housing Trajectory

### Housing Supply

The following table shows how many houses have already been developed since the start of the plan period (2006); how many are under-construction and how many have been granted planning permission but not yet built.

Settlement	Built 2006 to 2012	Under – Construction at 31 March 2012	Dwellings with Outstanding Planning Permission at 31 March 2012	Total
Coalville	698	55	165	918
Ashby de la Zouch	356	4	434	794
Castle Donington	51	27	253	331
Ibstock	75	38	149	262
Kegworth	39	39	185	263
Measham	58	9	42	109
Elsewhere	296	26	98	420
<b>TOTAL</b>	<b>1,573</b>	<b>198</b>	<b>1,326</b>	<b>3,097</b>

SITE	2006 /07 to 2011 /12	2012 /13	2013 /14	2014 /15	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	2030/3 1	TOTAL
		1	2	3	4	5															
WINDFALL ALLOWANCE		60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	1,140
EXISTING COMMITMENTS		156	172	253	207	212	141	90	97	32	25	25	8								1,418
DIRECTION OF GROWTH - ASHBY (NORTH)						50	50	50	50	50	50	50	50	50	50	50	60				610
DIRECTION OF GROWTH - CASTLE DONINGTON (SOUTH WEST)				50	100	100	100	100	100	100	100	100	100	20							970
DIRECTION OF GROWTH - COALVILLE (BARDON GRANGE)				60	120	120	180	180	180	180	180	180	180	180	180	180	180	180	180	180	2,820
DIRECTION OF GROWTH - COALVILLE (SOUTH WEST)					50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	800
DIRECTION OF GROWTH - COALVILLE (ELSEWHERE)		12	12	12	12	12	36	36	36	36	36	32	32	32	32	32					400
DIRECTION OF GROWTH - IBSTOCK (WEST)						35	35	35	35	40	40										220
DIRECTION OF GROWTH - MEASHAM (WEST)						40	40	40	40	40	40	40	40	40	40	40					440
GROWTH IN KEGWORTH							19	19	19	19	19	19	19	19	19	19					190
GROWTH IN SUSTAINABLE VILLAGES		7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	7	6	7	6	130
Past Completions	1,573																				
Projected Completions		235	251	442	556	686	718	667	674	614	607	563	546	458	438	437	357	296	297	296	
Cumulative Completions	1,573	1,808	2,059	2,501	3,057	3,743	4,461	5,128	5,802	6,416	7,023	7,586	8,132	8,590	9,028	9,465	9,822	10,118	10,415	10,711	

## Appendix 3: Infrastructure Plan

Our Infrastructure Plan sets out the infrastructure that is necessary to support the growth proposals in the [Core Strategy](#) and has been prepared in cooperation with other authorities and service providers. Our Infrastructure Plan is based on an assessment of the quality and capacity of infrastructure for transport, wastewater and its treatment, utilities, waste, health, education, and flood risk. The [Core Strategy](#) has also taken account of the need for strategic infrastructure investment including nationally significant infrastructure, such as the Strategic Road Network and East Midlands Airport.

The Plan has been prepared in co-operation with a wide range of stakeholders including:

- The Highways Agency;
- Network Rail;
- National Grid;
- Severn Trent;
- Leicestershire County and Rutland Primary Care Trust;
- Leicestershire County Council (in particular Transport, Waste and Education services);
- The Environment Agency; and
- North West Leicestershire District Council services.

This has informed the infrastructure needed, timing for delivery and an indication of whether they may be regarded as essential or desirable. Potential funding sources are also identified.

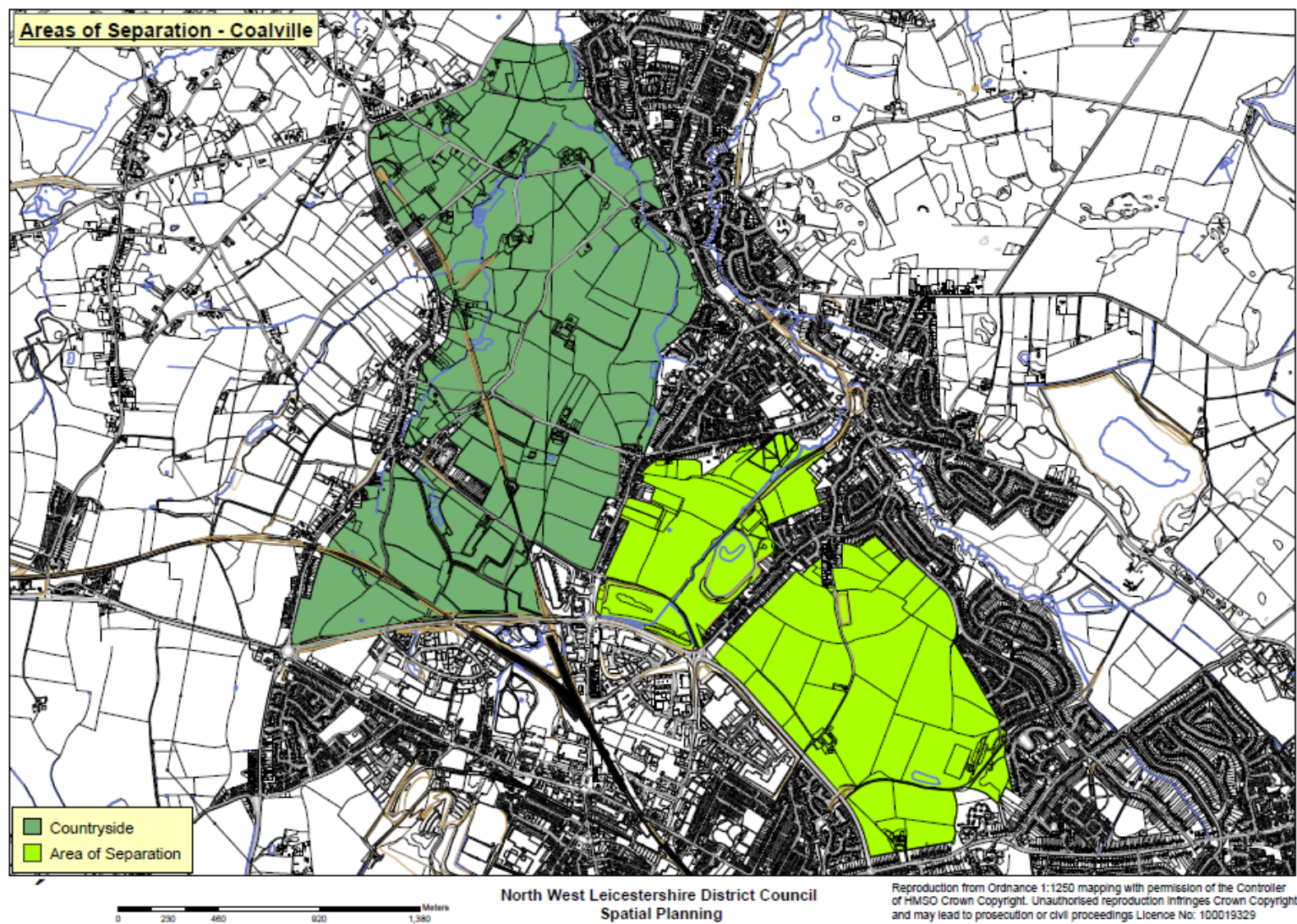
Most of the requirements for infrastructure improvements relate to residential development in the [Coalville Urban Area](#) and the [Rural Centres](#). [Planning obligations](#) will play an important role in securing new or improved infrastructure to help make these developments acceptable. Other items may be funded through the proposed [Community Infrastructure Levy](#) (CIL). The provisions for [CIL](#) indicate the fund will provide us with a regular income to fund our own infrastructure priorities. There is also the provision in the Localism Act that a 'meaningful proportion' of [CIL](#) monies should be devolved to neighbourhood level to meet local priorities. The capital programmes of the Council and other bodies are still expected to make a significant contribution to identified infrastructure requirements, consistent with [CIL](#) guidance.

Although the availability of public money is limited, it is anticipated that opportunities to bid for prioritised capital funding programmes that support growth will arise from time to time over the life of the [Core Strategy](#). For example, an application was made in February 2012 to the Government's [Local Sustainable Transport Fund](#) for a £13.5m [Smarter Travel to Business](#) package (of which £4.5m funding is sought from the Department for Transport). If successful, the package will provide significant improvements to the walking and cycling network in the [Coalville Urban Area](#).

It should be noted that there will be other items that are not listed although they are costs associated with new development, for example affordable housing and compliance with the Code for Sustainable Homes. They are not regarded as 'infrastructure' and therefore not included in our Infrastructure Plan.

Description	Comments	Cost	Essential/ Desireable	Proposed Phasing				Possible Funding Package	Policy
				2011-16	2016-21	2021-26	2026-31		

#### Appendix 4: Amendments to North West Leicestershire Local Plan Proposals Map



## Appendix 5: Saved Policies to be Replaced by Core Strategy Policies

This schedule details which of the saved policies in the adopted [North West Leicestershire Local Plan](#) (2002 and those policies adopted under Alterations Number 1, 2 and 3 in 2004 and 2005) will be replaced by policies in the [Core Strategy](#). The saved [Local Plan](#) Policies that are not replaced by policies in the [Core Strategy](#), will be 'retained' as part of the [Development Plan](#) until they are replaced by policies in future [Development Plan Documents](#).

<b><u>Saved Local Plan Policy</u></b>	<b><u>Title</u></b>	<b><u>Replacement Policy</u></b> (including policy number where applicable)
<b><u>Strategy</u></b>		
S1	Overall Strategy	<a href="#">Policy CS1: District Housing Provision</a> <a href="#">Policy CS2: District Employment Provision</a> <a href="#">Policy CS3: East Midlands Airport</a> <a href="#">Policy CS7: Location of Development</a> <a href="#">Policy CS10: Meeting the Development Needs of Business</a> <a href="#">Policy CS13: Rural Economy</a> <a href="#">Policy CS17: Housing Mix</a> <a href="#">Policy CS29: Open Space, Sport and Recreation</a> <a href="#">Policy CS30: The National Forest</a> <a href="#">Policy CS32: Natural Environment</a>
S2	Limits to Development	RETAINED
S3	Countryside	<a href="#">Policy CS8: Countryside</a> <a href="#">Policy CS30: The National Forest</a>
<b><u>Environment</u></b>		
E1	Sensitive Areas	RETAINED
E2	Landscaped amenity open space	RETAINED
E3	Residential Amenities	RETAINED
E4	Design	<a href="#">Policy CS21: Well-Designed</a>

		<a href="#">Buildings and Places</a>
E6	Comprehensive Development	RETAINED
E7	Landscaping	RETAINED
E8	Crime Prevention	RETAINED
E9	Mobility	RETAINED
E17	Historic Byways	RETAINED
E20	Green Wedge	<a href="#">Policy CS35: Coalville Urban Area</a>
E21	Separation of Settlements	RETAINED
E22(a)	Areas of Particularly Attractive Countryside	<a href="#">Policy CS31: Charnwood Forest Regional Park</a>
E22(b)(c)		RETAINED
E24	Re-Use and Adaptation of Rural Buildings	RETAINED
E26	Sites of County or District Ecological or Geological Interest	<a href="#">Policy CS32: Natural Environment</a>
E30	Floodplains	<a href="#">Policy CS26: Flood Risk</a>
E36	Derelict Land	RETAINED
E37 (a)	Derelict Sites	<a href="#">Policy CS36: Coalville Urban Area Broad Growth Locations</a>
E37 (b) – (i)		<a href="#">Policy CS28: Strategic Green Infrastructure</a>
National Forest		
F1	General Policy	<a href="#">Policy CS28: Strategic Green Infrastructure</a> <a href="#">Policy CS30: The National Forest</a>
F2	Tree Planting	<a href="#">Policy CS30: The National Forest</a>
F3	Landscaping and Planting	<a href="#">Policy CS30: The National Forest</a>
F5	Forest Related Development	<a href="#">Policy CS30: The National Forest</a> <a href="#">Policy CS21: Well-Designed Buildings and Places</a>
Transport		
T2	Road Improvements	<a href="#">Policy CS4: Strategic Highway</a>

		<a href="#">Network Improvements</a> <a href="#">Policy CS23: Transport</a>
T3	Highway Standards	<a href="#">Policy CS23: Transport</a>
T4	Road Related Services – Commitments	RETAINED
T5	Road Related Services at A50/B6540 Junction	RETAINED
T8	Parking	<a href="#">Policy CS23: Transport</a>
T10	Public Transport	<a href="#">Policy CS23: Transport</a>
T13	Cycle Parking	<a href="#">Policy CS23: Transport</a>
T14	Former Transport Routes	RETAINED
T15	Moirra-Measham Trail	RETAINED
T16	Ashby Canal	RETAINED
T17	Ashby Canal	RETAINED
T18	East Midlands Airport	<a href="#">Policy CS3: East Midlands Airport</a>
T19	East Midlands Airport – Public Safety Zones	RETAINED
T20	East Midlands Airport – Airport Safeguarding	RETAINED
<b>Housing</b>		
H4	Housing Allocations	See Table 3 Below
H4(a)	Leicester Road, Ashby-de-la-Zouch	RETAINED
H4(b)	East of Leicester Road, Ashby-de-la-Zouch	RETAINED
H4(c)	Nottingham Road, Ashby-de-la-Zouch	See Table 3
H4(d)	Broom Leys Road, Coalville	RETAINED
H4(e)	Wentworth Road, Coalville	RETAINED
H4(f)	East of Whitehill Road, Ellistown	See Table 3 Below
H4(g)	Grange Road, Hugglescote	<a href="#">Policy CS36: Coalville Urban Area Broad Growth Locations</a>
H4(h)	Brooks Lane, Whitwick	RETAINED
H4(i)	North of Park Lane, Castle Donington	See Table 3 Below
H4(j)	Station Road, Castle Donington	See Table 3 Below

H4(k)	High Street, Ibstock	See Table 3 Below
H4(l)	South of High Street, Ibstock	RETAINED
H4(m)	Leicester Road, Ibstock	See Table 3 Below
H4(n)	The Vicarage, Newbold	See Table 3 Below
H4(o)	Main Street, Oakthorpe	RETAINED
H4(p)	East of Heather Road, Ravenstone	See Table 3 Below
H4/1	Housing Land Release	<a href="#">Policy CS7: Location of Development</a>
H6	Housing Density	<a href="#">Policy CS16: Housing Density</a>
H7	Housing Design	<a href="#">Policy CS21: Well-Designed Buildings and Places</a>
H8	Affordable Housing	<a href="#">Policy CS18: Affordable Housing</a>
H10	Agricultural and Forestry Workers' Accommodation	RETAINED
H11	Replacement Dwellings	RETAINED
H12	Exceptional Affordable Housing Sites	<a href="#">Policy CS19: Rural 'Exception' Sites for Affordable Housing</a>
H13	Mobile Homes	RETAINED
<b>Employment</b>		
J3	Employment Land Allocations	<a href="#">Policy CS2: District Employment Provision</a>
J3(a)	Land adjacent to Swainspark Industrial Estate, Ashby Woulds	<a href="#">Policy CS2: District Employment Provision</a>
J3(b)	Smisby Road, Ashby de la Zouch	<a href="#">Policy CS2: District Employment Provision</a>
J3(c)	Extension to Hilltop Industrial Estate, Bardon	<a href="#">Policy CS2: District Employment Provision</a>
J3(d)	South of Coalville Brickworks	<a href="#">Policy CS2: District Employment Provision</a>
J3(e)	Former Ellistown Colliery	<a href="#">Policy CS2: District Employment Provision</a>
J3(f)	South of Trent Lane, Castle Donington	<a href="#">Policy CS2: District Employment Provision</a>
J3(g)	Extension to Westminster Estate, Burton Road, Measham	<a href="#">Policy CS2: District Employment Provision</a>

		<a href="#">Provision</a>
J3(h)	Former Walton Way Drift Mine, Burton Road, Oakthorpe	<a href="#">Policy CS2: District Employment Provision</a>
J4	High Quality Employment Site at Finger Farm	<a href="#">Policy CS3: East Midlands Airport</a>
J5	High Quality Employment Site at Flagstaff	RETAINED
J8	ADT Car Auctions Site, Measham	RETAINED
J14	Expansion and Existing Firms	RETAINED
<b>Central Areas and Retailing</b>		
R1	Central Areas Shopping	RETAINED
R2	Belvoir Shopping Centre	RETAINED
R4	Acceptable Uses in Town Centre Core Areas	RETAINED
R5	Financial and Professional Services in Core Areas	RETAINED
R6	Window Display Frontages in North Street and South Street, Ashby-de-la-Zouch	RETAINED
R7	Other Retail Uses	RETAINED
R8	Potential Redevelopment Areas	RETAINED
R9	Pedestrian Facilities	RETAINED
R10	Bridge Road Link	RETAINED
R11	Outer Area of Coalville Town Centre	RETAINED
R12	Town Centre Services	RETAINED
R13	Town Centre Services	RETAINED
R14	Town Centre Services	RETAINED
R15	Town Centre Services	RETAINED
R16	Use of Upper Floors	RETAINED
R19	Acceptable Uses in Local Centres	RETAINED
R20	Individual Shops	RETAINED

R21	Village Shops	RETAINED
<b><u>Leisure &amp; Tourism</u></b>		
L2	Informal Recreation Facilities	RETAINED
L3	Built Development of Recreational Sites Outside Limits to Development	RETAINED
L5	Tourist Accommodation	RETAINED
L6	New Rural Recreation Facilities to Relieve Charnwood Forest	RETAINED
L7	Land Adjoining Hermitage Leisure Centre	<a href="#">Policy CS35: Coalville Urban Area</a>
L8	Snibston Colliery	RETAINED
L9	Land North of Snibston Heritage Museum	See Table 3 Below
L10	Former Measham Railway Station	RETAINED
L11	Moirs Furnace	RETAINED
L12	Sawley Marina	RETAINED
L13	Swannington Incline	RETAINED
L20	Donington Park Race Circuit	<a href="#">Policy CS14: Donington Park</a>
L21	Children's Play Areas	<a href="#">Policy CS29: Open Space, Sport and Recreation</a>
L22	Formal Recreation Provision	<a href="#">Policy CS29: Open Space, Sport and Recreation</a>
<b><u>Minerals</u></b>		
M2	Redevelopment Potential	RETAINED

**Table 1: The following Policies or parts of Policies are not replaced or saved but are no longer applicable:**

S1 (f)	Overall Strategy (part f)
S1 (i)	Overall Strategy (part i)

**Table 2: The following Policies or parts of Policies are not replaced or saved but are covered by NPPF:**

S1 (e)	Overall Strategy (second part of point e)
--------	-------------------------------------------

**Table 3: The following Policies or parts of Policies are not replaced or saved due to the relevant site having been, or is in the process of being, developed:**

H4 (c)	Housing Land Allocation: Nottingham Road, Ashby de la Zouch
H4 (f)	Housing Land Allocation: Whitehill Road, Ellistown
H4 (h)	Housing Land Allocation: Brooks Lane, Whitwick
H4 (i)	Housing Land Allocation: North of Park Lane, Castle Donington
H4 (j)	Housing Land Allocation: Station Road, Castle Donington
H4 (k)	Housing Land Allocation: High Street, Ibstock
H4 (m)	Housing Land Allocation: Leicester Road, Ibstock
H4 (n)	Housing Land Allocation: The Vicarage, Newbold
H4 (p)	Housing Land Allocation: East of Heather Lane, Ravenstone
L9	Snibston Colliery: Land North of Snibston Heritage Museum

## Glossary of Terms

### **6Cs Growth Point**

The whole of Leicestershire is part of the Three Cities and Three Counties (6Cs) area which was granted the status of a New Growth Point. This followed a bid for New Growth Point status submitted by the 6Cs Partnership (Leicestershire County Council, Leicester City Council, Nottinghamshire County Council, Nottingham City Council, Derbyshire County Council, Derby City Council) in 2006.

### **Affordable Housing**

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 provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

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.

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 of no more than 80% of the local market rent (including service charges, where applicable).

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 not affordable rented housing.

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.

### **Affordable Housing Viability Assessment (AHVA)**

An assessment of the implications of affordable housing on the viability of development schemes. The AHVA broadly indicates the amount of affordable housing that could be provided without undermining viability.

### **Air Quality Management Areas (AQMA)**

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

### **Annual Monitoring Report (AMR)**

A report that reviews the actual plan process compared to the targets and milestones for Local Development Document preparation set out in the Local Development Scheme. The AMR will also review the impact of policies contained in the Local Development Framework.

### **Appropriate Assessment (AA)**

[Habitats Regulations Assessment](#) is also commonly referred to as Appropriate Assessment (AA).

**Building Research Establishment Environmental Assessment Method (BREEAM)**

BREEAM sets the standard for best practice in sustainable building design, construction and operation and has become one of the most comprehensive and widely recognised measures of a building's environmental performance.

**Brownfield (Previously Developed Land)**

See [Previously Developed Land \(PDL\)](#).

**Coalville Urban Area**

Coalville Urban Area includes not only Coalville town itself but also Bardon (focussed on the employment area), Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick and the areas in-between.

**Community Infrastructure Levy (CIL)**

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Core Strategy**

A key component of the Local Plan that sets out the vision, spatial strategy and objectives and core policies for the district. The Core Strategy is a key document and all other Local Development Documents should be in general conformity with it.

**Development Plan**

This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

**Development Plan Document (DPD)**

A Local Development Document that carries Development Plan status and is subject to procedures of community involvement, consultation and independent examination. This document will contain policies against which planning applications will be considered.

**Duty to Cooperate**

A duty on local planning authorities, county councils and other bodies with statutory functions to co-operate with each other. Co-operation includes constructive and active engagement as part of an ongoing process to maximise effective working on the preparation of development plan documents.

**Edge of Centre**

For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town and local centre uses, a location within 300 metres 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.

**Examination**

An examination of a Development Plan Document held in public by an Inspector from the Planning Inspectorate. The examination gives an opportunity for interested parties to put forward their views.

**Green Infrastructure (GI)**

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Gypsy and Traveller Accommodation Needs Assessments (GTAA)**

An assessment of the accommodation needs and wider demand of the Gypsy and Traveller communities.

**Habitats Regulations Assessment**

Habitats Regulations Assessment is also commonly referred to as Appropriate Assessment (AA). The Habitats Directive require AA to be undertaken on proposed plans or projects which are not necessary for the management of the site but which are likely to have a significant effect on one or more Natura 2000 sites either individually, or in combination with other plans and projects.

**Housing Market Area (HMA)**

A geographical area based on areas of broadly similar housing based characteristics. North West Leicestershire falls within the Housing Market Area of Leicester and Leicestershire.

**Intermediate Housing**

Housing that is neither Market Housing or Social rented, but is available at a rent / cost falling between the two. Intermediate housing could comprise shared ownership accommodation for example.

**Leicester and Leicestershire Enterprise Partnership (LLEP)**

The Leicester and Leicestershire Enterprise Partnership (LLEP) was formed in 2011 by public, private and third sector partners to lead sustainable economic growth.

**Leicester Principal Urban Area (PUA)**

The Leicester Principal Urban Area (PUA) is defined in the [East Midlands Regional Plan](#) and comprises: the City of Leicester, Oadby, Wigston, South Wigston, Birstall, Thurmaston, Scraptoft, Thurnby and Bushby, Glen Parva, Braunstone, Leicester Forest East, Kirby Muxloe and Glenfield. None of North West Leicestershire district is in the Leicester PUA.

**Leicestershire, Leicester and Rutland Structure Plan (LLRSP)**

One saved policy of the LLRSP remains – relating to delivery of brownfield land.

**Local Centre**

Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette.

**Local Development Document (LDD)**

A document that sets out the development plan policies and supporting guidance for the area. There are three types of Local Development Documents: Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

**Local Development Framework (LDF)**

The Local Development Framework is a portfolio of Local Development Documents that will establish a local planning authority's policies for meeting the economic, environmental and social aims for their area as it affects the development and use of land.

**Local Development Scheme (LDS)**

The Local Development Scheme is a document which sets out the Local Planning Authority's programme for the production of Local Development Documents.

**Local Plan**

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Local plans were previously known as Local Development Frameworks.

In addition, the 'old style' 2002 North West Leicestershire Local Plan is still relevant.

**Local Planning Authority (LPA)**

The Local Planning Authority, in this case North West Leicestershire District Council, undertakes the town planning function at the local level (except minerals and waste planning which is undertaken at a County Council level).

**Local Strategic Partnership (LSP)**

A local strategic partnership (LSP) is a non-statutory body that brings together the different parts of the public, private, voluntary and community sectors, working at a local level. In our case Leicestershire Together is the LSP at the county level and The Partnership for Improving North West Leicestershire is the district LSP.

**Local Transport Plan (LTP)**

Local transport plans, divided into full local transport plans (LTP) and local implementation plans for transport (LIP) are an important part of transport planning in England. They are prepared by strategic transport authorities- in our case Leicestershire County Council.

**National Nature Reserve (NNR)**

Many of the finest sites in England for wildlife and geology are National Nature Reserves. Almost all are accessible and provide opportunities for people to experience nature

**National Planning Policy Framework (NPPF)**

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

**Neighbourhood Plans**

A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**Open Space**

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.

**Out-of-Centre**

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Planning Obligations**

Planning obligations (or 'Section 106 Agreements') are private agreements negotiated, usually in the context of planning applications, between local planning authorities and persons with an interest in a piece of land, and intended to make acceptable development

which would otherwise be unacceptable in planning terms. Obligations can also be secured through unilateral undertakings by developers.

### **Previously Developed Land (PDL)**

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 minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

### **Primary Frontage**

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

### **Primary Shopping Area**

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

### **Proposals Map**

This will illustrate, on an Ordnance Survey Base Map, designations and proposals contained in the Development Plan Documents and Saved Policies.

### **Regional Spatial Strategy / Regional Plan (RSS)**

A statutory document providing a spatial framework which will guide the social, economic and environmental future of the region. The [East Midlands Regional Plan](#) was issued in March 2009. All Development Plan Documents must be in general conformity with the RSS. The Localism Act gives the Secretary of State the power to abolish Regional Spatial Strategies.

### **Rural Centres**

The settlements of Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham.

### **Rural Villages**

Rural Villages contain at least one of eight named community services and facilities.

### **Secondary Frontage**

Secondary frontages provide greater opportunities for a diversity of uses such as restaurants and businesses.

### **Sites of Special Scientific Interest (SSSI)**

Sites designated by Natural England under the Wildlife and Countryside Act 1981. SSSIs are the country's very best wildlife and geological sites. They include some of the most spectacular and beautiful habitats; wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs.

### **Special Areas of Conservation (SACs)**

Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.

**Statement of Community Involvement (SCI)**

A statement enabling communities to know when they will be involved in the preparation of Local Development Documents. It will outline how the Local Planning Authority plan to engage communities in the preparation of Local Development Documents. The document will also cover how communities can become involved in the determination of planning applications.

**Strategic Environmental Assessment (SEA)**

A process for assessing environmental implications of the plans and policies in the LDF to ensure that all decisions are made with the objective of securing sustainable development.

**Strategic Flood Risk Assessment (SFRA)**

A Strategic Flood Risk Assessment (SFRA) provides information on the probability of flooding, such as that from rivers, groundwater sources and sewers. It also takes into account the impacts of climate change.

**Strategic Housing Land Availability Assessment (SHLAA)**

An assessment of housing supply potential within North West Leicestershire. The SHLAA is updated on an annual basis. The latest version is March 2011.

**Strategic Housing Market Assessment (SHMA)**

An assessment of housing need and demand based on a Housing Market Area. The SHMA often defines the type of housing (including size, tenure and affordability) that is required to meet local needs.

**Strategic Rail Freight Interchanges (SRFI)**

A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-connected warehousing and container handling facilities and may also include manufacturing and processing activities.

**Sustainability Appraisal (SA)**

Sustainability Appraisal involves an assessment of the social, economic and environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of sustainable development in mind. The SA incorporates the requirements of the SEA.

**Sustainable Villages**

Villages that contain at least five named community services and facilities.

**Supplementary Planning Document (SPD)**

A Local Development Document that does not carry Development Plan status but elaborates on the policies and proposals in Development Plan Document's.

**Sustainable Community Strategy (SCS)**

The local strategic partnership (LSP) creates a long-term vision for the area to tackle local needs. The vision is set out in the sustainable community strategy (SCS). In our case there are SCSs at both county and district level.

**Sustainable Drainage Systems (SuDS)**

Surface water drainage methods that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SuDS).

### **Town and Local Centre Uses**

The main Town and Local Centre Uses are A1 Shops, A2 Financial and Professional Services, A3 Restaurants and Cafes, A4 Drinking Establishments, A5 Hot Food Takeaways, D2 Assembly and Leisure uses (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended)), arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

### **Town Centre**

Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area.

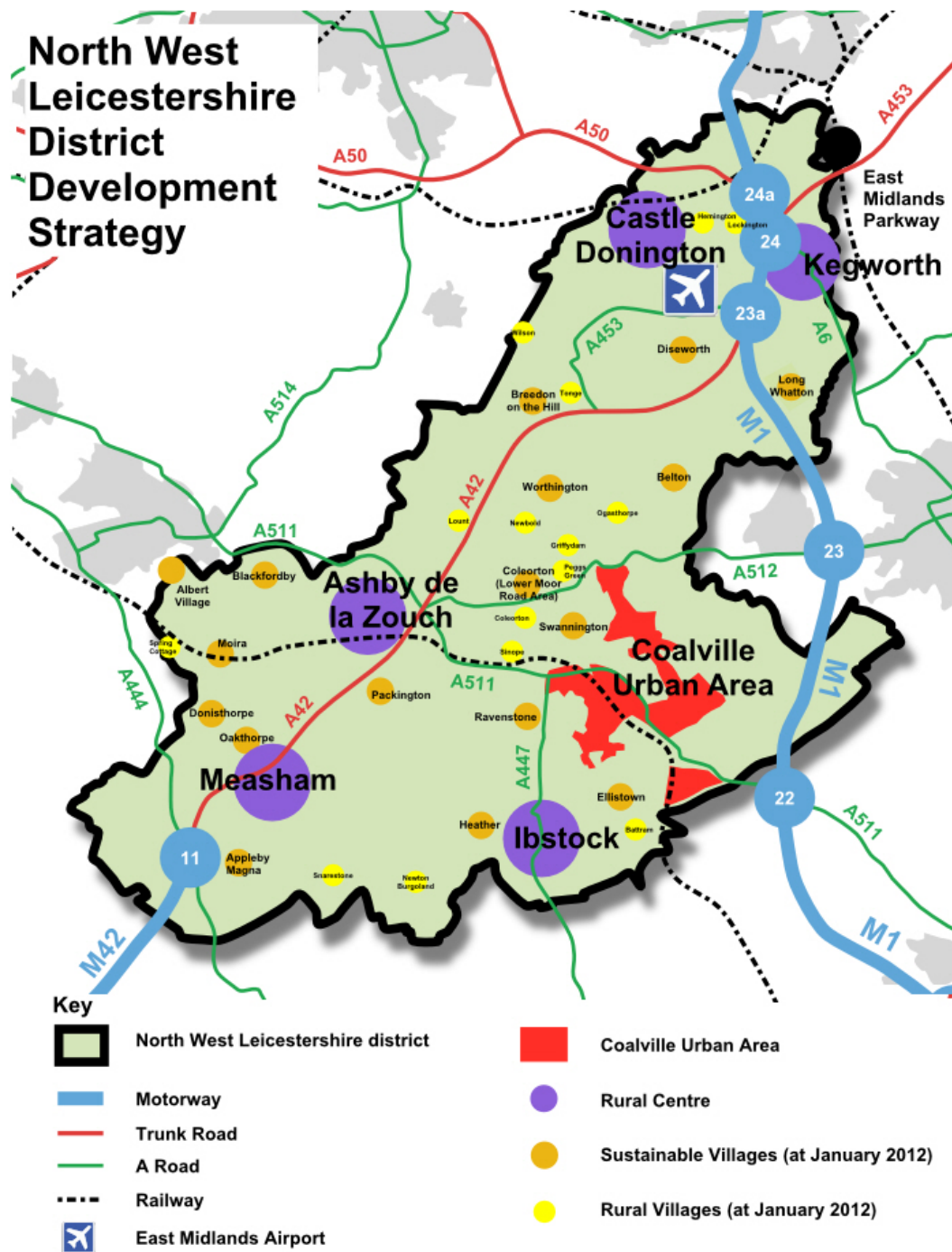
### **Water Quality Management Plan (WQMP)**

The primary purpose of this Water Quality Management Plan (WQMP) is to reduce the levels of phosphate within the River Mease SAC, to enable the Conservation Objectives for the SAC to be met, and an adverse effect upon the SAC avoided.

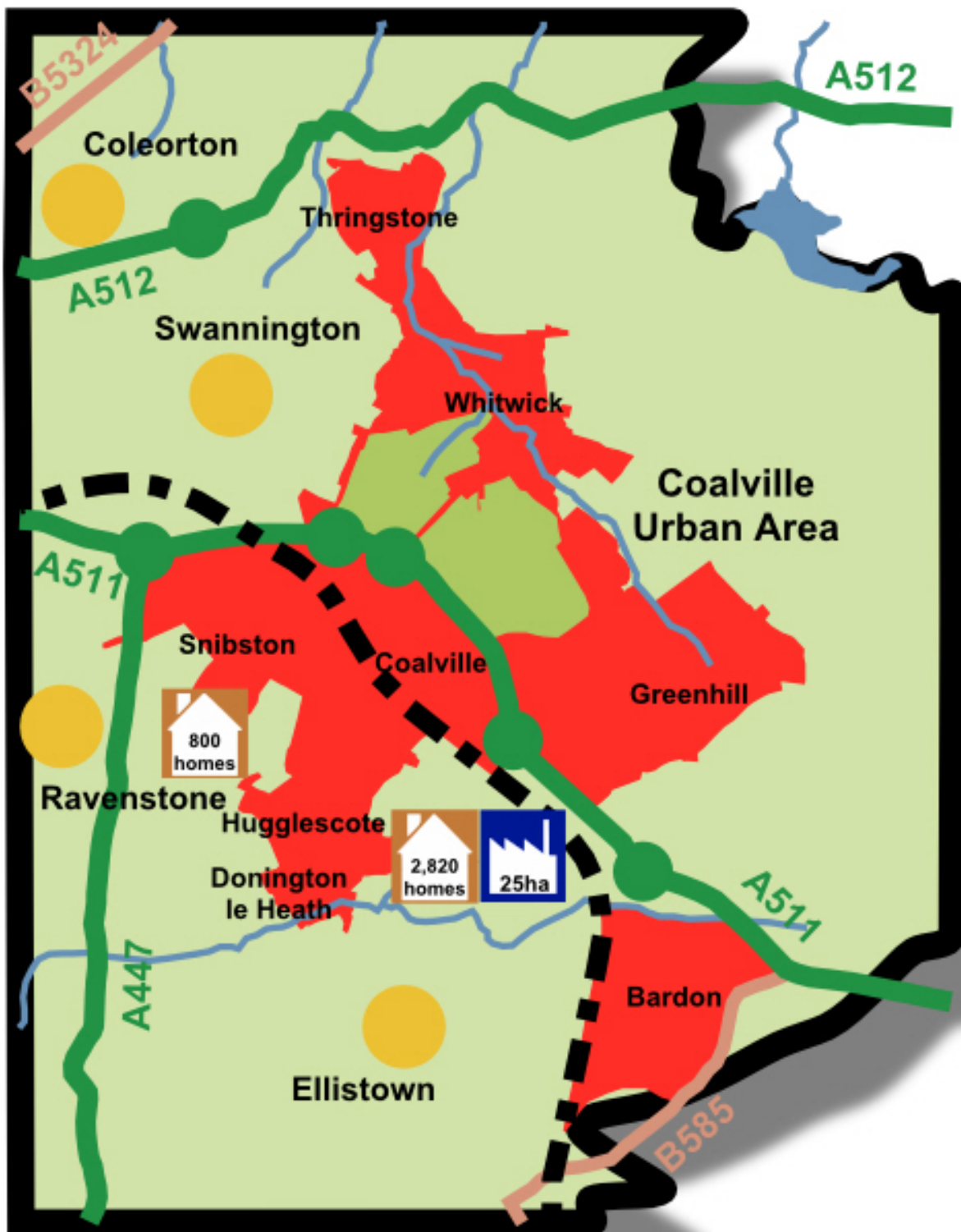
### **Windfall sites**

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

## APPENDIX 3 - KEY DIAGRAM/DEVELOPMENT STRATEGY



## COALVILLE URBAN AREA KEY DIAGRAM



## ASHBY DE LA ZOUCH KEY DIAGRAM



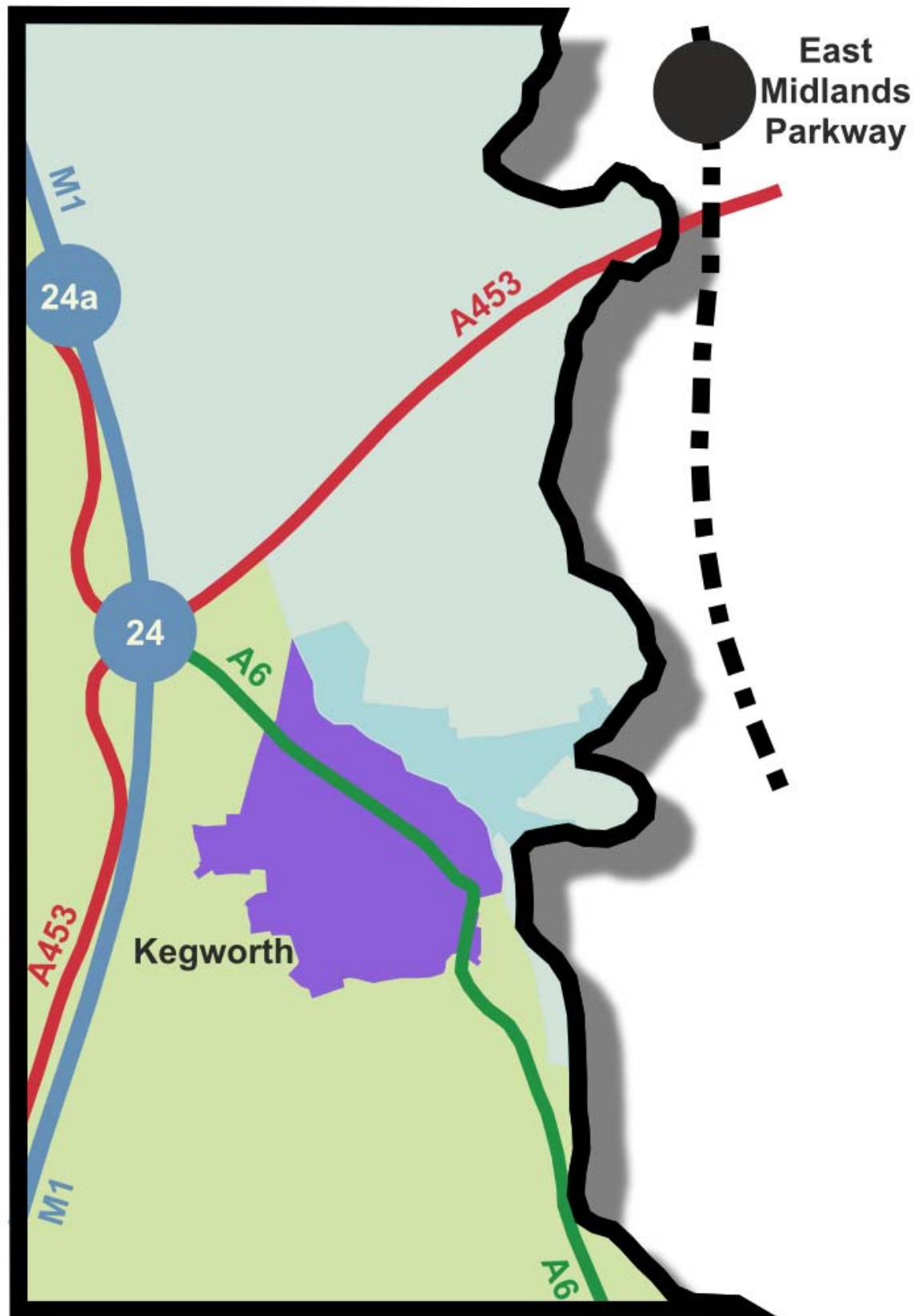
## CASTLE DONINGTON KEY DIAGRAM



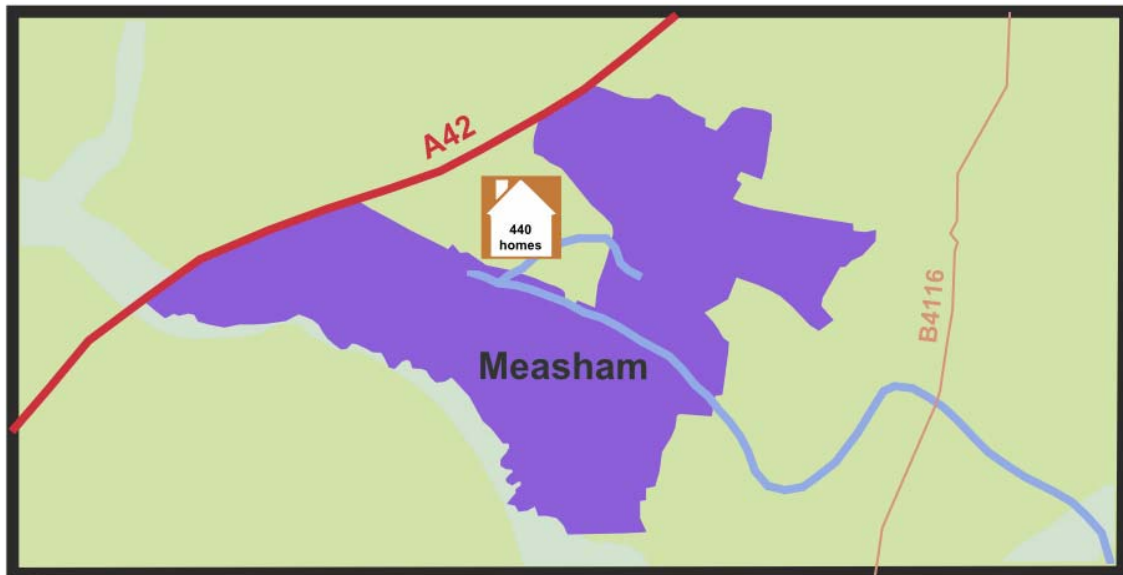
## IBSTOCK KEY DIAGRAM



## KEGWORTH KEY DIAGRAM

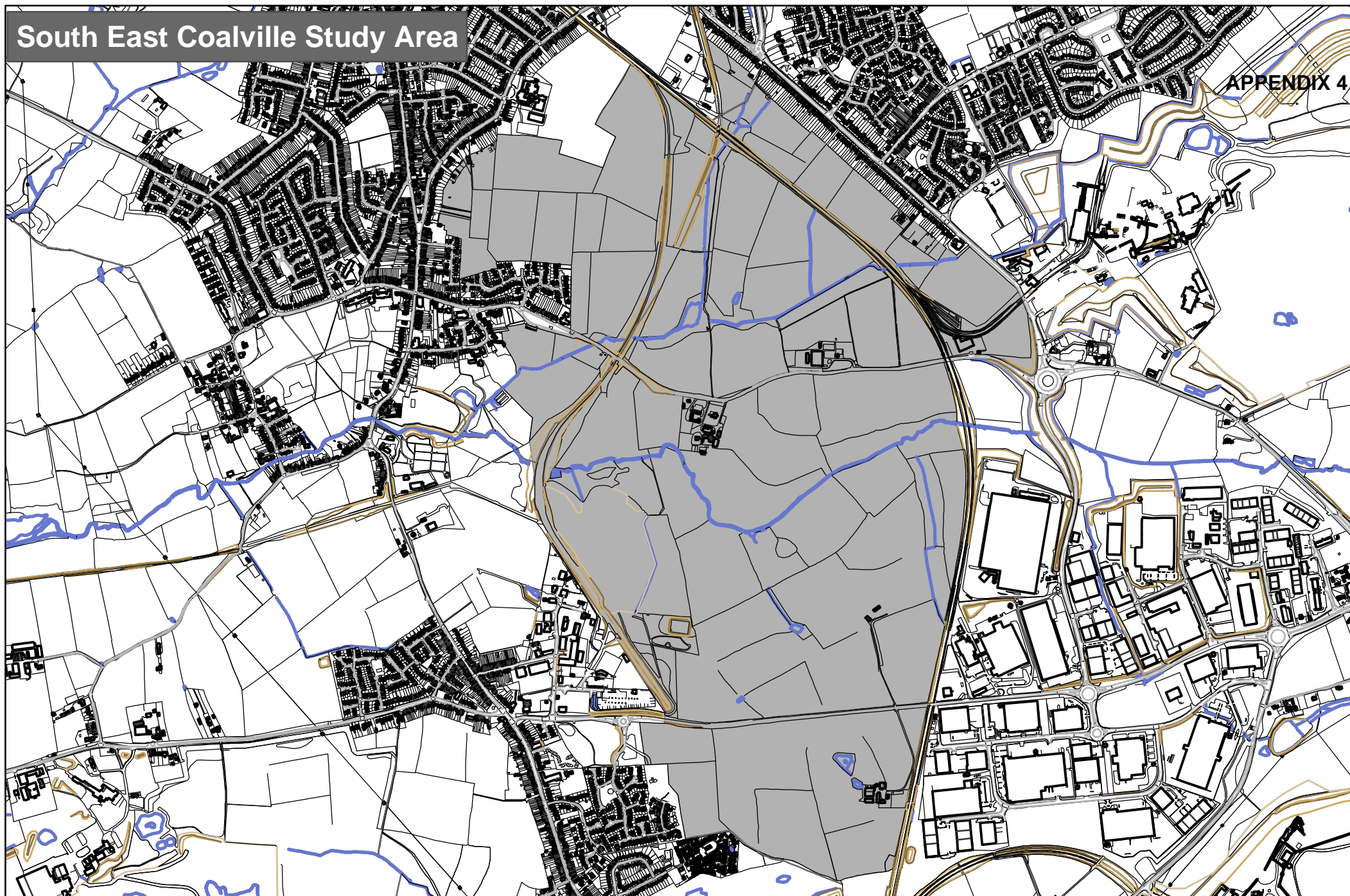


## MEASHAM KEY DIAGRAM



# South East Coalville Study Area

APPENDIX 4

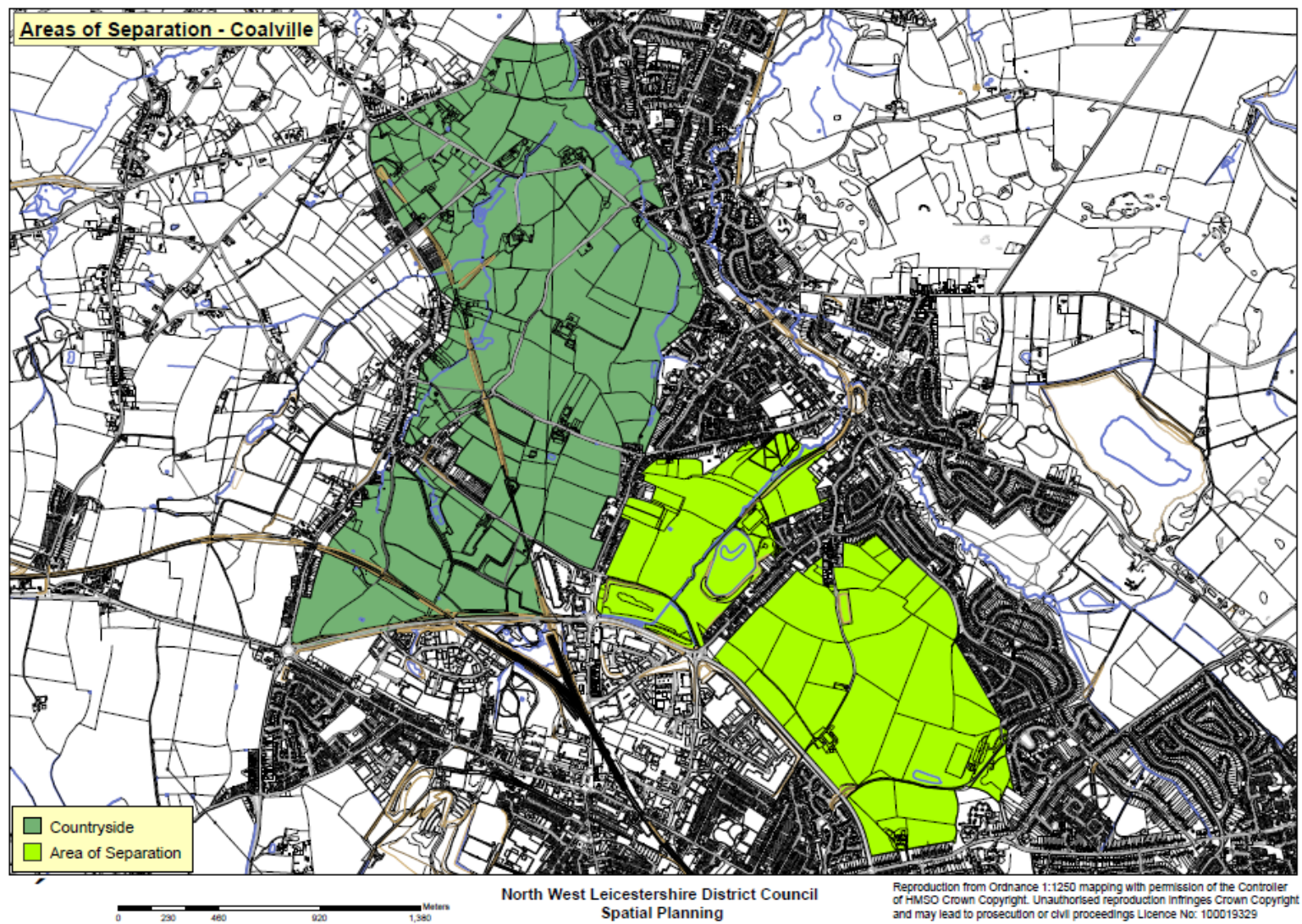


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North West Leicestershire District Council  
Planning Policy & Business Focus

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## APPENDIX 5



## **Appendix 6**

**North West Leicestershire  
District Council**

**Sustainability Appraisal of  
the North West  
Leicestershire Core  
Strategy - Submission  
Version**

**Working Draft Non-Technical  
Summary**

## 1 Introduction

- 1.1 This report is the non-technical summary of the combined sustainability appraisal (SA) and strategic environmental assessment, of the submission version of the North West Leicestershire Core Strategy (the Core Strategy).
- 1.2 This non-technical summary intended to provide an overview of the findings of the appraisal, with more detail of the process and outputs included in main report.
- 1.3 The main purpose of carrying out an SA is to assess what the impacts of development proposed in the Core Strategy might be on the economy, the environment and society. Where potential negative effects are identified the SA then makes recommendations for how the Core Strategy can be modified, or controls put on development, to avoid or mitigate against these. Mitigation may be through means other than the Core Strategy including other parts of the development plan for the district, or implementing other plans and strategies. This submission version SA report is part of a process where successive stages of the emerging Core Strategy have been appraised to inform the plan preparation process.
- 1.4 The full SA report is a public document and its purpose is to show the relationship between sustainability development and the content of the Core Strategy. The SA report allows readers of the plan to:
  - get an idea of how effective the Core Strategy might be in delivering more sustainable development
  - where there might be adverse impacts and
  - where there is potential for the Core Strategy to go further in seeking sustainable development and/or setting a robust policy for the district that will result in better development.

## 2 Sustainability appraisal stages

- 2.1 The SA is a process that continues throughout the preparation of the Core Strategy. So far, the appraisal has included several stages and reports. These demonstrate the feedback process between plan making and the sustainability appraisal, allowing sustainability considerations to be integrated into the Core Strategy during preparation.
- 2.2 The SA reports from earlier stages of appraisal are available on the North West Leicestershire Council Local Development Framework (LDF) website.
- 2.3 **Scoping report:** A scoping report was prepared in-house by the plan-making team for the NWL Core Strategy to provide a picture of the background sustainability issues in the district. This is available on the Council's website. For this submission version of the SA of the Core Strategy some additional up-to-date background material was collected. In addition, the Council have completed a district review to characterise the area and help in plan making.
- 2.4 **SA of the Further Consultation November 2008:** In 2009 consultants, Baker Associates (now Peter Brett Associates) prepared an SA report of the Further Consultation version of

the Core Strategy. The findings of this appraisal were fed into preparing the submission draft, despite the report being prepared at consultation stage. This considered the options put forward for distributing growth around the district. The appraisal looked at how the options would perform in delivering sustainable development. The SA also included an assessment of policy issues and how the plan could help deliver sustainable development. The consideration of alternatives and identifying the relative sustainability impacts of these approaches is important for the SA and an SEA requirement.

- 2.5 **On-going SA:** As part of the preparation of the submission version of the Core Strategy the plan making team has been carrying out in-house sustainability appraisal to help choose between options. This has included an assessment of the directions of growth from the main towns and villages to find the direction most compatible with sustainable development.
- 2.6 **SA of the Submission version:** This is the current stage of the SA and it is a full appraisal of the objective, policies and proposals of the Core Strategy.

### 3 The sustainability objectives

- 3.1 A set of sustainability objectives have been developed to use in the SA. These objectives are based on agreed national definitions of sustainable development, but adapted using the information gathered at scoping to tailor them to the needs of this SA. They cover a range of sustainability issues related to the protection of the environment and natural resource, the economy and society.
- 3.2 The initial set of objectives of sustainability objectives was developed at the scoping stage. However, following input from consultees and the need for some clarification the sustainability objectives were updated for the submission version.
- 3.3 The purpose of the objectives is to provide a consistent definition of sustainable development for the SA process. The emerging objectives, policies and proposals of the Core Strategy are then tested against them as part of a process of systematic appraisal. Table 1 shows the sustainability objectives.

#### Sustainability objectives for the SA of the Core Strategy

Provide an adequate supply of good quality <b>employment land</b> needed to encourage and accommodate indigenous and inward investment
Help develop a prosperous, competitive and diverse <b>rural economy</b> which adds value to existing agricultural, forestry and leisure sectors.
Make the most <b>efficient use of land</b>
<b>Reduce waste</b> generation and promote re-use and recycling and support sustainable extraction and the reuse and recycling of <b>minerals</b> and aggregate resources
Reduce <b>water consumption</b>
Provide good <b>quality homes</b> that meet local needs and reflect local circumstances
Improve <b>accessibility</b> of new development reducing need to travel and extend public transport choices for non-car modes (public transport, walking and cycling)
Enhance the vitality and viability of existing <b>town centres</b> and village centres

Improve the <b>health and wellbeing</b> of the district's population
Promote <b>social inclusion</b> and reduce inequalities across the District
Reduce <b>crime</b> and fear of crime
Encourage <b>jobs that match the skills</b> and needs of local residents and help improve access to skill training.
Conserve and enhance the character, diversity and local distinctiveness of the District's <b>cultural, historic and archaeological heritage</b>
Conserve and enhance the character, diversity and local distinctiveness of the District's <b>built environment</b>
Conserve and enhance the quality of the District's <b>landscape character</b>
Protect and enhance the District's <b>biodiversity</b> and <b>geodiversity</b>
Reduce flood risk and impact from <b>flooding</b>
Reduce air, light and noise <b>pollution</b> and manage <b>contaminated land</b> to avoid damage natural systems and protect human health
Improve the <b>water quality</b> and avoid further pollution that could adversely impact on natural systems, wildlife and human health.
Maintain and enhance <b>open-space</b> , sport and recreation provision
Reduce <b>energy</b> requirements across the District and increase the proportion of that requirement met from renewable or low carbon sources

## 4 Creating a Core Strategy that delivers sustainable development

4.1 The Sustainability Appraisal (SA) has recognised that the NWL Core Strategy has an important role to play in the sustainable development in the district and over a wider area. The Core Strategy sets out the overall strategy for delivering development in the district including:

- The amount of development that needs to be planned for, especially housing growth
- The distribution of this development around the towns and villages of the district
- The location of the development within or adjacent to each of the towns or villages.

4.2 The choices that are made here will have a fundamental impact on long-term sustainability. For instance the strategy could help to:

- Deliver development in locations that helps reduce the need to drive, reducing environmental impacts and making sure everyone has equal access to jobs, shops and services
- Identifying the growth needs of the towns and villages of the area to make decisions on the land that needs to be made available

- Putting policies in place to manage the delivery of large new development sites to make sure they do all they can to encourage healthy lifestyle choices and reduce the impacts from new development
- Regenerating the town and village centres in the main urban area by concentrating more development in these settlements.
- Avoiding putting new development such as shops and offices in locations that favour drivers, as with increasing costs of driving these may not be sustainable in the long term.
- Delivering housing to meet everyone's needs, including affordable homes and a mix of housing types.
- Protect what is best about the district's built and natural environment.

## 5 The findings of the sustainability appraisal

- 5.1 This section looks at the main findings from the sustainability appraisal and if the Core Strategy for North West Leicestershire will help deliver sustainability development.
- 5.2 The SA has identified that the objectives and policies in the Core Strategy have the potential to deliver sustainability development in NWL. There are many positive aspects of the plan in relation to delivering sustainable development that includes:
- allocating the majority of development in Coalville, where there is the greatest access to a range of services and potential for more self-containment reducing car travel
  - putting more housing in Castle Donington to help balance homes with jobs in this area, also helping to deliver more self-containment and therefore help reducing long distance commuting by car;
  - supporting new mixed use urban extensions through the provision of new homes with community services, including schools, health centres and open space;
  - putting in place policies on sustainable construction and climate change mitigation;
  - setting policy and a distribution of development to makes sure development does not harm the River Mease Special Area of Conservation;
  - protecting the countryside from development and helping promote and support the National Forest;
  - highlighting through policy the need to make sure new development has good access to public transport and better walking and cycling routes, with the result of fewer car trips and more equitable access for all.
- 5.3 The SA also identifies some parts of the Core Strategy where the benefits for sustainable development are less clear. It may be possible to address some of these issues simply by changing policy wording or reviewing the evidence base. However, for others some adverse impacts on sustainable development may be inevitable.

### Growth Options

- 5.4 The Core Strategy sets growth targets for the plan area of 9,700 new homes to be delivered between 2006 and 2031. It is important that the Council decide on the **right**

**level of growth** to plan for a robust spatial strategy. This is because the evidence base, choice of sites, development management, employment growth and infrastructure needs will all be based on or influenced by this figure.

- 5.5 There may be negative sustainability impacts if housing growth levels in the plan are set significantly too high or significantly too low. The sustainability appraisal of the Core Strategy identifies that there is the risk that housing growth requirements are set too low for the district and development will come forward at higher and unplanned for levels. This could have adverse impacts on sustainable development, including:

- overstretched local services
- development either coming forward on sites not allocated in the plan and therefore where no design brief exists
- under provision of greenfield expansion sites leading to development in less sustainable location or development at levels insufficient to support local employment
- less sustainable distribution of development leading to increased car commuting
- competition for land from employment and residential uses.

- 5.6 The evidence that figure for development is too low is that only 60% of overall housing figure remains to be delivered, the rest is already built or otherwise committed, Yet, 80% of the plan period remains.

- 5.7 To help combat adverse sustainability impacts of this the Core Strategy could set a higher growth target or put tighter controls on development in these areas.

#### **Urban capacity**

- 5.8 The Core Strategy has allocated all residual quantities of development in the six main settlements to urban extension sites. This does not take into account the quantity of development that will take place on sites in the urban area. Urban development will always be a source of housing growth and therefore peripheral development figures may be misleading. Again, this may be evidence that the housing growth figures for the district are set low.

- 5.9 The Core Strategy needs to recognise the contribution for development within settlements. This is essential to ensure:

- The efficient use of land and ensure only necessary quantity of greenfield land is allocated
- Site can be allocated to deliver regeneration in the settlement, for instance as part of town centre renewal
- To plan for new infrastructure and services in the town centre
- To help make sure that the overall growth levels are accurate.

- 5.10 In order to plan for a sustainable spatial distribution of development 9,700 figure should be for all housing development over the plan period and not only allocated sites. The Council need to be confident that this level of growth is correct and will meet the future needs of

the district. Without this the sustainability appraisal identifies that there may be adverse impacts for elements of sustainable development.

### **Rural development**

- 5.11 The Core Strategy allows some growth in the rural areas. Past completion rates for housing show that the rural area has always played an important role in housing growth the district. However, development in villages has led to a pattern of development that could be unsustainable in the future as most residents rely on their cars to get to work and most day-to-day needs. The majority of new homes are occupied by commuters and may not be great benefit to supporting rural services. Therefore, the SA would support an approach that sees a step change away from permitted development in the rural areas.
- 5.12 Development that does take place should primarily be to meet local needs only and include some affordable homes. However, the price of driving is only likely to increase, making it less affordable for everyone but may impacts may be felt more by those on lower incomes. Therefore, there is the risk of rural isolation in villages that have poor access to services to meet every day needs as well as poor bus connections.

### **The economy**

- 5.13 The Core Strategy should help in setting a pattern of development that helps economic growth and improves peoples' access to jobs. To achieve this pattern the quantity of housing in any settlement should be matched to the availability of jobs.
- 5.14 The aim is to create more self-containment in terms of jobs and homes and reduce the amount of people who travel in and out every day to and from work. This is an issue of particularly importance in NWL where levels of car commuting are high. Reliance on car commuting in the district has led to adverse impacts on the environment and high levels of congestion.
- 5.15 However, the Core Strategy goes into little detail (with the exception of Coalville and Castle Donington) on how the housing distribution in the district will be matched by employment land allocation. Therefore, it is difficult to identify if the amount of housing directed to Ashby, Measham, Kegworth and Ibstock will be matched by employment land allocations and job creation.

### **Site selection and options appraisal**

- 5.16 The Council officers have undertaken a review of directions of growth around each of the main towns and villages. This has helped identify sites that are available and would help to deliver sustainable development.

[this section has yet to be completed]

### **Areas of Separation**

- 5.17 The Core Strategy includes some proposed but yet to be confirmed Areas of Separation to prevent settlement coalescence. The Core Strategy is not very clear on exactly what the constraints are that this designation puts on development and how they differ from Green Wedges. Retaining settlement identity can be important these areas can often be a good location for development as they are often in accessible locations with good connections to existing services. Protecting Areas of Separation from development should not take

precedence over protecting areas of high natural environment quality or push development into locations with poor accessibility.

- 5.18 Each Area of Separation should be viewed on its merits. Therefore, development could be allowed that would not result in the loss public open space and where the Area of Separation makes little contribution to the wider sense of openness.
- 5.19 Completing the review of Areas of Separation prior to adopting the plan may help in the choice of most sustainable directions of growth.

#### **Ashby**

- 5.20 Future development in Ashby is limited by the capacity at the local Waste Water Treatment works in Packington. The Packington works releases water into the River Mease and as the river is designated as an area of international importance for nature conservation it needs to be protected from significant harm. However, the effluent from Ashby is reducing water quality in the Mease and this cannot continue.
- 5.21 To avoid adverse impacts on the nature conservation site Core Strategy policy limits housing growth to 1,400 in Ashby. However, what is less clear from the plan is the quantity of development of non-residential types that is expected in the town and if how this needs to be managed to protect water quality. The Core Strategy needs to make clear to all developers the significance of this issue and that if no solution is found economic and residential growth in the town may be limited.
- 5.22 If it is found that Ashby cannot deliver the full 1,400 new homes a strategy may need to be in place to re-allocate this development elsewhere in the district.

#### **Transport**

- 5.23 The sustainability appraisal identifies that airport expansion and increased number of flights would have adverse environmental sustainability impacts. These impacts would be experienced globally in with negative impacts related to air quality and climate change. There will also be local adverse impacts on air quality and noise pollution.
- 5.24 The Core Strategy also contains several proposals for road and junction improvements to the M1. New road building is not compatible with long-term sustainability, although in the short term they can help reduce congestion and speed up travel times. However, over time the number of cars will increase to fill capacity negating positive impacts and leaving a legacy of adverse sustainability impacts. Due to decreased travel times increased capacity may also encourage car commuting, which the plan aims to reduce.

#### **Sustainable urban extensions**

- 5.25 The Core Strategy proposes a number of large scale **urban extensions** to the main villages and towns. These will require a large amount of greenfield land take with possible adverse impacts on landscape quality, nature conservation and flooding. However, these extensions also present an opportunity to deliver development that meets needs and substantially better at securing sustainable development than existing residential neighbourhoods. To help deliver this a development brief or masterplan needs to be developed setting the expectations for development. This needs be incorporated into site specific policy. It should cover issues such as:

- design protocols and the layout of development
- biodiversity protection or enhancement measures
- site specific sustainable construction standards
- targets for energy efficiency or on-site energy provision
- mix of uses
- public transport, walking or cycling links between individual site elements
- a delivery and implementation plan
- phasing to development parcels to ensure infrastructure and services area in place prior to occupation.

- 5.26 The Core Strategy needs add more detail to the policies that cover each of the main towns and villages setting out criteria for the delivery of development. The area specific policies state that each urban extension will need to provide a range of infrastructure, from schools to roads. For some of the larger extensions the list of associated development may be achievable. However, for smaller extension of 500 homes or fewer, the full list of requirements is unlikely to be met.

#### **Infrastructure**

- 5.27 To help deliver the infrastructure that will contribute to sustainable development an 'Implementation and Delivery' plan must be prepared. This plan could be part of the Core Strategy or allocations document. Its purpose would provide certainty to developer what will be expected from development so that it can be used in financial viability calculations and therefore help to deliver the infrastructure necessary to achieve more sustainable development. The delivery plan would need to show infrastructure delivery priorities for each site and the source of funding.

#### **Implementation of policy**

- 5.28 For sustainable development to be achieved policies need to be **clearly written**, so all those who will use the plan understand what is expected from development. Therefore, the SA suggests combining some policies to avoid duplication that may lead to confusion. For instance, policies on development that will be allowed in the rural area and countryside could be combined. Similarly, policies that repeat the National Planning Policy Framework may not be necessary. There are also policies where additional where more detail may help make them a better basis for negotiation. For instance, Policy CS21 on design could be very open to interpretation making it difficult to refuse development that does not meet the intention of the policy.

#### **Policy wording**

- 5.29 In addition to the strategic and overarching issues the main SA report also queries some criteria of specific policies where changes could be made to secure more sustainable development.