

11/11/2016



LOCAL PLAN

Ref:

(For official use only)

Publication Stage Representation Form

North West Leicestershire Local Plan Proposed Submission

Please return this form to North West Leicestershire District Council either by post:

Planning Policy, North West Leicestershire District Council, Council Offices, Whitwick Road, Coalville LE67 3FJ or email planning.policy@nwleicestershire.gov.uk no later than **5pm on 15 August 2016**.

This form has two parts-

Part A – Personal Details


Part B – Your Representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details

2. Agent Details

**If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details for the agent in 2.*

Title	Councillor	<input type="text"/>
First Name	John	<input type="text"/>
Last Name	<input type="text" value="Legrys"/>	<input type="text"/>
Job Title <i>(Where relevant)</i>	<input type="text" value="Shadow Planning Lead"/>	<input type="text"/>
Organisation <i>(Where relevant)</i>	<input type="text" value="On behalf of North West Leicestershire"/>	<input type="text"/>
Address Line 1		<input type="text"/>
Line 2		<input type="text"/>
Line 3		<input type="text"/>
Line 4		<input type="text"/>
Post Code		<input type="text"/>
Telephone Number		<input type="text"/>
Email Address <i>(Where relevant)</i>		<input type="text"/>

Part B - Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph(s) Policy Policies Map

4. Do you Consider the Local Plan is:
(Please tick as appropriate)

i) Legally Compliant	Yes	<input type="text" value="x"/>	No	<input type="text"/>
ii) Sound	Yes	<input type="text"/>	No	<input type="text" value="x"/>
iii) Complies with the Duty to co-operate	Yes	<input type="text" value="x"/>	No	<input type="text"/>

5. Please give details of why you consider the Local Plan not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

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1. Heritage assets.

(a) Policy **Ec13**. Page 82. Making an assumption that past actions by policy makers will reflect future actions, the Labour Group believes that proposed Policy Ec13 is blatant fiction.

(b) The Leicestershire County Council closed and demolished Snibston Discovery Museum located within the heart of Coalville. The museum and building was less than 25 years old and brought around £4.5m into the NWL economy.

(c) It is accepted that the Inspector may take a view that a decision made by another authority bears no reflection on the draft Local Plan. However, trust, transparency and accountability in public service must be shown to the community. The problem we have is that many senior councillor decision makers who are recommending policy Ec13 for the NWLDC Local Plan are the same councillors decision makers who voted for the demolition of Snibston Discovery Museum.

- (d) Protection and restoration of ALL heritage assets is essential for community wellbeing. Interpretation of past community activities is essential to provide a state of place to new residents and generations.
- (e) The Local Plan should be a catalyst to help the community interpret its past and how heritage can provide a foundation for its future.

(Continue on a separate sheet/expand box if necessary)

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The District needs to plan to protect, restore and where necessary reinstate heritage assets in order to enable the community to interpret its past and commit to using its heritage to provide a foundation for its future.

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9. Signature:

John Legrvs

Date:

15/8/16

112/2/Ho 10



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- | | | | | |
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Duty to co-operate | Yes | <input type="text" value="x"/> | No | <input type="text"/> |

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1. Social Housing provision and a poorly balanced housing mix for an ageing population

- (a) Policy H6. Table 4 (page 54) draft Local Plan Publication Version shows that NWLDC have granted planning permissions focus on a housing type mix of new 3 to 5-bedroom family homes. However, a significant proportion of the settled community require smaller homes to either 'downsize', change in personal circumstances or age/disability.
- (b) Based on a premise that past behaviour is a predictor of future behaviour it appears that there is no will from the draft Local Plan to clearly define the mix of housing types.
- (c) The 2011 Census there were 16,930 people in NWL whose day to day activities are limited by disability. This was an increase of 11% since 2001. Demographic change suggests the figure will increase further over the plan period.
- (d) The draft Local Plan provides no policies for housing (and employment needs)

of an ever growing ageing population with multiple disabilities. The District needs a significant number of single storey 'bungalows' to be located in settlement centres with easy access to services.

- (e) It is accepted that changes in Government policies on 'affordable housing' may/will influence the Local Plan outcome. But 'affordability' on low or no income must in any decent society be taken into account.
- (f) There is no indication in the draft Local Plan for the provision of Social Housing for rent. The draft talks about 'affordable housing' but does not reflect needs of those who cannot afford or obtain a mortgage. Nor does the draft Local Plan identify land within the draft to build new social housing for rent.

(Continue on a separate sheet/expand box if necessary)

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The Local Plan needs to define the mix of housing types and how this will meet the identified needs of the population.

The Plan needs to provide for the housing and employment needs of an ageing population with multiple disabilities. The District needs to plan for a significant number of single storey 'bungalows' located in settlement centres with easy access to services.

The District needs to identify land to build for Social Housing for rent.

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1. Local Plan – Publication Stage Representation Form - Employment growth zones and housing growth zones.

Paragraphs 8.6, 7.6, 9.20

- (a) The Labour Group consider that the fractured planned housing growth and employment locations show a fundamental flaw in the Plan and a lack of planning vision. The draft Local Plan shows employment growth in the north (8.6) and housing growth in the south (7.6) of the district. The distance between the two locations is approximately 15 to 25km apart with no planned transportation improvements.
- (b) There is a current public transport link - an hourly 7 day 'Skylink' bus service operating between 05.00 and 23.00 hrs from Coalville to employment growth in the northern parishes. There are other limited bus services from other housing growth areas; none provide a reliable link to shift work employment

without the need of a personal motor vehicle.

- (c) The draft Local Plan makes mention of the need to reduce personal motor transport, (9.20) but the fundamental flaw in the Plan does not provide a vision to rectify the situation.
- (d) There are major areas of employment deprivation in the existing southern settlements where the cost of providing a personal motor vehicle is not an option to many who work in low wage distribution jobs. Therefore, the new planned employment growth is and will continue to provide work for those living closer to the planned employment growth, but resident outside North West Leicestershire. The disjointed housing/employment draft Local Plan does not provide a vision for betterment and social mobility for those who cannot afford a personal motor vehicle.
- (e) It is considered that that the draft Local Plan employment and housing policies exclude those on low incomes from employment opportunities and decent housing.
- (f) If the Inspector is minded to agree that the housing/employment policies are disjointed – then policies must be included to provide and fund upgraded 24/7 public transport. Perhaps a sustainable long term aim should be to extend the Nottingham Tram from Clifton through to the airport, Coalville & Ashby.

ENDS

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112/417 6/0



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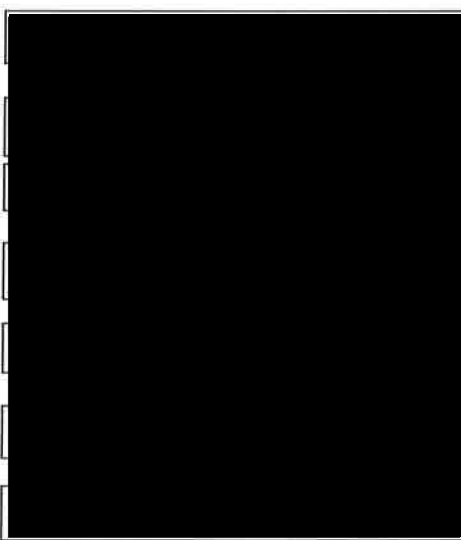
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Highways

- (a) At the time of writing this representation (August 2016) there is a lack of detailed costed (9.25) highway improvement planning and priorities. There is no dispute that significant highway improvements will be required, but we are of the opinion that the lack of early detailed scrutiny will lead to gaps in provision and funding.
- (b) At the time of writing this representation little or no account has been taken for predicted 'construction inflation' to 2031. This could lead to improvements being unviable.
- (c) Developers will not be able to market homes on sites that are 'locked up' by new high volumes of traffic on access routes to the priority network.
- (d) The highway improvement funding pot is argued on flimsy hypothesis that bids to funding bodies such as the current LLEP will be successful. This may

not be the case due to change in government or funding body policy.

(e) Developer contributions are discussed in the draft Local Plan but are based on an agreement that 'affordable home' contributions in the Coalville area be transferred into the highway funding pot. Despite relying on this agreement, it has not been referred to in the draft Local Plan. This agreement has resulted in the abolition of developer funded affordable homes in the Coalville area to no benefit to new populations. Also at the time of writing this representation, many developers are indicating that the provision of 'affordable homes' makes the development unviable (Policy H4). We feel that there will be a lack of developer contribution will make highway infrastructure improvement unviable unless more public funding can be found.

(f) We also feel that the draft Local Plan is contradictory. Paragraph 9.25 "that the Hugglescote Crossroads require improvement". Following public consultation and highway engineering studies, the Leicestershire County Council Cabinet on the 18th November 2015 clearly indicated that improvements at the crossroads could not be afforded and were not required.

(g) Local public opinion demands an A511 Bardon Road (Coalville) bypass, but County Highways say that it is unnecessary. The draft Local Plan indicates that growth along the A511 corridor will be significant. On these grounds we feel that it is necessary to allocate land for a bypass corridor in the event that it become necessary before 2031.

(Continue on a separate sheet/expand box if necessary)

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Reference to improvements at Hugglescote crossroads should be removed as County Highways evidence has demonstrated that it cannot be afforded and is not required.

Land should be allocated and protected for use as a SE Coalville bypass corridor in the event that it become necessary before 2031.

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9. Signature:

Date:

112/7/19410



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This form has two parts-

Part A – Personal Details

Part B – Your Representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

1. Personal Details

2. Agent Details

**If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details for the agent in 2.*

Title	Councillor	
First Name	John	
Last Name	Legrys	
Job Title <i>(Where relevant)</i>	Shadow Planning Lead	
Organisation <i>(Where relevant)</i>	On Behalf of North West Leicestershire	
Address Line 1		
Line 2		
Line 3		
Line 4		
Post Code		
Telephone Number		
Email Address <i>(Where relevant)</i>		

Part B - Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph(s) Policy Policies Map

4. Do you Consider the Local Plan is:
(Please tick as appropriate)

i) Legally Compliant	Yes	<input type="text" value="x"/>	No	<input type="text"/>
ii) Sound	Yes	<input type="text"/>	No	<input type="text" value="X"/>
iii) Complies with the Duty to co-operate	Yes	<input type="text" value="x"/>	No	<input type="text"/>

5. Please give details of why you consider the Local Plan not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

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Highways

- (a) At the time of writing this representation (August 2016) there is a lack of detailed costed (9.25) highway improvement planning and priorities. There is no dispute that significant highway improvements will be required, but we are of the opinion that the lack of early detailed scrutiny will lead to gaps in provision and funding.
- (b) At the time of writing this representation little or no account has been taken for predicted 'construction inflation' to 2031. This could lead to improvements being unviable.
- (c) Developers will not be able to market homes on sites that are 'locked up' by new high volumes of traffic on access routes to the priority network.
- (d) The highway improvement funding pot is argued on flimsy hypothesis that bids to funding bodies such as the current LLEP will be successful. This may

not be the case due to change in government or funding body policy.

(e) Developer contributions are discussed in the draft Local Plan but are based on an agreement that 'affordable home' contributions in the Coalville area be transferred into the highway funding pot. Despite relying on this agreement, it has not been referred to in the draft Local Plan. This agreement has resulted in the abolition of developer funded affordable homes in the Coalville area to no benefit to new populations. Also at the time of writing this representation, many developers are indicating that the provision of 'affordable homes' makes the development unviable (Policy H4). We feel that there will be a lack of developer contribution will make highway infrastructure improvement unviable unless more public funding can be found.

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(g) Local public opinion demands an A511 Bardon Road (Coalville) bypass, but County Highways say that it is unnecessary. The draft Local Plan indicates that growth along the A511 corridor will be significant. On these grounds we feel that it is necessary to allocate land for a bypass corridor in the event that it become necessary before 2031.

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Reference to improvements at Hugglescote crossroads should be removed as County Highways evidence has demonstrated that it cannot be afforded and is not required.

Land should be allocated and protected for use as a SE Coalville bypass corridor in the event that it become necessary before 2031.

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112/8/1FS/10



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Part A – Personal Details

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Part A

1. Personal Details

2. Agent Details

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Title	Councillor	
First Name	John	
Last Name	Legrys	
Job Title <i>(Where relevant)</i>	Shadow Planning Lead	
Organisation <i>(Where relevant)</i>	On Behalf of North West Leicestershire	
Address Line 1		
Line 2		
Line 3		
Line 4		
Post Code		
Telephone Number		
Email Address <i>(Where relevant)</i>		

Part B - Please use a separate sheet for each representation

Name or Organisation:

3. To which part of the Local Plan does this representation relate?

Paragraph(s) Policy Policies Map

4. Do you Consider the Local Plan is:
(Please tick as appropriate)

i) Legally Compliant	Yes	<input type="text" value="x"/>	No	<input type="text"/>
ii) Sound	Yes	<input type="text"/>	No	<input type="text" value="X"/>
iii) Complies with the Duty to co-operate	Yes	<input type="text" value="x"/>	No	<input type="text"/>

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Rail Infrastructure Policy IF5 – Leicester to Burton Rail Line

(a) At its meeting of the Leicestershire County Council Cabinet on the 17th June 2016 resolved not to undertake any further work on re-instating the rail line for passenger use.

(b) Whilst Local Plan protection on the rail corridor has to be welcomed, we feel that more proactive action from the Local Plan could encourage alternatives such as tramways. Light rail could replace some of the A511 highway improvements and make marketing of new development more viable and meet the Local Plan priority of reducing the need for cars.

(Continue on a separate sheet/expand box if necessary)

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The Local Plan should consider alternatives means of opening the Leicester to Burton rail corridor including Light Rail and tramways.

(Continue on a separate sheet/expand box if necessary)

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9. Signature:

John Legrys

Date:

15/8/16

12/9/16 10



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Organisation <i>(Where relevant)</i>	On behalf of North West Leicestershire	
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Part B - Please use a separate sheet for each representation

Name or Organisation:

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Development and Infrastructure Policy IF1

- (a) There is considerable concern on the doorstep that the draft Local Plan does not provide for 'infrastructure Improvements' in relation to education, NHS, flooding and so on.
- (b) Public understanding of changes in primary legislation and development regulation is limited and not understood. However, at the time of writing this Representation there is evidence in NWL that some third party bodies are not spending Sec 106 monies set aside for specific projects. The draft Local Plan lack clarity to indicate that third parties are now responsible for the decision making process; and will decide – when or if they will use developer funds to provide new infrastructure.

(Continue on a separate sheet/expand box if necessary)

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The Local Plan needs to state clearly which third parties responsible for the s106 decision making process and how they will use developer funds to provide new infrastructure.

(Continue on a separate sheet/expand box if necessary)

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John Legrvs

15/8/16

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Date:

[The following text is extremely faint and illegible, appearing to be bleed-through from the reverse side of the page. It contains several paragraphs of text and two rectangular boxes, likely for signatures or stamps.]

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- | | | | | |
|--|-----|--------------------------------|----|--------------------------------|
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Settlement coalescence and separation

- (a) Clearly defined settlement identity is an essential for community coalescence and wellbeing. With the exception of a clear 'area of separation' between Whitwick and Coalville, the draft Local Plan fails to provide boundaries for settlement separation between established communities.
- (b) Policy En5 needs to be expanded to all NWL communities. Communities be encouraged to define 'Areas of Separation' between their settlements.
- (c) Maintaining clear separation between settlements on the boundary with another local authority or Parish. Where an area of countryside is the only separation and reliance on another authority for services is necessary for sustainability, that separation should be maintained in perpetuity
- (d) All 'Areas of Separation' be enshrined in perpetuity

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Policy En5 needs to be expanded to all NWL communities. Communities should be encouraged to define 'Areas of Separation' between their settlements, maintaining clear separation between settlements on the boundary with another local authority or Parish.

Where an area of countryside is the only separation and reliance on another authority for services is necessary for sustainability, that separation should be maintained in perpetuity. All 'Areas of Separation' be enshrined in perpetuity

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