

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – 11 JUNE 2013

Title of report	DELIVERING GROWTH AND PROSPERITY IN COALVILLE
Key Decision	a) Financial Yes b) Community Yes
Contacts	Councillor Trevor Pendleton 01509 569746 trevor.pendleton@nwleicestershire.gov.uk Director of Services 01530 454555 steve.bambrick@nwleicestershire.gov.uk
Purpose of report	To advise Cabinet of the response to the recent consultation in respect of the proposed interim S106 Policy relating to the delivery of infrastructure in Coalville and to agree any changes before adopting the policy as Council policy.
Reason for Decision	To assist in unblocking development in Coalville
Council Priorities	Safer and Healthier District Business and Jobs Value for Money
Implications:	
Financial/Staff	This report is recommending a policy. It is not, however, recommending that the Council should accept lower Section 106 contributions or require unsustainable higher contributions overall but rather that more flexibility should be applied to prioritise essential highway infrastructure contributions. Overall therefore there should be no net financial impact on the Council nor on development proposals. These proposals will have no financial impact on the Council outside of the budget set by Council.
Link to relevant CAT	Not applicable
Risk Management	There is a risk that if the Council is unable to unblock key strategic development in Coalville then all future major developments may be blocked or at the very least significantly delayed. Stalled development has negative implications for meeting local development needs, support to the local economy and for this Council and County Council medium/longer term financial planning as potential New Homes Bonuses may not be secured. .

Equalities Impact Assessment	This matter was addressed as part of the report considered by Cabinet on 15 January 2013.
Human Rights	No discernible impact
Transformational Government	Partnership working with Leicester and Leicestershire Enterprise Partnership (LLEP), the County Council and developers/landowners to bring forward development to meet local needs and to support economic recovery is supported by the Government's transformational agenda and approach to planning contained within the National Planning Policy Framework.
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	None
Background papers	Report to Cabinet of 15 January 2013 http://minutes.nwleics.gov.uk:81/aksnwleicester/images/att5581.pdf
Recommendations	<p>THAT CABINET:</p> <p>(I) NOTE THE RESPONSES TO THE CONSULTATION;</p> <p>(II) AGREE THE COUNCIL'S RESPONSE TO THE COMMENTS RECEIVED AS PART OF THE CONSULTATION;</p> <p>(III) APPROVE THE REVISED POLICY AS SET OUT AT APPENDIX 3 AS THE COUNCIL'S APPROVED POLICY;</p> <p>(IV) AGREE THAT FOR MAJOR DEVELOPMENTS IN COALVILLE (AS DEFINED IN THE POLICY), THE PLANNING COMMITTEE IS ASKED TO CONSIDER THE POLICY THROUGH SECTION 106 AGREEMENTS; AND</p> <p>(V) TO RECOMMEND THAT PLANNING COMMITTEE, WHERE APPROPRIATE, PRIORITISE THE REQUIREMENT FOR HIGHWAYS INFRASTRUCTURE CONTRIBUTIONS IN COALVILLE ABOVE AFFORDABLE HOUSING CONTRIBUTIONS WHERE SUCH CONTRIBUTIONS ARE NECESSARY, IN ACCORDANCE WITH THE POLICY.</p>

1.0 BACKGROUND

- 1.1 Members will recall that at the Cabinet meeting of 15 January 2013 consideration was given to a report regarding an interim Section 106 policy in respect of infrastructure provision in the Coalville area. In order to ensure that much needed housing development can be brought forward at the earliest opportunity, the policy sought to prioritise highway infrastructure provision in negotiating section 106 agreements.
- 1.2 Cabinet agreed that the draft policy should be the subject of consultation and that the outcome of this consultation should be reported to Cabinet.
- 1.3 The consultation on the draft interim Section 106 policy took place between 22 February 2013 and 5 April 2013. The consultation was undertaken by directly contacting a number of housebuilders and registered social landlords who operate within the area, a number of local agents, as well as those parish councils potentially affected by the proposed policy. A full list of those directly consulted is set out at Appendix 1 of this report.
- 1.4 In addition, the draft policy was placed on the Council's website and comments invited.

2.0 THE CONSULTATION

- 2.1 Altogether some 16 responses were received to the consultation. A summary of the consultation responses together with the suggested response from the Council is set out at Appendix 2 of this report.
- 2.2 It will be seen that the majority of responses from private developers are largely supportive of the proposed approach. However, those responses from registered social landlords are, understandably, concerned about the implications for the delivery of affordable housing. These concerns are also mirrored in the responses of other consultees.
- 2.3 The proposed revised policy document is attached at Appendix 3 of this report. This takes account of the recommended changes resulting from the consultation, as well as providing an update in respect of the consultation process and an update to the Appendix 1 of the original policy document, to reflect changes agreed as part of the Core Strategy at the Council meeting of 27 March 2013. Appendix 4 to this report identifies the boundary to which the policy will apply and will be Appendix 2 of the final policy document.

APPENDIX 1

Bloor Homes
Bellway Homes
Barwood Developments Securities Ltd
David Wilson Homes East Midlands
Jelson
Taylor Wimpey East Midlands
Davidsons
William Davis
Persimmon
St Modwens
Planning Prospects Ltd
Barton Willmore
Marrons
Peter Brett Associates
Antony Aspbury Associates
GVA
Pegasus Planning Group
Fisher German
Landmark Planning Ltd
Caulmert Ltd
Hugglescote and Donington-le-Heath Parish Council
Whitwick Parish Council
Ellistown and Battleflat Parish Council
Ward members for Bardon, Coalville, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick
East Midlands Housing Association
Notts Community Housing Association
Waterloo Housing Association
Sanctuary Housing Association
ARSA Housing Group
Derwent Living
Trent & Dove
Midland Heart
Metropolitan Housing Trust
Riverside Group
Spirita Limited
Westleigh Developments Ltd
Atlas Development Solutions
DBK

APPENDIX 2

Representation ID	Name of respondent/organisation	Summary of response	Suggested Council Response
CI1	Mr Stephen Watson	<p>Disappointed with use of 106 monies to fund road improvements with an acute shortage of affordable housing. More attention should be given to distributing housing across the District instead of on roads not fit for purpose.</p>	<p>The Core Strategy process has tested housing distribution options within the District and the proposed distribution through a sustainability appraisal. The proposed levels of housing in and around Coalville deliver the best sustainable strategic housing option which takes into account highway impact, infrastructure needs generally, opportunities for enhancing access to affordable housing and other important considerations.</p> <p>Alternative strategic housing distributions would still require significant highway infrastructure investment and have their own delivery issues that would need to be addressed.</p> <p>The proposed development pattern brought forward through a planned phased programme better improves the scope to address highway infrastructure problems and make the most efficient use of highway investment whilst delivering other Core Strategy objectives such as town centre regeneration, economic growth and enhanced access to affordable housing.</p> <p>Recommendation: No change to the Draft Policy</p>
CI2	Highways Agency	<p>Mitigation schemes to address the cumulative impact of proposed development at the M1 Junction 22 and A42 Junction 13 have been identified. There is no mechanism to secure delivery of these schemes in full other than on a site by site basis. Any requirement for highway mitigation will have some cost impact for developments and therefore the HA welcomes the draft policy.</p> <p>The HA consider that the M1 and A42 priorities could be included within the Draft</p>	<p>The Highways Agency's recognition that current arrangements to secure highway investment from development is not delivering mitigating measures and support for the Council's suggested policy approach is welcomed.</p> <p>The suggestion to specify the M1 and A42 junction improvements (and others highway schemes) in the Draft Policy is not considered necessary. In addition it will be important for the policy to be able to be flexible and responsive to changing circumstances and or priorities without the need for regular amendment. The</p>

		<p>Policy itself (<i>specific suggested wording included</i>).</p> <p>The HA considers that the current approach of seeking highway mitigation in conjunction with individual development proposals may fail.</p>	<p>scope of highway improvements will in any event be set out in the Council's Infrastructure Plan included as part of the Core Strategy.</p> <p>Recommendation: No change to the Draft Policy</p>
CI3	Nottingham Community Housing Association	<p>Responding as a developing Registered Provider. Whilst appreciating the Council wishes to facilitate new housing and employment growth in strategic areas, we have concerns that prioritisation of infrastructure over affordable housing will lead to a reduced supply of affordable homes. Post 2015 the local authority may be much more reliant on Section 106 units to meet affordable housing targets and may find itself with a higher revenue bill through households in housing need being accommodated in the private rented sector.</p>	<p>The Draft Policy is clear that highway infrastructure will only be prioritised over affordable housing where the development will otherwise not be viable. The expectation is that new development will still deliver affordable housing directly (albeit potentially at an otherwise lower level in some but not all cases) as well creating access to housing for some people through stimulating the housing market locally with people upgrading properties and freeing up private housing towards the lower end of property values.</p> <p>Highway improvements that are essential to enable development to occur must be prioritised above affordable housing. Otherwise development will not occur, the local economy will suffer and no affordable housing will be delivered as part of large housing schemes.</p> <p>The Council priority remains to deliver the maximum level of affordable housing appropriately taking into account current economic conditions.</p> <p>Recommendation: No change to the Draft Policy</p>
CI4	Hugglescote & Donington le Heath Parish Council	<p>Strongly believes that the driver making developments unviable is a flawed Core Strategy. The concentration of a huge number of dwellings in one location was always going to overwhelm all local infrastructure whether public or private.</p> <p>There is not the amount of employment in the Coalville area to support an extra twelve to fifteen thousand people. Employment is dropping and this new development will be a</p>	<p>See Suggested Council Response under CI1 in relation to the Core Strategy development strategic housing options.</p> <p>The Core Strategy seeks to deliver a balanced development strategy to best meet local housing and employment needs that secures the best development outcome taking into account a range of social, economic and environmental objectives. These objectives include opportunities to reduce the need to travel by car. The proposal includes a mix of housing and employment</p>

		<p>commuter development and rely on the motor car. Public transport will never be a viable option. The availability of new land in the Coalville area for employment will have no impact. The only viable option to ensure a modal shift is to provide homes where the employment is.</p> <p>In reality it is mainly the single Hugglescote development which is the driver for the huge infrastructure changes. It is quite evident that this single huge development is undeliverable, not viable. The forced reduction or more likely removal of affordable homes in an area of high deprivation is socially and morally unaffordable, will likely lead to deprivation and further decline of Coalville with increased homelessness and associated high costs for the Council (B&B accommodation or similar).</p> <p>The Parish Council does not consider that the District Council have a satisfactory plan to encourage new employment, are unable to persuade current employers to remain and an infrastructure levy will not increase employment and drive interested parties away. There needs to be strong incentives not disincentives to come to the Coalville area.</p> <p>Disagree that the approach is consistent with sustainable growth. Building new commuter towns or villages can never be sustainable.</p> <p>The NPPF makes it clear that local authorities have a responsibility to plan to meet housing needs, both market and affordable. The Core Strategy identifies the need for 355 affordable homes each year and has to plan to meet this figure. 20% for</p>	<p>uses locally, investment in highway infrastructure to support inevitable increases in traffic (which would occur regardless of where the development occurred) and investment in passenger transport to encourage modal shift.</p> <p>It should be noted that the Draft Policy does not just relate to the emerging Core Strategy but also to development proposals in the Adopted Local Plan.</p> <p>The need for the level of highway infrastructure improvements is not as a result of the 'Hugglescote development' per say but largely as a result of development anywhere in the Coalville area given that strategic junctions are at or close to capacity. The proposed development is considered viable and deliverable.</p> <p>In relation to delivery of affordable housing see the Suggested Council Response under CI3.</p> <p>The Draft Policy is concerned with prioritising highway improvements over affordable housing and as such has no impact on employment proposals directly. However there is a benefit to encouraging employment investment through the Draft Policy, as highway improvements pooled from a wide range of developments will deliver highway improvements which will also in part support future employment generating uses. Employment developments will also be required to contribute to highway infrastructure.</p> <p>This consultation is not about testing the Core Strategy (this is be delivered through its own consultation processes and examination in public in due course).</p> <p>The NPPF needs to be taken as a whole including its objective for meeting infrastructure needs and stimulating growth. The Draft Policy does not change the emerging Core Strategy target objectives for affordable housing but seeks to ensure that</p>
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		<p>the wider Coalville area is already low. The consultation does not have any new figures for affordable homes. The omission of any numbers is unacceptable, poor practise, disgraceful.</p> <p>For viability assessments the Council would need to use the HCA economic toolkit and the District Valuer and not a consultant hired by the Council or an employee of the Council. Any review must be independent.</p> <p>If housing growth was more evenly spread across the district infrastructure changes would not be so major and more affordable. It would also provide the growth required to enable rural villages to retain their dwindling facilities.</p> <p>According to the Highways Agency changes will not be required to Junction 13 of the A42 due to the initial preferred route of HS2.</p> <p>The proposed bus service from the development to Leicester is only for five years, after which low completion rates services will not be viable.</p> <p>The proposal is contradictory - if developers are unable to provide money for affordable housing then they haven't money to spend on infrastructure.</p> <p>The constant mention of changes to Hugglescote crossroads are neither helpful or necessary. Leave the crossroads as is for local use only, let others use the new 'super highway' around the north of the town.</p>	<p>development under current market conditions can commence where essential highway infrastructure would otherwise make acceptable development unviable. Developments are expected to still deliver affordable housing.</p> <p>In terms of viability assessments, the Council needs to be confident that its advice is clear and robust and the Parish Council's concerns in this respect are noted.</p> <p>In relation to a more evenly distributed development pattern see Suggested Council Response under C11.</p> <p>Junction 13 of the A42 improvements are needed to enable development – see Summary of Response under C12 for the Highways Agency.</p> <p>Bus service subsidies or funding would be temporary to enable development to progress and travel patterns to become established so that services are most likely to become viable or self-sustaining from the end of the subsidy period onwards.</p> <p>There is no contradiction in the proposed policy. The Draft Policy is designed to address circumstances where a development is not viable with having to provide both essential highway infrastructure and full levels of affordable housing. The policy allows the development to proceed or be viable by reducing affordable housing levels in order to enable development to proceed.</p> <p>Traffic modelling work has demonstrated that improvements are needed to Hugglescote crossroads in addition to other highway improvements. It will not be possible to restrict the crossroads to local use only and in any event current use levels at times are at or above capacity.</p> <p>Recommendation: No change to the Draft Policy</p>
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<p>CI5</p>	<p>East Midlands Housing Association</p>	<p>The potential loss of affordable housing through this proposed policy is of concern whilst understanding the need to enable development together with appropriate infrastructure.</p> <p>We would like to understand if these improvements can be met through a wider catchment area as the road links will be used by people/businesses not based in Coalville.</p> <p>What scope is there to negotiate a proportionate reduction in other contributions e.g. health, educations, etc and not just affordable housing.</p> <p>How does CIL interplay with the proposals in this consultation?</p> <p>Can you clarify the position on developments of less than 50 dwellings?</p> <p>Good to see option to review if market changes etc but there needs to be a mechanism by which NWLDC is able to capture 'value uplift' in the future. Is there a timeframe?</p> <p>Will there be a template for viability assessments so that there is consistency of approach, etc? Who will be carrying out this assessment?</p> <p>Currently there is no indication from the Homes and Communities Agency as to</p>	<p>The Council has tested with the highway authorities whether the catchment area for highway improvements should be extended beyond the Coalville area. Although road infrastructure could benefit others the need for the infrastructure is derived directly from planned development in and around Coalville.</p> <p>It is not appropriate to reduce financial contributions in other areas of provision such as health or education as these are vital services needed to support the communities in the new sustainable developments.</p> <p>The proposed policy is prepared in advance of CIL and when CIL is progressed the Policy will be superseded by CIL.</p> <p>The proposed policy only affects developments capable of accommodating 50 or more dwellings. There is no suggested change in policy approach for developer contributions for schemes of less than 50 dwellings.</p> <p>In terms of market changes, financial contributions will be index linked and the time period for implementation reduced to two years so as reduce the risk of developments waiting for improved market conditions before commencement. If planning permission expires then an application for renewal will need to take account of market conditions at that point in time.</p> <p>Viability assessments will follow relevant advice and best practise and will need to be carried out to the satisfaction of the Council.</p> <p>The amount of affordable housing that will have to be off-set in order to make a development viable will be clearly identified in the decision making process and be</p>
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CI6	Leicestershire County Council	<p>A scale plan defining the area and major sites which the proposed developer contributions policy covers should be included in the policy document.</p>	<p>It is agreed that a plan defining the area to which the policy applies could helpfully be attached to the policy however it is not agreed that the major sites should also be defined on the plan. The emerging Core Strategy and a subsequent site allocations plan will define the major development sites and at the moment the Core Strategy is under preparation and subject to an examination in public in due course. Therefore the major sites could be subject to change. It is clear in the Draft Policy that the policy relates to all major sites within the policy area. To identify major sites now will mean that the policy would need amendments in due course and to identify sites runs contrary to the</p>

		<p>Para 1.6 refers to infrastructure improvements which seek to achieve modal shift. It would be useful to give examples of these.</p> <p>Para 1.18 c) may read that mixed use scheme with affordable housing would be major developments whereas mixed use schemes with other tenures could be major developments?</p> <p>Para 1.19 viability assessment will need to be tested through an independent third party for example the District Valuers Office.</p> <p>The text for the Draft Policy would benefit from some amendment for example in A) the word “highest” should be deleted as it is not required given the explanatory text in the policy document. In B) what is defined as other essential infrastructure – is it education, civic amenity, library facilities etc?</p> <p>In principle 2 year periodic reviews is supported subject to no adverse impact on highway contributions and other essential contributions such as education, libraries, etc.</p>	<p>Government’s objective for planning policies to be able to be flexible and responsive to changing circumstances.</p> <p>In relation to Para 1.6 examples are not included as specific measures will be considered where relevant as part of planning application decisions and does not add anything to the Draft Policy itself.</p> <p>Para 1.18 c) does not refer to a mix of residential tenure but a mix of uses (e.g. a mix of residential and employment uses). Given this misinterpretation the Draft Policy should be amended to make this point clear.</p> <p>Viability assessments will follow relevant advice and best practise and will need to be carried out to the satisfaction of the Council.</p> <p>It is agreed that the Draft Policy document text sets out that highway infrastructure is proposed to have the highest priority however it is the Policy itself which needs to be clear and if challenged will be used to determine the outcome. Inclusion of the word ‘highest’ in the Policy is considered necessary. Essential infrastructure will need to be defined in the context of individual developments as this may vary depending on the nature of the development and site circumstances and as such it is not considered appropriate to seek to define this in the policy document.</p> <p>Support for a 2 year period for commencement of development for schemes with a reduced provision of affordable housing is welcomed. After 2 years permission will expire and if applications are resubmitted then the new application will need to be considered again against the same policy and any other material considerations and as such the same priority would be applied to highway and other essential infrastructure requirements.</p> <p>Recommendation: Add text to clarify meaning of ‘mixed use scheme’ and include a plan to identify</p>
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			the area to which the policy applies. No other changes to the Draft Policy.
CI7	North West Leicestershire District Council – Labour Group	<p>The draft Policy will effectively abolish Developer funded affordable and social housing in the Coalville area.</p> <p>The Labour Group has called for a wider redistribution of new development for sustainability of existing communities and affordable infrastructure funding. Para 1.6 seeks to achieve a modal shift away from private car use and then describes highway improvements designed to facilitate increased car use.</p> <p>It is a serious policy weakness that the policy is not part of the emerging Core Strategy.</p> <p>Developers are seeking significant reductions in Section 106 funding as no longer affordable. The Labour Group considers this to be a serious policy weakness and will lead to difficulties at a later date.</p> <p>The policy appears a ‘last minute bolt on’ to overcome difficulties with a developer led strategy.</p> <p>There is no indication of what the Council will do if development does not provide sufficient funding.</p> <p>There is no guidance on what is interpreted by ‘essential infrastructure’. This is weak and will lead to developer challenge.</p> <p>Developers will always find reasons to consider an affordable housing contribution as a threat to the viability of a scheme. The policy will lead to ‘race to the bottom’ and bringing the Council into disrepute.</p>	<p>The Draft Policy does not effectively abolish affordable housing but makes it clear that maximising affordable housing remains a clear priority. See also Suggested Council Response under CI3.</p> <p>The distribution of new development is not a matter for this Draft Policy or in the scope of its consultation. This is a matter for the Core Strategy which will be subject of an examination in public.</p> <p>The proposed highway improvements will contribute towards non-car modes of travel which is made clear in the policy document but the policy document itself is not the right place to set these out in detail.</p> <p>The Draft Policy is in response to current economic and market conditions which are likely to change over the Core Strategy plan period. It is not a policy to determine development itself but a policy to be clear and transparent on the Council’s approach to limited available developer contributions achievable from development at the point the development proposal is considered. Also if the Council introduces a Community Infrastructure Levy then the policy will be cancelled and incorporated into the Levy. Therefore it is not appropriate to include the policy as part of the Core Strategy.</p> <p>Scope for renegotiation of previously agreed Section 106 agreements due to changes in market conditions should be reduced as a result of the Draft Policy as decisions will be time limited to 2 years.</p> <p>The Draft Policy is not a ‘last minute bolt on’ but a responsible approach to address current difficult economic conditions. Development is not ‘developer led’ but plan led through a combination of the adopted Local Plan and emerging Core Strategy.</p>

		<p>Clarification is sought as to what the final statement of the policy mean in plain English? Does it mean that developers will have to commence on site within 2 years of signing a Section 106 Agreement and that the Section 106 Agreement can be re-examined periodically?</p> <p>In the policy who is the Council?</p> <p>What will the occupation threshold be before Section 106 contributions commence?</p> <p>Is the policy only limited to housing development or is employment development included?</p> <p>What is meant by 're-examine periodically? Annually or Bi-Annually?</p> <p>We assume Developers will need to provide formalised accounting statements. However 'Commercial Confidentiality' will prevent elected member scrutiny or third party consideration.</p> <p>There is no indication of the methodology of 'testing the robustness of viability'.</p> <p>The draft policy gives no account as to how the Council intends to deliver affordable housing.</p> <p>The Labour Group sees no evidence that the Council has a will to improve provision of affordable housing on its own land holdings.</p> <p>It appears the intention of this Draft Planning Policy is to shift people who require affordable homes away from the largest</p>	<p>The Draft Policy follows national policy advice/approach and best practice so as to find a way to enable and support the delivery of development to meet local need. If a particular development is unable to provide sufficient infrastructure funding (highway and other essential infrastructure) then the proposal will not be recommended for approval.</p> <p>Essential infrastructure will need to be defined in the context of individual developments as this may vary depending on the nature of the development and site circumstances and as such it is not considered appropriate to seek to define this in the policy document. Any developer challenge will have to relate to individual schemes and the specific infrastructure or infrastructure contributions being sought and as such it will be the merits of the Council's position in relation to the proposed development that will be challenged (if unreasonable) and not the policy itself.</p> <p>The Council's requirement for affordable housing is clear and is found to be respected by responsible developers. The Draft Policy does not change the position for developers ability to challenge affordable housing provision but provides a framework for the Council to enable required development to proceed in difficult economic conditions which would not otherwise occur. A reduction in normally required affordable housing will be required to be clearly evidenced and tested through a viability assessment.</p> <p>The final statement in the Draft Policy is considered to be clearly worded and necessary for a policy of this nature to avoid ambiguity in interpretation for example at public inquiries. The interpretation offered as part of the representation is correct.</p> <p>The Draft Policy is to be used in the determination of planning applications. This is a function of the Council as a whole however the full Council has delegated the authority to determine planning applications to the</p>
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			<p>the Council's approach to affordable housing delivery through development. The emerging Core Strategy sets out the Council's approach to the issue of affordable housing for the period up to 2031. Policy CS18 makes it clear that the issue of viability will need to be taken in to account when agreeing appropriate amounts of affordable housing to be provided. The policy for the Coalville area the subject of this consultation takes account of viability issues in arriving at the suggested approach.</p> <p>The issue of the delivery of affordable housing through use of the Council's own land is better dealt with through a wider review of Council owned land. This is beyond the scope of this policy.</p> <p>The Draft Policy does not seek to direct affordable homes towards any specific location and is purely concerned with enabling viable development to occur in Coalville which has specific development viability issues at this point in time whilst seeking to maximise affordable housing wherever possible. The Draft Policy does "put greater pressures on other centres such as Ashby" as the affordable housing requirement in other areas is not proposed to be increased.</p> <p>Recommendation: No change to the Draft Policy</p>
CI8	Miller Homes	<p>Fully support the provisions of the draft policy. Miller Homes have development land interests adjoining Coalville and have direct knowledge of the scale and extend of highway and utility infrastructure required. High infrastructure costs coupled with modest land values could render many schemes unviable if a full policy compliment of Section 106 obligations are sought in the current economic climate.</p> <p>With housing completions in Coalville out of line and knock on implications for the Council's 5 year housing supply, this positive</p>	<p>Support for the Draft Policy is welcomed.</p> <p>The word "periodically" in the text refers to a review of the Policy rather than to the review of Section 106 agreements.</p> <p>Recommendation: No change to the Draft Policy</p>

		<p>proposal to address viability on major sites is welcomed.</p> <p>Acknowledge where affordable housing is reduced commencement to be within a two year period to kick-start housing development and accept that, in principle, there should be provision within the Section 106 agreement to review the level of affordable housing however this should be structured rather than ad-hoc. Suggest the word “periodically” should be removed from the policy text.</p>	
CI9	Barton Willmore on behalf of Taylor Wimpey UK Ltd	<p>Our Clients are committed to the successful delivery of land to the south of Grange Road, Hugglescote for residential development and our representations reflect this objective.</p> <p>The policy adopts a responsible approach towards delivery and viability. Taylor Wimpey supports the approach being taken.</p> <p>Taylor Wimpey support the draft policy in principle and have no fundamental issue in the revised approach, subject to appropriate viability testing. They consider the most appropriate way would be Joint Agreement between Taylor Wimpey and the Council to be prepared by District Valuer Services to enable independent assessment.</p>	<p>Support for the Draft Policy is welcomed and suggestion on an approach to viability assessment is noted.</p> <p>Viability assessments will follow relevant advice and best practise and will need to be carried out to the satisfaction of the Council.</p> <p>Recommendation: No change to the Draft Policy</p>
CI10	Planning Prospects on behalf of St Modwen Developments	<p>St Modwen raise no objection to the objectives of the policy which is consistent with the NPPF. However the policy should acknowledge that:</p> <ul style="list-style-type: none"> - The application of the policy should not apply to s73 applications, other than were the scale of any additional development allowed for in such an application would exceed the threshold set - It only applies to net additional development over and above any 	<p>The approved policy will be a material consideration for all planning applications including section 73 applications.</p> <p>The Draft Policy is not intended to be adopted as a Supplementary Planning Document and as such is able to refer to emerging Core Strategy policy in context without having to rely on it being in place yet. The consultation response identifies that the Draft Policy is consistent with the National Planning Policy Framework which is a material planning policy consideration and is interpreting Government policy at a local level.</p>

		<p>already approved on a site and again where the additional development would exceed the threshold set</p> <p>The policy would apply until such time as the Council introduce a Community Infrastructure Levy and it is provided in the context of emerging Core Strategy Policy CS36. This raises some concern given that the Core Strategy has not yet been adopted and can only be given limited weight in decisions at this stage. Statute would find unlawful the pooling of contributions post April 2014 and it is unlikely that the Council will introduce CIL by that time suggesting some limitation to this policy thereafter.</p>	<p>Therefore it is considered that the policy once approved alongside the NPPF and emerging Core Strategy will have considerable weight in the determination of planning applications.</p> <p>The application of the Draft Policy will need to occur within the limitations for pooling Section 106 funding in advance of any introduction of a Community Infrastructure Levy. However given the number of highway infrastructure schemes required, expected phasing of development proposals and that the Government is consulting on extending the April 2014 date to April 2015, future restrictions for 106 pooling will not limit the proposed approach.</p> <p>Recommendation: No change to the Draft Policy</p>
CI11	GVA on behalf of William Davies and Jelson Ltd	<p>The Policy will constitute a Local Development Document and assume it is to comprise a Supplementary Planning Document. However the Policy is in direct conflict with the Development Plan. Local Plan Policy H8 stipulates that an element of affordable housing will be provided in any development where there is demonstrable need. There is need yet the Councils proposed policy would enable it to grant planning permission without requiring an element of affordable housing.</p> <p>The right and proper way to deal with this is through the Core Strategy where a full and objective analysis of the facts, evidence and merits of the proposal can be independently examined.</p> <p>It is not clear whether the Council has robust evidence of viability issues and whether this is specific to certain sites / developments. For interested parties to be able to consider the merits of the Policy in full, they need access to the viability assessments. In the</p>	<p>The Draft Policy is not intended to be adopted as a Supplementary Planning Document. The context for the policy is the adopted Local Plan but also the National Planning Policy Framework which now takes precedence over the adopted Local Plan in situations where there is a conflict between the two (as the Local Plan was adopted before the NPPF came into force). The policy is consistent with the NPPF applying local circumstances. Also in most cases it is expected that there will be an element of affordable housing provided but where there is a proven viability gap a reduced level of affordable housing.</p> <p>The policy once approved will form part of the Council's evidence base linked to emerging Core Strategy Policy CS36 and as such can be a consideration at the Core Strategy examination in public. The issues of concern addressed by the policy however also affect development proposals needing to be considered in advance of the Core Strategy process and in some cases proposals within the adopted Local Plan. Introduction of the policy now is considered appropriate in order to prevent development stagnation or delay.</p> <p>Background evidence and information is available as</p>

		<p>absence of evidence / information the Council will have no clear idea of the scale of the infrastructure and affordable housing deficit that is likely to be created by the policy. There must be a serious risk that compromising on planning obligations now will have impacts that will prove to be irreversible unless the emerging strategy is adjusted and a greater level of growth proposed.</p> <p>There is a risk that the policy will result in unacceptable forms of development by not objectively meeting needs for market and affordable housing. Moreover, the problems that would be caused by compromising on planning obligations now (i.e. failure to provide for all of the infrastructure and affordable housing that the District needs) are likely to be irreversible. The net effect of the Policy would be to put off the provision of necessary infrastructure and therefore increase, pro rata the burden placed on development permitted in years to come.</p> <p>The background document suggests that the strategic development Bardon Grange/South East Coalville is unviable and will be undeliverable unless the Council compromises and agrees to an unacceptable form. Alternative sustainable options are available and these need to be fully and objectively assessed before the Council resorts to unnecessary compromises. Our Client's Stephenson Green proposals are evidence of the way in which sustainable development can assist with the delivery of essential infrastructure and affordable housing.</p>	<p>part of the emerging Core Strategy evidence base and publically accessible information used in the determination of planning applications. Viability assessments will be for development proposals where the applicant is seeking a reduction in the level of affordable housing in order to make the development viable.</p> <p>The level of growth to be proposed in the Core Strategy is a matter for debate at the examination in public. This policy is proposed as a short term measure to take account of current economic circumstances and to enable planned development to proceed. The consultation response appears to be misinterpreting the policy. To be clear this policy is not "putting off the provision of necessary infrastructure" and is seeking to provide for all infrastructure and affordable housing but in a way which enables development to proceed. The policy would not allow any development without it providing or appropriately contributing to essential infrastructure.</p> <p>The consultation response has also misinterpreted the position in relation to Bardon Grange/South East Coalville. This is not wholly a specific site issue but a settlement issue in that highway infrastructure limitations in and around Coalville will affect major development wherever that development may occur based on housing numbers, current highway network and traffic flows. In addition the policy does not say this development (or any other) is undeliverable or that unacceptable forms of development will be accepted (in fact the policy re-enforces the Council position that unacceptable development will be refused). The policy only allows for prioritisation of essential infrastructure above affordable housing in the short term where an otherwise acceptable development would be unviable.</p> <p>The Council has considered to Stephenson Green proposals as part of the Core Strategy process and this is outside the scope of this policy and consultation.</p>
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			Recommendation: No change to the Draft Policy
CI12	Marrons on behalf of Taylor Wimpey UK Ltd	<p>Taylor Wimpey supports the approach being taken which seeks to balance affordable housing contributions against the need for enhanced transport contributions and should ensure development does not become unviable.</p> <p>Taylor Wimpey believe that the most appropriate way to consider viability would be for a Joint Venture to be prepared by District Valuer Services to enable an independent assessment of viability.</p> <p>Taylor Wimpey supports the draft policy and has no fundamental issue in the revised approach, subject to appropriate viability testing.</p>	<p>See Suggested Council Response under CI9.</p> <p>Recommendation: No change to the Draft Policy</p>
CI13	Pegasus Group on behalf of a consortium of landowners and developers promoting the South-East Coalville Sustainable Urban Extension	<p>The consortium supports the objective underpinning the draft policy and draft policy in principle.</p> <p>However it is not clear the basis on which any viability appraisal will need to be undertaken and whether the Council will employ an independent body, such as the District Valuer, to advise them. It is strongly recommended the Council seek independent advice to ensure that a commercially realistic conclusion on viability is reached. It would be helpful this could be clarified in the text.</p>	<p>Support for the Draft Policy objective and the policy itself is welcomed.</p> <p>Viability assessments will follow relevant advice and best practise and will need to be carried out to the satisfaction of the Council.</p> <p>Recommendation: No change to the Draft Policy</p>
CI14	Ashby Civic Society	<p>The consultation is not in accordance with the Statement of Community Involvement as claimed.</p> <p>The proposed policy is in conflict with section 47 of the NPPF, the Council's Affordable Housing SPD and requirements set out by</p>	<p>The Draft Policy document says the consultation is carried out in accordance with the principles of the Statement of Community Involvement (SCI) which is correct. The Draft Policy document is not part of the Development Plan or a major planning application and therefore the SCI is not designed for this consultation. Therefore the Council has not followed the full</p>

		<p>Policy CS18 of the revised approved Core Strategy.</p> <p>Any policy proposed should include the whole district, not only Coalville as certainly the strategic sites in Ashby and Castle Donington require significant transport contributions.</p>	<p>requirements but has followed the principles of the SCI.</p> <p>The NPPF needs to be taken as a whole including its objective for meeting infrastructure needs and stimulating growth. It is believed that the Draft Policy is supported by the NPPF taken as a whole.</p> <p>The consultation response does not say how the Draft Policy conflict with the Affordable Housing SPD or Policy CS18 of the emerging Core Strategy and it is considered that there is no material conflict.</p> <p>The Draft Policy is in response to specific concerns affecting development proposals in and around Coalville. The Council will keep this under review as well as delivery issues in other parts of the District and will respond appropriately if required.</p> <p>Recommendation: No change to the Draft Policy</p>
CS15	Barwood Developments Securities Ltd	<p>Barwood has an interest in approximately 15 acres south of Bardon Road, Coalville. We welcome the pro-active and positive approach to meet future growth requirements and support the objective.</p> <p>We have no in-principle objections. Infrastructure projects while necessary to unlock the longer-term strategic growth their implementation should not preclude appropriate development in the short or medium term. Doing so would risk immediate development needs not being met, undermine investor confidence and economic growth in the town.</p> <p>In line with NPPF it is important for the policy to ensure that unnecessary financial burdens are not placed on development.</p> <p>The acceptability of the policy will depend on the robustness of the evidence base upon</p>	<p>Support for the Draft Policy is welcomed and comments on acceptability of the policy is noted.</p> <p>Recommendation: No change to the Draft Policy</p>

		which it is applied.	
CS16	Bloor Homes Ltd	<p>The Company has interests in both south east and south west Coalville and are committed to delivering investment to the area through new housing development.</p> <p>Bloor Homes Ltd are party to representations submitted by Pegasus Group.</p> <p>The draft policy represents a clear statement of intent to adopt a flexible approach to prioritising certain developer financial contributions to ensure planned growth is delivered in Coalville. As such it is welcomed and supported.</p> <p>It is pointed out that even with reduced or nil affordable housing, given the significant costs associated with highways and education infrastructure required in Coalville, the Council may need to consider further prioritisation of developer contributions on a site by site basis, and this should be made clear in the policy.</p>	<p>Support for the Draft Policy is welcomed.</p> <p>The Draft Policy makes clear that essential infrastructure such as highways and education will be required as part of new development proposals. Without such provision developments would be unsustainable and therefore contrary to local policy and the National Planning Policy Framework. Therefore is proposed development cannot meet essential infrastructure provision required by the development then it will not be acceptable. There is no scope to reduce essential infrastructure requirements.</p> <p>Recommendation: No change to the Draft Policy</p>

Adopted Planning Policy

Priorities for Developer Financial Contributions for infrastructure provision relating to Major Residential Development Proposals in and around Coalville

North West Leicestershire District Council

June 2013

Priorities for Developer Financial Contributions for infrastructure provision relating to Major Residential Development Proposals in and around Coalville

Introduction

- 1.1 This document sets out the District Council's planning policy relating to Developer Financial Contributions towards infrastructure provision required in relation to Major Residential Development Proposals in and around Coalville.
- 1.2 The Policy sets out the Council's approach towards dealing with competing developer financial contributions from major residential development in and around Coalville in circumstances where the overall level of such contributions would render the development proposal unviable.
- 1.3 A report was considered by the Council's Cabinet at its meeting on 15th January 2013. This report outlined the issues which were affecting the ability to bring forward new housing development in the Coalville Urban Area and suggested how this might be rectified by an approach which prioritised infrastructure provision across the Coalville Urban Area. The Cabinet agreed to the recommendation to prepare and consult upon an interim policy. The report can be viewed [here](#).
- 1.4 The decision of Cabinet was the subject of a call-in for discussion at the Council's Policy Development Group. This met on 11th February 2013 and resolved that no further action be taken.,
- 1.5 The proposed policy was subject to consultation between 22 February 2013 and 5 April 2013. The consultation was undertaken by direct consultation with a range of key stakeholders and was also posted on the Council's website and comments invited. The responses to the consultation were reported to the Council's Cabinet at its meeting on

Status of the Policy

- 1.5 This document and the Policy set out within it is not part of the Council's emerging Core Strategy, the saved Local Plan, nor is it part of any proposed development plan document or local plan. The policy however seeks to facilitate the delivery of new housing and employment growth in the Coalville area (as defined on the map at Appendix 2), in particular (but not restricted to) the Strategic Development Areas to the south-east and south-west of Coalville which

are identified in the emerging Core Strategy Policy CS36¹, in circumstances where a development proposal is proven to be unable to meet all the financial requirements identified during the course of determining a planning application

- 1.6 Policy CS36 requires new development in the above areas in particular to 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, amongst other things, highway improvement works to M1 junction 22 and A42 junction 13 and 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.
- 1.7 The cost of providing such transport infrastructure will be substantial, in addition to which there will be the other normal developer contributions to consider, including e.g. affordable housing contributions, education, libraries and Civic Amenity contributions, police and PCT contributions, and public open space.
- 1.8 In circumstances where a development proposal is proven to be unable to meet all of the required financial contributions identified during the course of determining the planning application, it will be necessary for the Council to decide which infrastructure requirements should be given priority in order to ensure the viability and thus deliverability of the proposed development. The Policy in this document is intended to act as a guide to those determining planning applications as to how they should exercise their discretion in setting such priorities.
- 1.9 Accordingly, this document and Policy will be a material consideration in the determination of relevant planning applications. .

Policy Objective

- 1.10 The overriding objective of the Policy is:

To ensure that all major development proposals involving residential units provide sufficient financial contributions to meet essential

¹ A copy of Policy CS36 is set out in Appendix 1

infrastructure and service requirements necessary as part of the development and as far as possible to fully meet all other justified requirements such as affordable housing to levels in accordance with the Development Plan or other material considerations subject to viability considerations.

- 1.11 The Council is however satisfied that under current economic conditions, some development proposals in and around Coalville (including the wards of Coalville, Thringstone, Whitwick, Greenhill, Bardon, Snibston and Hugglescote) may not be able to meet all of the financial requirements without making the development proposal unviable; essentially but not exclusively as a result of the scale and timing of essential off-site highway improvements necessary for development to occur coupled with the required level of affordable housing units .
- 1.12 The National Planning Policy Framework provides that pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
- 1.13 The Council is committed to enabling development to meet local needs in the District and in particular the Coalville area to support economic recovery, create employment opportunities and attract investment into the Town. The Policy set out in this document therefore establishes the Council's priority for securing developer financial contributions from major residential developments in and around the Coalville area to ensure proposals are viable and can be delivered.
- 1.14 The Council's proposed approach is consistent with the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. The National Planning Policy Framework provides that planning should operate to encourage and not act as an impediment to sustainable growth, and that planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. It also

supports the Governments drive for local planning authorities to be enablers of development to meet local needs and to help stimulate economic recovery.

1.15 The Policy is intended to:

- a) ensure the delivery of development in accordance with the adopted saved Local Plan; where relevant the Council's emerging Core Strategy; and the National Planning Policy Framework
- b) be transparent for developers/land owners, service and infrastructure providers, other key stakeholders and the public on the Council's approach to prioritising the use of developer contributions where developments cannot fund the full required contributions
- c) be clear that this approach is not about reducing required developer financial contributions but for the Council's approach to development proposals to be robust in making sure that developer financial contributions and affordable housing levels are maximised but equally do not present a barrier to development taking place.

1.16 The Policy is not a Community Infrastructure Levy (CIL). The Council does intend to consider the introduction of CIL in the future and this Policy will be taken into account as part of the CIL preparation and on the adoption of CIL, the policy will be cancelled.

1.17 Developer contributions are intended to be secured through Section 106 obligations in accordance with relevant Government regulations and policy guidance.

1.18 Major residential development is defined as;

- a) Proposals involving 50 or more residential units
- b) Proposals of less than 50 residential units but part of a larger phased development or development capable of being phased which would or could result in an overall development of 50 or more residential units
- c) Mixed use development schemes (i.e. those schemes which include a mix of uses, not just residential) with a residential element of 50 or more dwellings normally requiring an affordable housing contribution and the application being defined as major development under national definition.

- 1.19 Where viability is identified as an issue, a site specific financial evaluation will be required to demonstrate to the Council that a development proposal will be unviable as a consequence of the required developer contributions. Any such claims will need to be confidentially validated using an open book financial appraisal by an independent third party in advance of a planning application being submitted.

The Policy

WHERE THE COUNCIL IS SATISFIED THAT A MAJOR RESIDENTIAL DEVELOPMENT PROPOSAL IN OR AROUND THE COALVILLE AREA IS PROVEN TO BE UNVIABLE AS A RESULT OF REQUIRED DEVELOPER FINANCIAL CONTRIBUTIONS (E.G. OFF SITE HIGHWAY WORKS; EDUCATION PROVISION AND AFFORDABLE HOUSING REQUIREMENTS), THE COUNCIL WILL CONSIDER RELAXING ITS NORMAL AFFORDABLE HOUSING REQUIREMENTS PROPORTIONATELY SO AS TO:

- A) GIVE HIGHWAY INFRASTRUCTURE INVESTMENT THE HIGHEST PRIORITY FOR FUNDING
- B) ENSURE ALL OTHER ESSENTIAL INFRASTRUCTURE IS PROVIDED
- C) CONTINUE TO CONTRIBUTE TO AFFORDABLE HOUSING PROVISION AS FAR AS POSSIBLE WHILST ENSURING THAT THE DEVELOPMENT SCHEME IS VIABLE.

FOR DEVELOPMENT PROPOSALS WHERE THE COUNCIL ACCEPTS NO AFFORDABLE HOUSING OR A LOWER PROPORTION OF AFFORDABLE HOUSING CONTRIBUTION (BOTH ON SITE PROVISION AND/OR A FINANCIAL CONTRIBUTION IN LIEU OF PROVISION) THE COUNCIL WILL REDUCE THE TIME PERIOD FOR ANY PLANNING PERMISSION TO BE COMMENCED TO 2 YEARS AND SHALL INCLUDE IN THE SECTION 106 AGREEMENT PROVISION TO ENABLE THE COUNCIL TO PERIODICALLY REVISIT THE AFFORDABLE HOUSING CONTRIBUTION IF THE ECONOMIC FACTORS DETERMINING THE LEVEL OF AFFORDABLE HOUSING IMPROVES BEFORE THE DEVELOPMENT IS COMMENCED.

Developers seeking reduced levels of affordable housing will need to produce a clear and robust viability assessment with open book accounting as part of their application. The Council will test the robustness of viability assessments.

Potential Implications for Affordable Housing

The Council is aware that the above Policy is likely to reduce the amount of previously planned affordable housing provision within the Coalville area whilst current circumstances exist. However unless development proposals are viable, development will not occur. Development is essential in order to meet general housing needs, to create employment and to help stimulate the local economy. The Council is therefore of the view that it is better to enable development to occur with a reduced amount of affordable housing provision than to have no development with no new affordable housing, no housing need being met and delayed support for economic recovery.

Monitoring

The Council will keep this Policy, its use and implementation under review and carry out reviews as considered necessary.

APPENDIX 1 – POLICY CS36 OF CORE STRATEGY (-SUBMISSION) MARCH 2013

Policy CS36: Coalville Urban Area Broad Growth Locations

A 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. The Allocations and Development Management Policies Development Plan Document will demonstrate (or in advance of this document being prepared any planning application)_how the area will be developed and provide for:

- i. A high quality, sustainable, mixed use development that is well connected and has a functional relationship with the wider Coalville Urban Area;
- ii. The creation of linked but distinct neighbourhoods having regard to the character of the existing built form of the Coalville Urban Area.

Housing

- iii. At least 3,500 new dwellings, of which 2,820 will be built by 2031; and
- iv. A mix of housing sizes, types and tenures, including provision for affordable housing in accordance with Policy CS19;

Employment

- v. 20-25 hectares of employment land;
- vi. Starter and 'grow-on' units (including managed workspace);

Transport

- vii Provision of a vehicular access road to the A511 at the junction of Bardon Road and Stephenson Way
- viii Reserve land for the purpose of accommodating a relief road/bypass from Grange Road to Bardon Road so as to provide relief to Bardon Road and the surrounding area;

Education

- ix Two primary schools, each capable of accommodating some 420 pupils;
- x Secondary education provision in the Coalville Urban Area.

Local Centres

- xi Two Local Centres each to include a range of small shops of a local nature, serving a small catchment;
- xii Open space, sport and recreation facilities;
- xiii Health care facilities;
- xiv Community facilities and/or places of worship.

Green Infrastructure

- xv The enhancement of, and links to, the Strategic Green Infrastructure Network (the National Forest and Coalville Urban Fringe);
- xvi Incorporation and enhancement of the River Sence corridor within the green infrastructure network;
- xvii Substantial areas of local green infrastructure and National Forest planting, including large blocks of woodland planting;
- xviii The reuse and enhancement of the disused Coalville-Hugglescote Railway as a recreation and nature conservation trail;

Safety and Protection

- xiv Consideration of measures in connection with groundwater source protection.

B 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, National Forest planting and other new infrastructure as necessary to create a sustainable community will be provided.

C Transport

The above development areas (A and B 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:

- i. highway improvement works to M1 Junction 22 and A42 Junction 13;
- ii. Mitigation measures on the existing transport network where adverse impacts are identified, including improvements to A511 junctions;
- iii. improvements to the Ashburton Road/Grange Road/ Central Road/Station Road (Hugglescote crossroads) junction. Any loss of social and

community facilities resulting from this improvement are to be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;;Mitigation of unacceptable risks associated with any increase in traffic (both vehicular and pedestrian) at the following: Bardon Hill No. 1 & No. 2, Grange Road, and Ellistown No. 1 & No. 2 level crossings;

iv a regular bus service from the proposed development into Coalville Town Centre,Leicester City Centre andlocal employment sites. New dwellings should be

no more than 400 metres walk from the nearest bus stop;

v 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

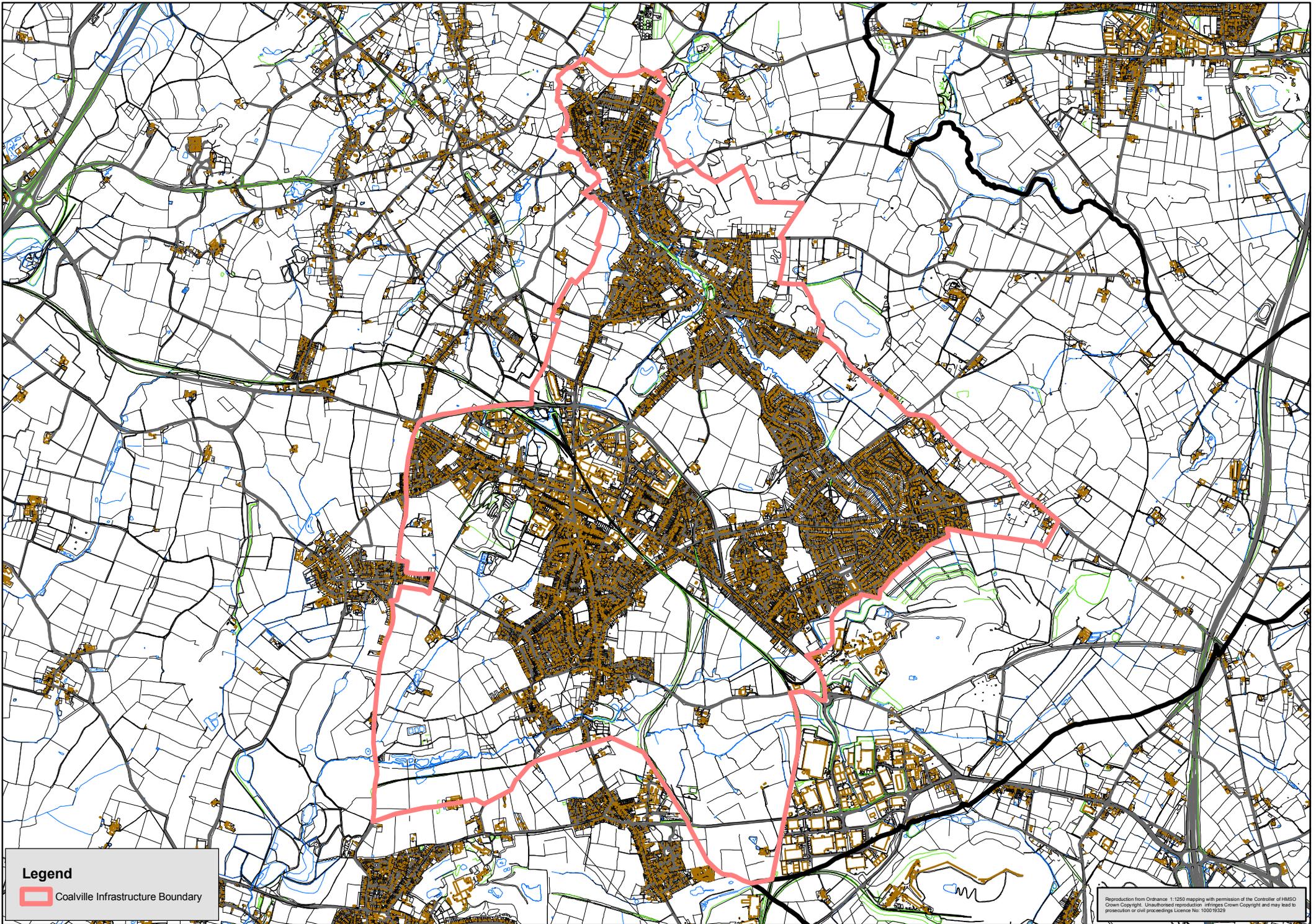
vi Provision of travel packs for new residents.

D Environment

The above development areas (A and B above) should:

- i. 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);
- ii. protect and enhance heritage assets,
- iii. 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
- iv. address capacity issues at Snarrows Wastewater Treatment Works.

APPENDIX 2 – PLAN OF AREA COVERED BY POLICY



Legend

 Coalville Infrastructure Boundary

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