



CHARNWOOD LOCAL PLAN 2021-2037

EXAM 81

Pre-Submission Draft Charnwood Local Plan
2021-2037

Schedule Of Proposed Main Modifications

July 2024

The following table sets out a series of proposed main modifications to the Pre-submission Draft Charnwood Local Plan 2021-2037 published in July 2021 to ensure that it meets the tests of soundness¹.

The suggested modifications are shown using the following formatting: items to be deleted are shown ~~struck through~~ and items to be added are shown underlined.

Chapter 1 Introduction

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM1	6	Para 1.3	. . . Shepshed <u>Urban Settlement</u> . . .	To ensure the plan is justified and sufficient clarity is given to the strategy.
MM2	12	Profile	In terms of the level of sport activity per week by Charnwood residents, 65.0% <u>62.7%</u> undertake at least 150 minutes; 44.1% <u>12.4%</u> undertake 30-149 minutes; and 20.9% <u>24.9%</u> undertake less than 30 minutes (Active Lives Survey 2018/19 <u>2020/21</u> , Sport England).	Factual correction
MM3	13	1.24	An understanding of the Borough and our key opportunities and challenges has informed the vision for the Borough to 2037. The vision also reflects the spatial elements of the Charnwood Borough Council corporate vision, setting out the local priorities which have influenced the approach to future development in the Borough alongside national policy and the Strategic Growth Plan for Leicester and Leicestershire. <u>The Strategic Growth Plan is not a statutory plan but was prepared by the Leicestershire local authorities and the Leicester and Leicestershire Economic Partnership to provide a long-term vision to inform local plans.</u>	To make the plan effective by clarifying the status of the Strategic Growth Plan

¹ Paragraph 35 of the NPPF sets out that plans are sound if they are positively prepared, justified, effective and consistent with national policy.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM4	13	A Vision For Charnwood	Development will have been managed to improve the economy, quality of life and the environment-, <u>by seeking sustainable development and sustainable patterns of growth.</u>	To improve alignment with the NPPF.
MM5	14	A Vision For Charnwood	Growth at Shepshed will support the Leicester and Leicestershire Strategic Growth Plan’s proposal for the Leicestershire International Gateway, secure regeneration that enhances the physical fabric of the town and makes the most of the surrounding forest and natural environment. Settlements located within and adjacent to the Charnwood Forest will be known for their intrinsic connection with that special landscape. Our <u>Service Centres</u> and other settlements will have an attractive provision of local shops, culture and leisure facilities and will have retained their individual identity.	To recognise the role of Service Centres in meeting development needs.
MM6	15	1.25	<p>1. To respond to the demand for housing and employment land by focusing growth at:</p> <ul style="list-style-type: none"> • Loughborough, to capitalise on its rich history, to support the town centre, and for the town to continue to be the main economic, social and cultural heart of the Borough and an attractive, compact and walkable destination for shopping, leisure, entertainment and culture; • the edge of Leicester, to support Leicestershire’s central city; and • Shepshed, in its role in supporting the Leicestershire International Gateway, to secure its regeneration and make the most of its location on the edge of Charnwood Forest-; <u>and</u> • <u>the Service Centres, supporting them in providing for the day to day needs of their residents and to improve their</u> 	To recognise the role of Service Centres in meeting development needs.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>sustainability whilst maintaining their unique characters and separate identities.</u>	

Chapter 2 Development Strategy

Policy DS1: Development Strategy

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM7	18	2.5	Our strategy also takes account of the Strategic Growth Plan for Leicester and Leicestershire, which is <u>a non-statutory plan that</u> provides a long-term vision for the housing market area to address the challenges and opportunities in the area to 2050. The Growth Plan promotes developing Leicester's role as the central city. It also includes an A46 priority growth corridor around the south and east of Leicester terminating in the south east of Charnwood and an International Gateway in the area around the junction of the A42 and the M1 motorway. It encourages managed growth at Loughborough and other market towns, an A5 improvement corridor and Melton Mowbray as a key centre for regeneration and growth.	To make the plan effective by clarifying the status of the Strategic Growth Plan
MM8	19	2.11	Charnwood forms part of the wider housing market of Leicester and Leicestershire and the city of Leicester has declared an unmet housing and employment need. Charnwood Borough has been actively engaged with its partners in the Housing Market	To set out the updated position in response to the increase in the Local Housing Need from 1,111 homes per year to 1,189 homes per year as set out in EXAM 55.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>Area to accommodate this need in the most sustainable way. A Statement of Common Ground is advanced between partners setting out the process by which unmet need will be distributed. Policy DS2 provides a clear mechanism for the local plan to be reviewed, and then updated if necessary once the Statement of Common Ground is agreed by all partners.</p> <p><u>Local Planning Authorities in Leicestershire have collaborated on evidence to inform an equitable apportionment of this unmet need and set this out in Statement of Common Ground (May 2022). Charnwood's housing apportionment is 78 homes a year, a total of 1,248 homes.</u></p>	
MM9	20	2.13	The table below shows both the amount of homes needed and how many of the homes already have planning permission and are expected to be delivered by 2037. The table shows 7,485 <u>696</u> homes are required to meet our needs for the longer plan period up to 2037 once commitments are considered.	To ensure the Plan is updated to the latest housing supply position.
MM10	20	Table 1	Updated housing supply data set out below	To ensure the Plan is updated to the latest housing supply position.

Table 1: Housing Need and Supply 2021-37

Housing Need	Number
Local Housing Need 1,144 89	47,776 <u>19,024</u>
Housing Supply	Number
North East Leicester Sustainable Urban Extension	3,205 <u>2,794</u>
West of Loughborough Sustainable Urban Extension	3,200 <u>2,906</u>
North of Birstall Sustainable Urban Extension	1,950
Other planning permissions at 31 st March 2024 4	2,248 <u>3,678</u>
Supply Total	10,603 <u>11,328</u>

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness										
MM11	20	Table 2	Updated housing supply data set out below	To ensure the Plan is updated to the latest housing supply position.										
Table 2: Local Housing Need and Flexibility														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Local Housing Need (LHN)</th> <th style="width: 15%;">Flexibility (10%)</th> <th style="width: 15%;">SUE Delivery 2021-37</th> <th style="width: 15%;">Planning Permissions (commitments)</th> <th style="width: 15%;">To be found (LHN + Flexibility - SUE and commitments)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">17,776 <u>19,024</u></td> <td style="text-align: center;">+1,778 <u>1,903</u></td> <td style="text-align: center;">8,355 <u>7,650</u></td> <td style="text-align: center;">2,248 <u>3,678</u></td> <td style="text-align: center;">8,951 <u>9,599</u></td> </tr> </tbody> </table>					Local Housing Need (LHN)	Flexibility (10%)	SUE Delivery 2021-37	Planning Permissions (commitments)	To be found (LHN + Flexibility - SUE and commitments)	17,776 <u>19,024</u>	+1,778 <u>1,903</u>	8,355 <u>7,650</u>	2,248 <u>3,678</u>	8,951 <u>9,599</u>
Local Housing Need (LHN)	Flexibility (10%)	SUE Delivery 2021-37	Planning Permissions (commitments)	To be found (LHN + Flexibility - SUE and commitments)										
17,776 <u>19,024</u>	+1,778 <u>1,903</u>	8,355 <u>7,650</u>	2,248 <u>3,678</u>	8,951 <u>9,599</u>										
MM12	21	2.16	<p>Charnwood forms part of the wider housing <u>economic</u> market area of Leicester and Leicestershire and the city of Leicester has declared an unmet employment <u>land</u> need of 23ha for <u>general industrial and small-scale warehouse</u> units. We have actively engaged with partners in the FEMA to accommodate this need in the most sustainable way. A Statement of Common Ground is <u>advanced</u> <u>has been agreed</u> between partners setting out the process by which <u>that Charnwood will accommodate the 23ha of unmet employment land need will be distributed.</u> <u>Charnwood's identified need for general industrial and small-scale warehouse units is 43.55ha with a need of 11.92ha for office use. To accommodate Charnwood's own need and the unmet need from the city of Leicester a total of at least 78.47ha of employment land will be provided in Charnwood.</u> Policy DS2 provides a clear mechanism for the local plan to be reviewed, and then updated if necessary once the Statement of Common Ground is agreed by all partners.</p>	To ensure the Plan is updated to the latest position.										

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM2	23	Key Diagram	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM13	24	Para 2.27	. . . Shepshed Urban Area <u>Settlement</u> . . .	To ensure the plan is justified and sufficient clarity is given to the strategy.
MM14	24	2.29	Our strategy is built on an understanding of our settlement hierarchy. We have assessed the services and facilities available within our settlements and the relationship each settlement has with the urban centres of Loughborough <u>Urban Centre and the Leicester Urban Area</u> . <u>Whilst noting this relationship, the services and facilities provided by each settlement have been assessed to inform its position in the hierarchy.</u> This has helped us to understand each settlement's role and function and which settlements might be capable of supporting new development. <u>The development strategy identified in Table 5 and Policy DS1 takes a broader view to prioritise development to the most sustainable locations in our Borough.</u> Our settlement hierarchy is shown in table 4.	To ensure the plan is effective.
MM15	24	NEW PARAGRAPH After 2.29	<u>The Loughborough Urban Area comprises Loughborough Urban Centre (Loughborough and the West of Loughborough Sustainable Urban Extension) and Shepshed Urban Settlement. The Leicester Urban Area comprises Birstall, Syston, Thurmaston, the North East of Leicester SUE, the North of Birstall SUE, part of Anstey which lies south of the A46 and Hamilton Lea. In general terms the Urban Areas are a series of contiguous urban settlements that have a functional identity.</u>	To ensure the plan is effective.
MM16	24	Table 4	Charnwood Settlement Hierarchy – see below	To ensure clarity in the development strategy.

Main Modifications

Table 4: Charnwood Settlement Hierarchy

HIERARCHY CATEGORY	SETTLEMENT
<p>Urban Centre</p> <p><i>A settlement that has a range of employment opportunities and higher order services that meet all of the day to day needs of residents and are accessible to the surrounding area</i></p>	<p>Loughborough (<u>including the West of Loughborough Sustainable Urban Extension</u>)</p>
<p>Urban Settlement</p> <p><i>A settlement that has a range and choice of services and facilities that meet the day to day needs of residents and physically or functionally forms part of a wider Leicester <u>Urban Area</u> or Loughborough <u>Urban Area Centre</u></i></p>	<p>Shepshed (<u>Loughborough Urban Area</u>)</p> <p>Birstall (<u>Leicester Urban Area</u>) Syston (<u>Leicester Urban Area</u>) Thurmaston (<u>Leicester Urban Area</u>)</p> <p><u>The North East of Leicester and North of Birstall Sustainable Urban Extensions also form part of the Leicester Urban Area. They are not yet urban settlements in their own right but will become settlements or form part of existing urban settlements as they are developed.</u></p>
<p>Service Centres</p> <p><i>A settlement that has a range of services and facilities to meet most of the day to day needs of residents and good accessibility to services not available within the settlement</i></p>	<p>Anstey Barrow upon Soar Mountsorrel Quorn Rothley Sileby</p>
HIERARCHY CATEGORY	SETTLEMENT
<p>Other Settlements</p>	<p>Barkby</p>

Main Modifications

	<p><i>A settlement that has some of the services and facilities to meet the day to day needs of residents</i></p>	<p>Burton on the Wolds Cosstington East Goscote Hathern Newtown Linford Queniborough Rearsby Seagrave Swithland Thrussington Thurcaston Woodhouse Eaves Wymeswold</p>	
	<p>Small Villages or Hamlets in the Countryside</p> <p><i>A settlement that has limited services and facilities to meet the day to day needs of the residents.</i></p>	<p>Barkby Thorpe Beeby Cotes Cropston Hoton Prestwold Ratcliffe on the Wreake South Croxton Ulverscroft Walton on the Wolds Wanlip Woodhouse Woodthorpe</p>	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM17	26	2.38	Our strategy is to direct development to those locations where there is a genuine opportunity to walk, cycle or use public transport and which reduce the need to travel by private car. Reducing the need to travel by private car is one of the key ways in which the locational strategy can reduce contributions to climate change. In identifying sites in our development strategy, we have considered the accessibility of services and facilities by sustainable modes of transport. <u>The development strategy has been informed by our settlement hierarchy; together with the social and economic opportunities provided by the city of Leicester.</u>	To ensure the plan is effective.
MM18	27	Table 5	Updated housing supply data set out below	To ensure the Plan is updated to the latest housing supply position.

Table 5: Development Strategy for Homes 2021 – 2037

Settlement	Housing Supply (excluding allocations)	Windfalls	Distribution of New Homes	Total Homes
Leicester Urban Area	5,254 <u>4,886</u>	<u>126</u>	2,404 <u>2,054</u>	7,358 <u>7,066</u>
Loughborough Urban Centre	3,834 <u>3,751</u>	<u>126</u>	2,242 <u>2,322</u>	6,073 <u>6,199</u>
Shepshed Urban Area Settlement	453 <u>586</u>	<u>126</u>	1,878 <u>2,016</u>	2,331 <u>2,728</u>
Service Centres	928 <u>1,393</u>	<u>126</u>	1,819 <u>1,978</u>	2,747 <u>3,497</u>
Other Settlements	449 <u>688</u>	<u>126</u>	845 <u>888</u>	934 <u>1,702</u>
Small Villages/Hamlets	48 <u>24</u>	<u>0</u>	<u>0</u>	48 <u>24</u>
Total	40,603 <u>11,328</u>	<u>630</u>	8,858 <u>9,258</u>	49,461 <u>21,216</u>

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM19	28	After para 2.47	Shepshed Urban Area Settlement	To ensure the plan is effective
MM20	28	2.52	The smaller amount of development directed to Other Settlements reflects the smaller range of services and facilities in these villages <u>settlements</u> compared to <u>Urban Settlements</u> urban areas and Service Centres within Charnwood.	To ensure the plan is effective.
MM21	29	2.53	The Policies Map shows the Limits to Development for the Loughborough Urban Centre, Urban Settlements Areas including the Sustainable Urban Extensions, Service Centres and Other Settlements in the Borough. These boundaries define the cohesive built form of settlements, taking account of development allocations made, and makes them distinct from the Countryside. Our small villages and hamlets do not have Limits to Development defined and will be treated as part of the Countryside. Countryside is the largely undeveloped land beyond the defined Limits to Development of our towns and villages and has its own intrinsic character and beauty	
MM22	29	2.54	The Limits to Development, and by extension the edge of the Countryside, are an integral part of our development strategy to guide development to sustainable locations. <u>The Limits to Development follow the boundaries of the Housing Allocations, including the Sustainable Urban Extensions, and planning permissions where there is no detailed planning permission. Where detailed planning permission has been secured (full planning permission or reserved matters), the Limits to Development take account of approved plans and will define the settlement by enclosing the established, cohesive built form. Countryside (and, where appropriate, Green Wedge and</u>	To ensure the plan is effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>Areas of Local Separation) designations occupy the undeveloped land immediately beyond the cohesive built form.</u>	
MM23	29	2.58	The parish of Wymeswold is not yet a designated neighbourhood area. There are a number of available sites that adjoin the village and are similar in size and character and capacity in the local primary school. A housing requirement figure of up to 60 homes has been set for that area should it be designated as a neighbourhood area in the future so that the most suitable site can be determined locally.	
MM24	30	Policy DS1	See revised text below	To set out an updated supply position in response to the increase in the Local Housing Need from 1,111 homes per year to 1,189 homes per year as set out in EXAM 55.

DS1 Revised text

Policy DS1: Development Strategy

The overall spatial strategy for Charnwood between 2021 and 2037 is urban concentration and intensification with some limited dispersal to other areas of the Borough. The most environmentally sensitive areas will be protected, and the pattern of development will provide a balance between homes, jobs and facilities.

We will support sustainable development that:

- contributes towards meeting our needs for housing, employment and town centre uses within the ~~defined~~ Limits to Development ~~and allocations defined in this plan~~;
- minimises the need to travel, particularly by private car, and prioritises public transport, walking and cycling;
- protects the intrinsic character of the Countryside;
- maintains the functions of Green Wedges and Areas of Local Separation;

- safeguards and delivers a net gain in biodiversity;
- supports Loughborough as the main social, economic and cultural focus within the Borough and its compact and walkable town centre;
- supports the vitality and viability of the Town Centre, District Centres and Local Centres to serve the day to day needs of their communities;
- supports the regeneration and economic success of urban areas;
- makes efficient use of land including using brownfield or underused land and buildings;
- safeguards services and facilities;
- contributes to local priorities identified in neighbourhood plans; and
- is in accordance with the policies in this plan.

New Homes

The housing requirement for Charnwood is ~~17,776~~ 19,024 homes between 2021 and 2037, comprising 17,776 homes to meet needs arising in Charnwood and 1,248 homes of unmet need from Leicester, and provision for at least ~~19,461~~ 21,216 new homes will be made. Land for new homes has been identified based on the optimum balance between social, environmental and economic considerations taking account of strategic and local priorities. The pattern of development for new homes in our spatial strategy is as follows:

<u>Settlement</u>	<u>Minimum Number of Homes</u>	<u>Pattern of Development</u>
Leicester Urban Area (Birstall, Syston, Thurmaston)	7,358 <u>7,066</u>	383%
Loughborough Urban Centre	6,073 <u>6,199</u>	342%
Shepshed Urban Area <u>Settlement</u>	2,334 <u>2,728</u>	123%
Service Centres (Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby)	2,747 <u>3,497</u>	147%
Other Settlements	934 <u>1,702</u>	58%
Small Villages and Hamlets	48 <u>24</u>	0%
Total	19,461 <u>21,216</u>	100%

New Employment and Retail

Provision is made for up to 81.8 hectares of employment land between 2021 and 2037. Employment land is identified to meet the economic and regeneration needs of our communities and support the economic success of Charnwood and Leicester. The majority of new employment will be delivered as part of Sustainable Urban Extensions and Watermead Business Park with a smaller proportion allocated in Shepshed, and, within and adjoining Service Centres and Other Settlements.

Provision is made for the extension to Loughborough Science and Enterprise Park of up to 73 hectares to support the continued role of Loughborough in the knowledge-based sector.

Provision will be made for up to 4,500sqm (net) of comparison retail floorspace (non-food) at the Baxter Gate/Pinfold Gate Opportunity Site in Loughborough, as part of a mixed-use development.

Environment

Development will be directed to those locations of the least environmental or amenity value and to locations within the Borough at the lowest risk of flooding, applying the Sequential Test where applicable, and if necessary, applying the Exception Test.

Development proposals should conserve and enhance the built and natural environment, protect biodiversity and mitigate and adapt to climate change in accordance with policies in this plan.

Areas designated as Countryside, Areas of Local Separation, Green Wedges and Charnwood Forest Regional Park are identified on the Policies Map. These designations are an integral part of the spatial strategy that have been identified to deliver growth in the context of the objective of conserving and protecting the character of our towns and villages and the intrinsic character and beauty of the countryside.

Implementation of Spatial Strategy

The effect of our spatial strategy is that new built development will be confined to sites allocated in this local plan and neighbourhood plans, and other land within the Limits to Development subject to specific exceptions set out in this plan. Development proposals which do not accord with this spatial strategy will not be considered compatible with the vision or to meet the objectives of the plan and will not be considered sustainable development, and as a result will not be supported.

~~In circumstances where~~ For applications involving the provision of housing, a five year supply of deliverable housing land cannot be demonstrated, in circumstances where national planning policy indicates that the policies which are most important for determining the application are out-of-date, including for reasons of housing land supply or housing delivery, (set out in footnote 8 of the National Planning Policy Framework December 2023) proposals for development should will only be refused where any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. In these circumstances, proposals are only likely to be permitted where they will be expected to:

- accord with the pattern of development set out in the table above;
- adjoin the Limits to Development;
- ~~do not~~ prejudice the delivery of infrastructure set out at Appendix 3; ~~and~~
- ~~accord with other development plan policies.~~

~~If any one of the above criteria are not met, proposals will be considered to have significant adverse impacts.~~

Policy DS2: Leicester and Leicestershire Unmet Needs

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM25	32	2.59	<p>Leicester and Leicestershire Unmet Needs</p> <p>There is a long track record of effective joint working on strategic matters across Leicester and Leicestershire. The nine local authorities have continuously engaged with each other on strategic matters throughout the preparation of local plans across the area.</p> <p>Leicester City Council has identified an unmet need for housing and employment through its draft local plan. The Leicester and</p>	To clarify the Council's position with regards to unmet need from Leicester City and to ensure the plan is positively prepared & Justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		2.60	<p>Leicestershire authorities have been engaged in a process of testing reasonable alternative options for meeting Leicester's unmet need through a sustainability appraisal process with a view to agreeing an apportionment of the unmet need ahead of the submission of this local plan. <u>Local Planning Authorities in Leicestershire have collaborated on evidence to inform an apportionment of this unmet need and set this out in a Statement of Common Ground (May 2022). Charnwood has met its apportionment of the unmet need for housing and employment land through this local plan.</u></p> <p>The change in Leicester's housing need on 16 December 2020 (resulting from Government changes to the standard method for calculating housing need) is so significant that additional work is now needed. We will continue to actively engage in the programme of work planned to address the scale and redistribution of unmet need in the Housing Market Area with the objective of agreeing a Statement of Common Ground with other authorities across Leicester and Leicestershire. We will do this whilst maintaining progress with the preparation of the Charnwood local plan.</p> <p><u>The Council will continue to work collaboratively with the Leicester & Leicestershire authorities to monitor progress on the scale and redistribution of unmet housing and employment needs in the Housing Market Area (HMA) and Functional Economic Market Area (FEMA). This will include the ongoing</u></p>	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		2.61	<p><u>work underway to meet unmet strategic warehousing and logistics need in Leicester and Leicestershire.</u></p> <p><u>Avoiding delays is critical to demonstrating and maintaining a five year supply of deliverable housing sites in the Borough. Delay will lead to unplanned development and a lack certainty for communities and private and public sector investors in the intervening period. This certainty is also needed to ensure appropriate infrastructure is secured and to assist the economy in its recovery from the Covid-19 pandemic.</u></p> <p><u>The apportionment in the Statement of Common Ground (May 2022) is intended to be implemented through individual local plans and will therefore need to be tested through each authority's Local Plan process. The authorities agree that if an authority's local plan process identifies that it is not able to provide for their own objectively assessed needs as well as any unmet need apportioned in the Statement (as set out in paragraph 11b of the NPPF), this will need to be jointly reviewed and updated as necessary. The process used for this review will be proportionate to the scale of the issue and should not cause undue delay to the preparation of Local Plans.</u></p> <p><u>The Council will continue to work collaboratively with the Leicester & Leicestershire authorities to establish the scale and redistribution of unmet housing and employment needs in the</u></p>	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		2.62	Housing Market Area (HMA) and Functional Economic Market Area (FEMA). This will be achieved through a Statement of Common Ground addressing the scale and redistribution of unmet need arising in Leicester or elsewhere in the HMA/FEMA	
MM26	32	2.63 DS2	Within 6 months of the agreement by all partners of the Statement of Common Ground for the apportionment of unmet housing and employment need, the Council will publish a review of this local plan. Should a full or partial update be triggered by the review, the Council will commence the update (defined as being publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) within 12 months of the publication of the review. Once the update has commenced the Council will submit the Plan Update to the Planning Inspectorate for Examination within a further 36 months of the date of commencement of the update.	Delete Policy DS2 to clarify the Council's position with regards to unmet need from Leicester City and to ensure the plan is positively prepared & Justified.

Policy DS3: Housing Allocations

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM27	33	After paragraph 2.64	<u>The design and layout of development can contribute to managing its impact on, and accessibility to, infrastructure. We expect the design and layout of development on our allocated sites to be considered comprehensively with development at nearby sites.</u>	To ensure Policy DS3 is justified and effective

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p><u>especially with regards to the following clusters of adjacent or adjoining sites:</u></p> <ul style="list-style-type: none"> • <u>System – sites HA1, HA2, HA3 and HA8</u> • <u>Loughborough – sites HA15, HA16 and HA17.</u> • <u>Loughborough – HA18 and LUC3 (Loughborough Science and Enterprise Park)</u> • <u>Shepshed (West) – HA32 and HA34</u> • <u>Shepshed (South) – HA39, HA40 and HA41</u> • <u>Barrow upon Soar – HA45 and HA46</u> • <u>Queniborough – HA64 and HA65</u> <p><u>Proposals should respond positively to opportunities for integrating infrastructure provision between sites, including in respect of site access arrangements, other highways and transport requirements and landscaping and other green infrastructure.</u></p> <p><u>For highways and transport, this particularly relates to:</u></p> <ol style="list-style-type: none"> i. <u>avoiding a proliferation of new site access points and potential deliverability risks (e.g. due to highway safety or capacity issues);</u> ii. <u>avoiding duplication and/or conflict between sites in respect of other localised off-site transport requirements (e.g. the installation of new footways, cycleways, crossing facilities, bus stops or passenger transport service provision); and</u> iii. <u>facilitating opportunities to provide joint/linked on-site transport infrastructure in those cases where sites directly adjoin for instance the provision of spine road(s), walking and cycling facilities and/or passenger transport services that connect through/between the sites, which may reduce</u> 	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM28	33	2.65	<p><u>or negate some of the likely off-site transport infrastructure requirements described through (i) and (ii) above.</u></p> <p>For a number of sites, we have included site specific policies that are required to address specific constraints, wider objectives or other issues related to those sites. Site policies should be read in conjunction with the place-based and topic-based policies in the plan. If there is no site policy this means that the issues relating to that site are adequately addressed by applying place-based and topic-based policies in this local plan. <u>Some of the site policies are accompanied by illustrative diagrams to assist with interpreting the policies. In some cases these diagrams show, in darker orange, where housing should be located within the allocation boundary. When development is complete, designations of Countryside, Areas of Local Separation and Green Wedge will extend into the allocation up to the edge of the built form of the development.</u></p>	To provide additional clarification to ensure that the policy is effective.
MM29	33	Policy DS3 Table	The table in Policy DS3 has been revised. Please see the table below for further detail.	To provide clarity and to ensure that the policy is effective and justified by reflecting the promoter's intentions.

Main Modifications

Policy DS3 Revised Table

Policy Ref	Site Name	Location	Approximate Number of Homes	Site Specific Policy
Sustainable Urban Extensions				
LUA2	North East of Leicester	Thurmaston	4,500	Page 80
LUA3	North of Birstall	Birstall	1,950	Page 85
LUC2	West of Loughborough	Loughborough	3,200	Page 104
Leicester Urban Area				
HA1	Land South East of Syston	Syston	960	Page 36
HA2	Barkby Road	Syston	270 <u>200</u>	Page 37
HA3	Land north of Barkby Road	Syston	195	Page 37
HA4	Queniborough Lodge	Syston	132 <u>125</u>	Page 38
HA5	Land at Melton Road	Syston	31 <u>26</u>	
HA6	Brook Street	Syston	15	
HA7	Land off Barkby Thorpe Lane	Thurmaston	105 <u>180</u>	Page 38
HA8	Woodgate Nurseries, Barkby Lane	Thurmaston	39 <u>46</u>	Page 39
HA9	Works opposite 46 Brook Street	Thurmaston	7	
HA10	Works adjacent 46 Brook Street	Thurmaston	5	
HA11	Rear of Manor Medical Centre, Melton Road	Thurmaston	20	
HA12	Land at Gynsill Lane and Anstey Lane	Glenfield	260	Page 39
HA13	Park View Nursery Site off Gynsill Lane	Glenfield	30 <u>40</u>	Page 41

Main Modifications

HA14	Land off Cliffe Road/Henson Close	Birstall	35	Page 41
Total: 2,404 <u>2,114</u>				
Loughborough Urban Centre				
HA15	Land south of Loughborough	Loughborough	723	Page 42
HA16	Laburnum Way	Loughborough	422	Page 44
HA17	Moat Farm, Land south west of Loughborough	Loughborough	205	Page 46
HA18	Land to r/o Snells Nook Lane	Loughborough	120	Page 48
HA19	Park Grange Farm, Newstead Way	Loughborough	15	Page 49
HA20	Land off Beacon Road Land off Parklands Drive, Loughborough	Loughborough	30	Page 49
HA21	Part of Baxter Gate Opportunity Site	Loughborough	210	Page 49
HA22	Devonshire Square	Loughborough	39	Page 50
HA23	Market Street	Loughborough	72	Page 50
HA24	Southfields Council Offices	Loughborough	163	Page 50
HA25	138-144 Knighthorpe Road	Loughborough	43 <u>15</u>	
HA26	Former Limehurst Depot	Loughborough	438 <u>216</u>	Page 51
HA27	Former Main Post Office, Sparrow Hill	Loughborough	16	Page 51
HA28	Land off Derby Square	Loughborough	43	Page 51
HA29	Southfields Road Car Park	Loughborough	33	Page 52
Total: 2,242 <u>2,322</u>				
Shepshed Urban Area <u>Settlement</u>				
HA30	Land off Fairway Road	Shepshed	100	Page 52
HA31	Land north of Ashby Road,	Shepshed	490 <u>210</u>	Page 53

Main Modifications

HA32	Land off Tickow Lane (south)	Shepshed	300 <u>325</u>	Page 53
HA33	Land at Oakley Road	Shepshed	133 <u>204</u>	Page 54
HA34	Land off Tickow Lane (north)	Shepshed	394	Page 54
HA35	Land North of Hallamford Road and West of Shepshed	Shepshed	250	Page 54
HA36	20 Moscow Lane	Shepshed	49	Page 55
HA37	Land rear of 62 Iveshead Road	Shepshed	68 <u>63</u>	Page 55
HA38	Land to rear of 54 Iveshead Road	Shepshed	5	
HA39	Land fronting Ashby Road and Ingleberry Road	Shepshed	151	Page 55
HA40	Land to the west of the B591/Ingleberry Rd & north of Iveshead Lane	Shepshed	174 <u>200</u>	Page 55
HA41	Land south of Ashby Road Central	Shepshed	49 <u>50</u>	Page 56
HA42	32 Charnwood Road	Shepshed	15	Page 56
Total			1,878 <u>2,016</u>	
Service Centres				
HA43	Land west of Anstey	Anstey	600 <u>714</u>	Page 56
HA44	Fairhaven Farm	Anstey	47	Page 58
HA45	Land to south of Melton Road	Barrow upon Soar	130	Page 58
HA46	Land off Melton Road	Barrow upon Soar	120 <u>135</u>	Page 58
HA47	Land adjoining 84 Melton Road	Barrow upon Soar	18	Page 58
HA48	Land off Willow Road	Barrow upon Soar	215 <u>220</u>	Page 59

Main Modifications

HA49	Land off Cotes Road	Barrow upon Soar	220	Page 59
HA50	East of Loughborough Road	Quorn	75 <u>105</u>	Page 60
HA51	Land south of Rothley	Rothley	40	
HA52	971 Loughborough Road	Rothley	9	
HA53	Land off Barnards Drive	Sileby	228	Page 60
HA54	Land off Homefield Road	Sileby	55	Page 60
HA55	Rear of The Maltings High Street	Sileby	13	Page 61
HA56	Land off Kendal Road (South of Butler Way and Gray Lane)	Sileby	24	Page 61
HA57	36 Charles Street	Sileby	11	Page 62
HA58	9 King Street	Sileby	14 <u>9</u>	Page 62
Total 1,819 <u>1,978</u>				
Other Settlements				
HA59	Land to rear of Derry's Garden Centre	Cossington	124 <u>130</u>	Page 62
HA60	Land off Melton Road	East Goscote	223 <u>256</u>	Page 63
HA61	Land to the rear of 89 Loughborough Road,	Hathern	29 <u>25</u>	Page 64
HA62	The Leys	Hathern	6	
HA63	Land off Zouch Road	Hathern	50 <u>56</u>	Page 65
HA64	Land at Threeways Farm	Queniborough	100 <u>160</u>	Page 65
HA65	Land off Melton Road	Queniborough	55 <u>85</u>	Page 66
HA66	Land off Gaddesby Lane	Rearsby	47 <u>65</u>	
HA67	44 Hoby Road	Thrussington	30 <u>26</u>	Page 66
HA68	Land off Old Gate Road	Thrussington	60	Page 66
HA69	The former Rectory and Land at Thurcaston	Thurcaston	31 <u>19</u>	Page 67

Main Modifications

N/A	Wymeswold NP housing requirement		60	
Total: 815 888				
Grand Total: 8,858 9,318				

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM13	36	Diagram HA1 Land South East of Syston	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM30	37	Policy DS3(HA1)	<p><u>New 5th bullet:</u></p> <p><u>and,</u></p> <p><u>Have regard to and do not prejudice the delivery of the adjacent/adjoining sites HA2, HA3 and HA8 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for, or facilitates such requirements to be delivered in the future, as necessary.</u></p>	To ensure the policy is positively prepared, effective and justified.
MM31	37	Policy DS3(HA2)	<p><u>New 2nd bullet:</u></p> <p><u>and,</u></p>	To ensure the policy is positively prepared, effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>Have regard to and does not prejudice the delivery of adjacent/adjoining sites HA1, HA3 and HA8 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u>	
MM32	37	Policy DS3(HA3)	<u>New 3^d bullet:</u> <u>and,</u> <u>Have regard to and does not prejudice the delivery of adjacent/adjoining sites HA1, HA2 and HA8 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u>	To ensure the policy is positively prepared, effective and justified.
MM33	38	2.70	<u>Site HA7 Land off Barkby Thorpe Lane, Thurmaston is located in the area between Thurmaston and Syston that is important in maintaining the separate identities of these two places. The site is divided into two parts (HA7A and HA7B) which are separated by and includes part of the route of the road that will serve the North East of Leicester Sustainable Urban Extension. The capacity of the site has been reduced to enable the impact of development on settlement identity to be mitigated and the route of the road to be secured.</u>	To explain the relationship between HA7 and LUA2 and to ensure the policy is effective.
DM1 and DM14	38	Diagram HA7 Land off Barkby Thorpe Lane, Thurmaston	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM34	39	Policy DS3(HA8)	We will support development proposals at site HA8 that:	To ensure the policy is positively prepared, effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test <u>and</u> <u>Have regard to and does not prejudice the delivery of adjacent/adjoining sites HA1, HA2 and HA3 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u> 	
DM1 and DM15	40	Diagram HA12 Land at Gynsill Lane and Anstey Lane, Glenfield	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM35	40-41	Policy DS3 HA12 5 th bullet point	A masterplan to be agreed <u>with the Local Planning Authority in consultation with Leicester City Council and Blaby District Council</u> which includes <u>access, landscaping, education provision</u> , delivery and phasing arrangements for the <u>wider cross boundary development area</u> whole allocation , in order to achieve comprehensive development; and	To ensure it is clear how Policy DS3 HA12 is to be applied, to ensure the policy is effective.
MM36	41	Paragraph 2.76	Site HA14 Land off Cliffe Road/Henson Close, Birstall is located in an area that was previously designated as part of a Green Wedge adjoining Leicester, and the capacity of the site has been reduced to enable key Green Wedge functions to be retained as part of the development. <u>Proposals within the Draft Leicester City Plan for the enlargement of Ashton Green may, if adopted, materially alter the function of the Green Wedge in this area. The approach to this site set</u>	To ensure the policy is effective by taking into account developments in the adjacent local authority area.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			out below may therefore need to be reviewed as these wider proposals progress.	
MM37	41	Paragraph 2.77	The following diagram provides a visual guide to assist with interpretation of the policy below.	To ensure the policy is effective by taking into account developments in the adjacent local authority area
DM1 and DM16	42	Diagram HA14 Land off Cliffe Road/ Henson Close, Birstall	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To ensure the policy is effective.
MM38	42	Policy DS3(HA14)	<p>We will support development proposals at site HA14 that:</p> <ul style="list-style-type: none"> restrict built development to the south-eastern corner of the site, <u>unless subsequent analysis as part of bullet point 2 below demonstrates that an alternative approach would be acceptable;</u> are supported by a Green Infrastructure strategy, prepared in consultation with the local planning authority and Leicester City Council, <u>that assesses the future role of the totality of the Green Wedge in this location, and the degree to which this site contributes to maintaining the separate identities and landscape setting of distinct settlements and the linked areas of open space within the urban area of Leicester that demonstrates how the functions of Green Wedge will be maintained as part of the development of the site, including ensuring that the effect upon the separate identities and landscape setting of distinct settlements is mitigated, and linked areas of open space into the urban area of Leicester are maintained;</u> and 	To ensure the policy is effective by taking into account developments in the adjacent local authority area

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM17	43	Diagram HA15 Land South of Loughborough	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
DM1 and DM18	48	Diagram HA18 Land to r/o Snells Nook Lane, Loughborough	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM39	49	Policy DS3 (HA18)	<p>Amend bullet 3:</p> <p>are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their settings including:</p> <ul style="list-style-type: none"> → the provision of an appropriate buffer to Burleigh Farmhouse, and enhancement of its setting, taking into account its origins as an agricultural building; and → • increasing the ability of the public to appreciate the significance of the route of the Charnwood Forest <u>and</u> Canal; and → • ensure that the ability to provide suitable, safe access to the Loughborough Science and Enterprise Park, should this be required, is safeguarded, and that the development does not otherwise compromise the delivery of the Loughborough Science and Enterprise Park. <p><u>support measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Wood Brook or other water courses flowing through or adjacent to Loughborough; and</u></p>	To reflect the SFRA and ensure the policy is justified and effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM40	49	Policy DS3(HA18)	<u>New bullet:</u> <u>Has regard to and does not prejudice the delivery of site LUC3 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u>	To ensure the policy is positively prepared, effective and justified.
MM41		Policy DS3(HA20)	<u>Land off Beacon Road</u> <u>Land off Parklands Drive</u>	To ensure the policy is accurate
MM42	50	Policy DS3 (HA24)	are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain <u>sustain</u> and enhance the significance of the heritage assets and their settings including	To ensure the policy is accurate
MM43	51	Policy DS3(HA27)	We will support development proposals at site HA27 that are accompanied by a Design and Access Statement, or similar document, that sets out how development will maintain <u>sustain</u> and enhance the significance of the heritage asset and its setting including the retention of the building or at least its facades.	To ensure the policy is consistent with national policy
MM44	52	Before 2.95	<u>Site HA30 forms part of a combined allocation with employment site ES6 that will provide 5ha of employment land. The site boundary shown on the Policies Map defines the area that has been allocated for both housing and employment uses. The location of housing and employment uses within the allocation has not been specified.</u>	To ensure the policy is effective by clarifying the relationship between the policy and Policy DS4(formerly ES8 now ES6).
DM1 and DM19	52/53	New Diagram Policy DS3 HA31 Land north of Ashby Road, Shepshed, HA32 Land	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		north of Ashby Road, Shepshed, HA33 Land at Oakley Road, Shepshed, HA34 Land off Tickow Lane (north), Shepshed & HA35 Land North of Hallamford Road and West of Shepshed		
MM45	53	Para 2.97	<p>Site HA32 Land off Tickow Lane (south), Shepshed is one of four sites located in close proximity to the Black Brook which is a strategically important link in the wildlife network. The other three sites are HA33, HA34 and HA35. The development will provide a site for a new primary school that will meet the needs of this development and other development in Shepshed.</p> <p><u>The relationship between this site and HA34 provides the opportunity for access to the sites to be co-ordinated and transport links between them to be established to optimise the provision of infrastructure.</u></p> <p><u>The following diagram provides a visual guide to assist with interpretation of the policy below. This diagram should also be used for sites HA33, HA34 and HA35.</u></p>	To ensure the supporting text is effective and to clarify the relationship between HA32 and HA34.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM46	53	Policy DS3(HA32)	<p><u>New bullets:</u> and provide the site for a new 3 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve;</p> <p><u>make use of opportunities for co-ordinating the provision of transport infrastructure with site HA34 and</u></p> <p><u>does not prejudice the delivery of adjacent/adjoining site HA34 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u></p>	To ensure the policy is positively prepared, effective and justified.
MM47	54	Para 2.98	<p>Site HA33 Land at Oakley Road, Shepshed is one of four sites located in close proximity to the Black Brook which is a strategically important link in the wildlife network. The other three sites are HA32, HA34 and HA35.</p> <p><u>The relationship between this site and HA35 provides the opportunity for transport links between them to be coordinated to optimise the provision of infrastructure.</u></p> <p><u>The diagram shown with Policy DS3(HA32) provides a visual guide to assist with interpretation of the policy below.</u></p>	To ensure the policy is positively prepared, effective and justified.
MM48	54	Policy DS3 (HA33)	<p><u>New 3rd bullet:</u> and,</p>	To ensure the policy is positively prepared, effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM49	54	Para 2.99	<p><u>make use of opportunities for co-ordinating the provision of transport infrastructure with site HA35.</u></p> <p>Site HA34 Land off Tickow Lane (north), Shepshed is one of four sites located in close proximity to the Black Brook which is a strategically important link in the wildlife network. The other three sites are HA32, HA33 and HA35.</p> <p><u>The relationship between this site and HA32 provides the opportunity for access to the sites and transport links between them to be coordinated to optimise the provision of infrastructure.</u></p> <p><u>The diagram shown with Policy DS3(HA32) provides a visual guide to assist with interpretation of the policy below.</u></p>	To ensure the policy is positively prepared, effective and justified.
MM50	54	Policy DS3(HA34)	<p><u>New 3rd and 4th bullet:</u></p> <p>are accompanied by a biodiversity strategy, that is produced jointly by the promoters of all four sites in close proximity to the Black Brook, that sets out how biodiversity net gain can be achieved in accordance with Policy EV6, including how water flow will be managed to enhance biodiversity and reduce flood risk; and</p> <p>contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32;</p> <p><u>Make use of opportunities for co-ordinating the provision of transport infrastructure with site HA32; and</u></p>	To ensure the policy is positively prepared, effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>does not prejudice the delivery of adjacent/adjoining site HA32 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u>	
MM51	54	Para 2.100	<p>Site HA35 Land North of Hallamford Road and West of Shepshed is one of four sites located in close proximity to the Black Brook which is a strategically important link in the wildlife network. The other three sites are HA32, HA33 and HA34.</p> <p><u>The relationship between this site and HA33 provides the opportunity for transport links between them to be coordinated to optimise the provision of infrastructure.</u></p> <p><u>The diagram shown with Policy DS3(HA32) provides a visual guide to assist with interpretation of the policy below.</u></p>	To ensure the policy is positively prepared, effective and justified.
MM52	54	Policy DS3(HA35)	<p><u>New 3rd bullet:</u></p> <p><u>and</u></p> <p><u>make use of opportunities for co-ordinating the provision of transport infrastructure with site HA33.</u></p>	To ensure the policy is positively prepared, effective and justified.
MM53	55	Policy DS3(HA39)	<p><u>New 3rd bullet:</u></p> <p><u>and</u></p> <p><u>Have regard to and do not prejudice the delivery of adjacent/adjoining sites HA40 and HA41 with regards to site-specific highways and transport requirements and reasonably and appropriately provides for</u></p>	To ensure the policy is positively prepared, effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM54	55	Policy DS3(HA40)	<p><u>or facilitates such requirements to be delivered in the future, as necessary.</u></p> <p><u>New 3rd bullet:</u></p> <p><u>and</u></p> <p><u>Have regard to and do not prejudice the delivery of adjacent/adjoining sites HA39 and HA41 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u></p>	To ensure the policy is positively prepared, effective and justified.
MM55	56	Policy DS3(HA41)	<p><u>New 3rd bullet:</u></p> <p><u>and</u></p> <p><u>Have regard to and do not prejudice the delivery of adjacent/adjoining sites HA39 and HA40 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u></p>	To ensure the policy is positively prepared, effective and justified.
DM1 and DM20	57	Diagram HA43 Land West of Anstey	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM56	58	DS3(HA43)	<p>Before outline permission is granted for the site, or any part of the site, we will require:</p> <p>a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve</p>	To ensure the effectiveness of the policy by clarifying the key issues that the masterplan will need to address.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			comprehensive development <u>that is integrated with the delivery of necessary infrastructure across the development as a whole, and so that the timing of the delivery of the new primary school, its location, and transport links to it reduce highway impacts and maximise the potential to use sustainable travel options; and</u>	
MM57	58	Policy DS3(HA45)	We will support development proposals at site HA45 that: Contribute to the reasonable costs of the provision a new 1 form entry primary school located at site HA49 <u>8</u> and <u>Have regard to and does not prejudice the delivery of adjacent/adjoining site HA46 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for, or facilitates, such requirements to be delivered in the future, as necessary.</u>	To ensure the policy is positively prepared, effective and justified.
MM58	58	DS3(HA46)	We will support development proposals at site HA46 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49 <u>48</u> .	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
MM59	58	Policy DS3(HA46)	<u>New 2nd bullet:</u> <u>and</u> <u>Has regard to and does not prejudice the delivery of adjacent/adjoining site HA45 with regards to site-specific highways and transport requirement, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u>	To ensure the policy is positively prepared, effective and justified.
MM60	58	DS3(HA47)	We will support development proposals at site HA47 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49 <u>48</u> .	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM61	59	New paragraphs before DS3(HA48)	<p><u>HA48 Land off Willow Road, Barrow upon Soar</u></p> <p><u>The development will provide a site for a new primary school that will meet the needs of this development and other development in Barrow upon Soar.</u></p> <p><u>Relocation of the existing farmstead currently situated within the boundary of housing allocation HA48 to an alternative location north of the northern site allocation boundary in order to facilitate the provision of the site access from Cotes Road and development of the site will be supported, subject to satisfactory details. The siting and design of the relocated farmstead will be considered against other policies in the Local Plan, notably DS5 High Quality Design, C1 Countryside and EV1 Landscape.</u></p>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
MM62	59	DS3(HA48)	<p>We will support development proposals at site HA48 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49. <u>provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve.</u></p>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
MM63	59	2.106	<p>...The development will provide a site for a new primary school that will meet the needs of this development and other development in Barrow upon Soar.</p>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
DM1 and DM21	59	Diagram HA49 Land off Cotes Road, Barrow upon Soar	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM64	59	DS3(HA49)	<p>Delete bullet:</p> <p>provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve.</p> <p>New 6th bullet:</p> <p><u>and</u></p> <p><u>contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA48;</u></p>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
DM1 and DM22	65	Diagram HA64 Land at Threeways Farm, Queniborough and HA65 Land off Melton Road, Queniborough	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM65	65	Policy DS3(HA64)	<p>Amend second bullet:</p> <p><u>through their design and layout, clearly maintains the physical and perceptual separation between Queniborough and East Goscote and preserves the separate identity of those settlements, including by making use of the existing tree belt in the north-west part of the site.</u></p>	To ensure the effectiveness of the policy by providing a specific geographic reference point following modifications to increase the capacity of the site.
MM66	65	Policy DS3(HA64)	<u>New 3rd bullet:</u>	To ensure the policy is positively prepared, effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			and <u>Has regard to and does not prejudice the delivery of adjacent/adjoining site HA65 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u>	
MM67	66	Policy DS3(HA65)	<u>New 3rd bullet:</u> and <u>Has regard to and does not prejudice the delivery of adjacent/adjoining site HA64 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u>	To ensure the policy is positively prepared, effective and justified.

Policy DS4: Employment Allocations

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM68	67	2.127	<u>Policy DS4 should be read in conjunction with other policies in the local plan, including the Place Based policies which provide certain objectives for development in specific locations in our Borough.</u>	To provide clarity on site specific requirements for employment allocations.
MM69	68	Policy DS4	Policy DS4: Employment Allocations We will make provision for employment <u>land needs</u> in accordance with Policy DS1. We will support employment development on the following sites listed in this policy. We will support development that:	To provide clarity on site specific requirements for employment allocations and to enable the Sustainable Urban Extensions to be shown as a single tone allocation on the Policies Map

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> is cohesive and integrated with other allocations set out in this plan including in relation to the provision of infrastructure; and is in accordance with the other policies in this plan. <p>The following sites are allocated for employment, as outlined on the Policies Map:</p> <p><i>See Table Below</i></p>	

Main Modifications			
SITE REF	EMPLOYMENT SITE (ES) DESCRIPTION	SITE LOCATION	DEVELOPABLE AREA (ha)
LSEP LUC3	Loughborough Science and Enterprise Park in accordance with Policy LUC3	Loughborough	73
ES1	Employment land off Sibley Road – Neighbourhood Plan allocation	Barrow upon Soar	2.3
ES10 LQA2	Employment land at the North East of Leicester Sustainable Urban Extension in accordance with Policy LQA2	Thurmaston	13
ES2 LQA3	Employment land at the North of Birstall Sustainable Urban Extension in accordance with Policy LQA3	Birstall	15
ES3	Employment land at The Warren, for industrial uses and small warehouses	East Goscote	3.95
ES4 LUC2	Employment land at the West of Loughborough Sustainable Urban	Loughborough	16

Main Modifications

		Extension in accordance with Policy LUG2		
<u>ES1</u>		Employment land off Sileby Road - Neighbourhood Plan allocation	<u>Barrow upon Soar</u>	<u>2.3</u>
<u>ES2</u>		Employment land at The Warren, for industrial uses and small warehouses	<u>East Goscote</u>	<u>3.95</u>
<u>ES5 3</u>		Employment land at Dishley Grange	Loughborough	9
<u>ES6 4</u>		Employment land at Rothley Lodge, for industrial uses and small warehouses	Rothley	3.35
<u>ES7 5</u>		Employment land at Loughborough Road, for industrial uses and small warehouses	Rothley	2.2
<u>ES8 6</u>		Employment land off Fairway Road	Shepshed	5
<u>ES9 7</u>		(see also Policy DS3(HA30) Employment land at Watermead Business Park	System	12
<u>ES10</u>		Employment land at the North East of Leicester Sustainable Urban Extension in accordance with Policy LUA2	Thurmaston	13
				154.8

Policy DS5 High Quality Design

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM70	73	Policy DS5	<u>New bullet 7:</u>	To ensure the policy is effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		Additional bullet point	<u>and</u> <u>conserve, restore and enhance our natural environment in accordance with Policy EV6;</u>	

Chapter 3 Place Based Policies

Policy LUA1: Leicester Urban Area

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM71	74	3.1	The Leicester and Leicestershire Strategic Growth Plan identifies Leicester as having a pivotal part to play in the strategy for delivering homes and jobs in Leicester and Leicestershire and looks to develop its role as the 'central city'. The urban settlements of Birstall, Syston, and Thurmaston, <u>the North East of Leicester Sustainable Urban Extension and the North of Birstall Sustainable Urban Extension</u> in the South of Charnwood form part of the Leicester Urban Area and are significantly influenced by their physical and functional relationships with the City whilst also having a good range and choice of services and facilities that meet the day to day needs of residents.	To ensure clarity in the development strategy.
MM72	75	3.7	The Leicester Urban Area also holds a significant proportion of the Borough's population with over 20% of people in Charnwood living around the edge of Leicester. 51% of people living in Birstall, Syston, Thurmaston and Anstey travel to jobs in the City and benefit from the range of services and facilities that it has. Whilst there are a significant number of jobs in Charnwood, approximately 34% more people leave the Borough to work than	To ensure the supporting text is effective and justified

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>travel in <u>to work</u>, with 84% of these heading to Leicester. Sustainable transport routes into Leicester allow relatively good access to jobs and the cultural and social opportunities provided by a large urban area. <u>Our evidence shows that growth in the Borough will have cross-boundary transport impacts with neighbouring areas, including the City.</u></p>	
MM73	77	Para 3.21	<p>Our strategy allocates a further 2,104 <u>2,114</u> new homes to the Leicester Urban Area through smaller allocations (<u>of which 2,054 are expected to be delivered in the plan period</u>). The growth directed to the edge of Leicester takes account of landscape constraints, including Green Wedges, and the transport infrastructure required to support growth. A key part of our strategy is the delivery of homes and jobs that are supported by the necessary infrastructure. The delivery of growth in the Leicester Urban Area will be supported by continued coordination between the Borough Council, the two <u>local</u> Highway Authorities (<u>City and County respectively</u>), Highways England <u>and National Highways to deliver a Transport Strategy for the area under Policy INF2. We will also work with</u> the two Education Authorities to ensure the provision of the necessary <u>education</u> infrastructure. Our strategy includes provision for a new primary school on Land South East of Syston.</p>	To ensure the supporting text is effective and justified
MM74	78	Para 3.25	<p><u>Our evidence highlights that the coordinated delivery of sustainable transport measures has benefits in terms of reducing the future traffic impacts of growth. This is particularly likely to be the case in the Leicester Urban Area. Through the delivery of a Transport Strategy for the area under Policy INF2 w</u> We <u>will seek to develop these connections and exploit take advantage of the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The</u></p>	To ensure the supporting text is effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>constrained road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in this area. <u>Our evidence also highlights however, that over the lifetime of the Plan there will need to be some investment in the Borough's higher-order road network, including the Major Road Network – A50 and A6 corridors – and the Strategic Road Network. This is to provide for longer distance trips to ensure that the impacts of the Borough's growth on less appropriate routes (and on communities along such routes) are avoided as far as possible.</u></p>	
DM1 and DM3	79	Diagram LUA1 Leicester Urban Area	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM75	80	Policy LUA1	<p>Policy LUA1: Leicester Urban Area</p> <p>We will support Leicester Urban Area in its role as the central economic, social and cultural focus of the County. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers housing and employment allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and addresses cumulative impacts, including, with coordination across authority</u> 	To ensure the policy is effective and justified

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>boundaries <u>as necessary</u> in accordance with Policies INF1 and INF2, <u>including</u>:</p> <ul style="list-style-type: none"> – <u>contributing to the measures to be identified through the Transport Strategy for the North of Leicester to be prepared under Policy INF2;</u> • <u>improves has a particular focus upon improving</u> connectivity and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, <u>particularly</u> by walking, cycling and public transport, capitalising on the accessibility of the Leicester Urban Area, in accordance <u>with</u> in Policy CC5; 	

Policy LUA2: North East of Leicester Sustainable Urban Extension

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM76	80	3.30	<p>The site benefits from a hybrid planning permission granted in August 2016 which secured outline permission for the SUE and a detailed permission for the Southern Access Road into Leicester. The planning permission is structured around a detailed Design and Access Statement, six parameter plans and a series of framework and strategy documents, which together guide how development will come forward by establishing a design framework. The details in these documents are secured by planning conditions and a legal agreement. Reserved matters have also been approved for the first phase of residential development. <u>It should be noted that site HA7 lies within the boundary of LUA2 North East of Leicester Sustainable Urban</u></p>	To explain the relationship between HA7 and LUA2 and to ensure the policy is effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>Extension, however, it is a separate housing allocation and will be subject to separate planning permissions from the SUE.</u>	
MM77	82	New paragraph after 3.42	<u>The following diagram provides a visual guide to assist with interpretation of Policy LUA2. It also provides a concept masterplan for the site for illustrative purposes. We will work with our partners to refine the masterplan as more detailed evidence is prepared. A simplified version of the information contained in the diagram is reproduced as part of the Policies Map and the diagram on page 79 and has the same illustrative purpose.</u>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the corresponding information on the Policies Map.
DM1 and DM4	83	Diagram LUA2 North East of Leicester SUE	LUA2 North East of Leicester SUE Key <u>Illustrative</u> Diagram	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM78	83	Policy LUA2	Amend bullet 4: requiring a permanent site for g Gypsies and t Travellers of at least 4 pitches and a site of at least 4 plots for <u>Travelling</u> s Showpeople in accordance with Policy H9	For correctness

Policy LUA3: North of Birstall Sustainable Urban Extension

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM79	88	After 3.60	<u>The following diagram provides a visual guide to assist with interpretation of Policy LUA3. It also provides a concept masterplan for the site for illustrative purposes. We will work with our partners to refine the masterplan as more detailed evidence is prepared. A simplified version of the information contained in the</u>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the corresponding information on the Policies Map.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>diagram is reproduced as part of the Policies Map and the diagram on page 79 and has the same illustrative purpose.</u>	
DM1 and DM5	88	Diagram LUA3 North of Birstall SUE	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM80	89	LUA3	Amend bullet 4: requiring a site of at least 4 plots for <u>Travelling s</u> Showpeople in accordance with Policy H9.	For correctness

Policy LUC1: Loughborough Urban Centre

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM81	96	3.87	Most of the housing growth in Loughborough is allocated to the West of Loughborough Sustainable Urban Extension (SUE). Our strategy identifies Loughborough for urban intensification and concentration and allocates a further 2,242 <u>2,322</u> new homes including a mixture of urban and greenfield sites of varying sizes.	To ensure the housing supply data is up to date
MM82	96	3.88	To support Loughborough's role as the economic focus for the Borough we will meet the employment needs of the town by delivering 16 hectares of employment land at the West of Loughborough Sustainable Urban Extension and a further 9 hectares of employment land at Dishley Grange. <u>The development at Dishley Grange will require the retention of the existing sports club, Loughborough Football Club, or its relocation, to a site which</u>	To ensure the policy is positively prepared, effective and justified and clarify the position with regards to Dishley Grange and Loughborough Football Club.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>is suitable and appropriate for the club's long-term development requirements.</u>	
MM83	100	Para 3.113	We will work with our local partners to improve connectivity across the town and will produce <u>Sustainable modes of travel will be a key element of the Transport Strategy to be delivered for Loughborough Urban Centre and Shepshed Urban Settlement as set out in Policy INF2. Aspects of the Strategy are already in development; Leicestershire County Council is producing a Local Cycling and Walking Infrastructure Plan for Loughborough that links the railway station to the town centre and the University, making the most of our unique heritage and</u> <u>In Shepshed we will work with our local partners to set out proposals for a public realm scheme.</u>	To ensure the effectiveness of the policy
DM1 and DM6	101	Diagram LUC1 Loughborough Urban Centre	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM84	102 and 103	Policy LUC1	Policy LUC1: Loughborough Urban Centre We will support Loughborough Urban Centre in its role as the main economic, social and cultural heart of the Borough. We will do this by supporting development that: <ul style="list-style-type: none"> delivers allocations in accordance with Policy DS3 <u>and DS4</u> or sustainable development that is in accordance with the pattern 	To ensure the effectiveness of the policy.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts</u>, in accordance with Policy INF1 <u>and INF2; including but not limited to the measures to be identified through the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2.</u></p> <p>improves connectivity and accessibility within Loughborough and to surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5 <u>and identified through the Loughborough Area Local Cycling and Walking Infrastructure Plan;</u></p>	

Policy LUC2: West of Loughborough Sustainable Urban Extension

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM85	106	After 3.134	<p><u>The following diagram provides a visual guide to assist with interpretation of Policy LUC2. It also provides a concept masterplan for the site for illustrative purposes. We will work with our partners to refine the masterplan as more detailed evidence is prepared. A simplified version of the information contained in the diagram is reproduced as part of the Policies Map and the diagram on page 101 and has the same illustrative purpose.</u></p>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the corresponding information on the Policies Map.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM7	107	Diagram LUC2 West of Loughborough SUE	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM86	107	LUC2	requiring a permanent site for g Gypsies and t Travellers of at least 4 pitches and a site of at least 4 plots for <u>Travelling</u> s Showpeople in accordance with Policy H9.	For correctness

Policy LUC3: Loughborough Science & Enterprise Park

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM8	114	Diagram LUC3 Loughborough Science and Enterprise Park	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM87	114	Policy LUC3	<p>New bullet</p> <p>We will allocate 73 hectares of land to the west of Loughborough University for an extension to the Science and Enterprise Park.</p> <p>This will include 31 hectares of land to the east of Snell's Nook Lane and 42 hectares to the west of Snell's Nook Lane.</p> <p>By 2037 the Science and Enterprise Park will have delivered suitable knowledge-based business space in a landscaped campus that:</p>	To ensure the effectiveness of the policy by clarifying policy requirements.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> • provides for uses that directly relate to the University’s own operational activities including teaching, research and development, administration, student accommodation and sports facilities; • provides for the development of businesses operating within or directly supporting the knowledge-based sector; • delivers a range of development opportunities that includes an innovation centre, space for business start-ups, grow on units for small and medium sized enterprises and potential for inward investment; • provides for appropriate ancillary uses to serve the Science and Enterprise Park and ensures that any main town centre uses are in accordance with Policy T1; • protects historic and archaeological features including the setting of Garendon Registered Park and Gardens and its assets in accordance with Policy EV8; • integrates with the sensitive landscape and respects its character, biodiversity and appearance in accordance with Policies EV1 and EV6; • retains 40% of the overall site area for Green Infrastructure, designed to maintain key linkages across the site connecting into the surrounding network in accordance with Policy ENV9; • provides high quality design and innovation in the form and layout of the development, buildings and green space in accordance with Policy DS5; • where viable, exceeds the sustainable construction techniques in accordance with Policy CC4; • delivers buildings and spaces that have been designed to be adaptable to future climatic conditions, including extremes of 	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>temperature, drought and flooding, in accordance with Policy CC4;</p> <ul style="list-style-type: none"> includes appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in Loughborough in accordance with Policies CC1 and CC2; provides genuine choice to walk and cycle and is well connected to public transport networks in accordance with Policy CC5; makes a positive contribution to the provision of highway infrastructure as identified through a Transport Assessment in accordance with Policy CC5 and INF2; <u>and</u>; <u>has regard to and does not prejudice the delivery of adjacent/adjoining site HA18 with regards to site-specific highways and transport requirements, and reasonably and appropriately provides for or facilitates such requirements to be delivered in the future, as necessary.</u> 	

Policy SUS1: Shepshed Urban Settlement

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM88	115	Para 3.159 Title . . . Shepshed Urban Area <u>Settlement</u> . . .		To ensure the plan is justified and sufficient clarity is given to the strategy.
MM89	117	Para 3.171 Title . . . Shepshed Urban Area <u>Settlement</u> . . .		To ensure the plan is justified and sufficient clarity is given to the strategy.
MM90	117	3.171	Our strategy identifies sites for 1,878 <u>2,016</u> homes and 5 hectares of employment land as part of the overall distribution of growth to meet the Borough's needs over the plan period.	To ensure the housing supply data is up to date.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM9	120	Diagram Shepshed Urban Settlement	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM91	120	Policy SUA1	. . . Shepshed Urban Area <u>Settlement</u> . . .	To ensure the plan is justified and sufficient clarity is given to the strategy.
MM92	120	Policy SUA1	<p>Policy <u>SUA</u>1: Shepshed Urban Area <u>Settlement</u></p> <p>We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts</u>, in accordance with Policy INF1 <u>and INF2 including but not limited to the measures to be identified through the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2</u>; • improves connectivity within Shepshed, particularly between new developments and the District Centre; and improves connectivity <u>also</u> to community facilities, particularly by walking, cycling and public transport in accordance with Policy CC5 but also through signage, highway improvements, and traffic management, and parking initiatives; • improves connectivity and accessibility from Shepshed to Loughborough (<u>including to Loughborough Railway Station</u>) 	To ensure the effectiveness of the policy by providing greater clarity

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			and other surrounding settlements, and to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway, particularly by cycling and public transport, in accordance with Policy CC5;	

Policy SC1: Service Centres

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM93	123	3.199	Our Service Centres are the most sustainable locations for growth outside <u>Loughborough Urban Centres and the Urban areas Settlements</u> but growth needs to be planned carefully in these villages to respond to their key characteristics and constraints as outlined in this chapter.	To ensure clarity in the development strategy.
MM94	124	3.200	Our development strategy identifies sites for 4,819 <u>1,978</u> homes as part of the overall distribution for meeting the Borough's needs over the plan period.	To ensure the housing supply data is up to date
MM95	124	Para 3.204	A new 1 Form Entry Primary School, Land off Cotes <u>Willow Road</u> , Barrow upon Soar (HA48) (<u>HA49</u>)	To reflect policy change.
MM96	124	New Para after Para 3.205	<u>Given the broadly similar transport characteristics and geographical locations of the Service Centres, those in the Soar Valley corridor (Rothley, Mountsorrel, Quorn, Sileby and Barrow-upon-Soar) are grouped together for the purposes of the Transport Strategy delivery under Policy INF1; Anstey has been included in the Leicester Urban Area Transport Strategy given that its geographical location and relationship with the City is more similar to that of the other suburban settlements in the Borough on the edge of Leicester.</u>	To ensure the effectiveness of the policy

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM10	125	Diagram SC1 Service Centres	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM97	126	Policy SC1	<p>Policy SC1: Service Centres</p> <p>We will support Service Centres in providing for the day to day needs of their residents, seek to improve their sustainability and maintain their unique characters and separate identities. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts, with coordination across authority boundaries as necessary</u> in accordance with Policy INF1 <u>and INF2</u> including: <ul style="list-style-type: none"> - contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school <u>capacity</u> at Cossington to serve Sileby; <u>and</u> - <u>contributing to the measures to be identified through the relevant Transport Strategy for either the Soar Valley or the North of Leicester to be prepared under INF2;</u> 	To ensure the effectiveness of the policy

Policy OS1: Other Settlements

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM98	126	Para 3.206	In all there are 39 <u>40</u> settlements in the Borough and only 42 <u>11</u> of these are classified as <u>an Urban Centre, Urban Settlements Areas or Service Centres.</u>	To ensure the plan is justified and sufficient clarity is given to the strategy.
DM1 and DM11	128	Diagram Other Settlements and Small Villages and Hamlets in the Countryside.	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.
MM99	130	3.221	As part of our strategy we have made a number of allocations in Other Settlements that will provide 755 <u>888</u> homes as part of the overall distribution for meeting the Borough's needs over the plan period. Development has been directed to those settlements where there is capacity at local primary schools or, in the case of Cossington, where development there and in neighbouring Sileby can secure an extension to the existing school. In the case of Wymeswold we have chosen to identify a housing requirement figure for 60 new homes and enable appropriate sites to be identified through a neighbourhood plan.	To ensure the housing supply data is up to date The neighbourhood plan requirement is no longer justified
MM100	130	3.222	Beyond these allocations, our strategy is to limit growth in Other Settlements and as a result only small-scale development proposals within the Limits to Development are likely to be appropriate. <u>In this context, small-scale development will generally be minor development</u> This infill and will be is expected to be well-designed and enhance local character and distinctiveness.	To provide clarity and ensure the policy is effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p><u>Scale also relates to the form of development and the National Design Guide defines scale as the height, width and length of each building proposed within a development in relation to its surroundings. Further guidance on the scale of buildings is provided in Appendix 4 to the Plan.</u></p>	
MM101	130	Policy OS1	<p>Policy OS1: Other Settlements We will support our Other Settlements, to meet their local social and economic needs. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • is small-scale and within defined Limits to Development; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities, in accordance with Policy INF1 including contributing to expanded primary school provision in Cossington <u>and, as appropriate, to transport improvements identified through the three Transport Strategies set out in Policy INF2;</u> • supports the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan; • safeguards existing services and facilities; and • contributes to local priorities as identified in neighbourhood plans. 	To ensure the effectiveness of the policy

Policy C1: Countryside

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM102	131	New Paragraph after 3.226	<p><u>The Limits to Development follow the boundaries of the Housing Allocations, including the Sustainable Urban Extensions, and outline planning permissions where there is no detailed planning permission. Where detailed planning permission has been secured (full planning permission or reserved matters), the Limits to Development take account of approved plans and will define the settlement by enclosing the established, cohesive built form. Countryside (and, where appropriate, Green Wedge and Areas of Local Separation) designations occupy the undeveloped land immediately beyond the cohesive built form (once defined by detailed planning permission).</u></p> <p><u>Policies Map 1 sets out the Limits to Development, Countryside, Green Wedge and Areas of Local Separation. The principles outlined above will be applied to the Housing Allocations as they progress to detailed permissions and which postdate the preparation of the Policies Map. In those circumstances where the Policies Map shows an allocation boundary, but the extent of the built form is later established through a detailed planning application, designations which immediately adjoin the allocation boundary will be considered to extend up to the limits of the built form, and such designations will be used for the purposes of decision making for planning applications in such areas.</u></p>	To ensure that the policies map is effective.
MM103	131	3.227 (to be renumbered)	<p>The local plan has an important role to play by guiding development in areas of Countryside to protect its intrinsic beauty. Managing development in areas of Countryside is fundamental to delivering the pattern of development set out in our development strategy and therefore delivering sustainable development. <u>Any</u></p>	To clarify the definition of small scale and its application in terms of Countryside.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p><u>new built development in the Countryside would need to be small in scale and be considered against any significant environmental impacts. Small-scale, in relation to the Countryside, relates to the form of development and the National Design Guide defines scale as the height, width and length of each building proposed within a development in relation to its surroundings. Further guidance on the scale of buildings is provided in Appendix 4 to the Plan.</u></p> <p><u>Countryside It also has an important role in providing the landscape setting to our settlements which contributes to their settlement identity. Policy EV1 sets out our approach to protecting landscape character which highlights the role of the Countryside in providing the setting and contributing to the distinct separate identities identities of our towns and villages.</u></p>	
MM104	132	3.229 - 3.230	<p><u>New paragraph between 3.229 and 3.230</u></p> <p><u>There may be circumstances where additional burial space is required in areas of Countryside, such as provision by private sector providers and neighbouring local authorities. Leicester City Council has produced a Burial Space Strategy which identifies that a new burial site will be required between 2025 to 2030 in order to address the issue of decreasing availability of burial space in the City. Any proposal to meet this need in Charnwood is likely to be acceptable in principle in areas of Countryside, Green Wedge and Areas of Local Separation where the proposed built development would be small scale and the layout and landscaping are appropriate to the largely undeveloped character of the area.</u></p>	To clarify instances where new burial space may be acceptable in principle and to comply with the Duty to Cooperate.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM105	132	Policy C1	<p>We will manage development in areas of Countryside to protect its largely undeveloped character, and its intrinsic character and beauty. We will do this by:</p> <ul style="list-style-type: none"> • supporting rural economic development which has a strong relationship with the operational requirements of agriculture, horticulture, forestry and other land-based industries; • supporting development for the reuse and adaptation of rural buildings and small scale new built development where there would not be significant adverse environmental effects; and • supporting the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan ,<u>and</u> • <u>supporting the provision of new burial space where there is a proven need, and the layout and landscaping are appropriate to the largely undeveloped character of the area.</u> 	To clarify instances where new burial space may be acceptable in principle and to comply with the Duty to Cooperate.

Chapter 4 Housing

Policy H2: Housing for Older People and People with Disabilities

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM106	135	4.17	<p>In providing affordable housing, there is an opportunity for the Council, through its nomination rights, to match the needs of individuals to homes including those that need homes suitable for wheelchair users. We can therefore work with Registered Providers to identify an appropriate combination of accessible and adaptable properties (Part M4(2) of the Building Regulations), and</p>	To ensure that the policy is justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			wheelchair user properties (i.e. those that meet Part M4(3) of the Building Regulations) when delivering affordable homes. Building Regulations differentiate between wheelchair accessible and wheelchair adaptable dwellings and options will be considered in discussions with Registered Providers.	
MM107	136	Policy H2	<p>To meet the needs of the ageing population and people with disabilities, we will: • seek at least 10% of new market homes on major developments that meet the Building Regulations Part M4(2) standards for being accessible and adaptable, or any replacement standards produced by the Government; and</p> <p>seek an appropriate proportion of affordable homes that meet the Building Regulations Part M4(2) standards and/or the Part M4(3) standards for being suitable for wheelchair users, in consultation with relevant Registered Providers of affordable housing.</p> <p>In seeking these <u>this</u> types of home, we will have regard to any evidence provided regarding viability or other site-specific factors that may make it impossible to provide step-free access.</p>	To ensure the effectiveness of the policy by providing greater clarity.

Policy H3: Internal Space Standards

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM108	136	After 4.19	<u>The Council recognises that there are cost implications associated with meeting the nationally described space standards. In accordance with the overall approach to balancing different needs, the Council considers it is appropriate for there to be some</u>	To ensure that the policy is effective and justified by providing further explanation.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<u>flexibility between meeting the space standards and the number of affordable homes that can be delivered given the challenges that can be involved in doing so. The Council will therefore enable justified deviations from the space standards to be made where these are supported by evidence that the homes will still meet the needs of occupiers.</u>	

Policy H4: Affordable Housing

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM109	139	4.33	It may not always be viable or practical for sheltered housing or extra care housing to provide an element of affordable housing this will be considered on a case by case basis. <u>Our viability evidence shows that neither sheltered housing nor extra care housing developments are likely to be viable if a contribution towards affordable housing is sought.</u>	Amended wording to ensure that the policy is justified
MM110	140	Policy H4	Contributions will not be sought from <u>sheltered housing, extra care housing, -self build or custom build housing developments.</u>	Amended wording to ensure that the policy is justified.

Policy H5: Rural Exception Sites

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM111	141	H5	Policy H5: Rural Exception Sites	To ensure that the policy will be effective

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>We will support the provision of small-scale developments in rural areas for affordable housing outside Limits to Development as an exception where:</p> <ul style="list-style-type: none"> the housing is demonstrated to meet an identified local need for affordable housing as set out in a Housing Needs Survey; and <p>development is adjacent, or otherwise well-related, to an rural settlement <u>other settlement, small village and hamlet</u>, and respects the character of the settlement and its landscape setting.</p>	

Policy H6: Self-build and Custom Housebuilding

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM112	142	Policy H6	<p>Policy H6: Self-build and Custom Housebuilding</p> <p>We will support proposals for self-build and custom housebuilding in locations considered suitable for housing in accordance with Policies DS1 and C1.</p> <p>We will encourage the provision of serviced plots for self-build and custom housebuilding as part of an appropriate mix of dwellings on all major developments in locations where there is clear evidence of local demand.</p> <p>We will seek the provision of at least five serviced plots for self-build and custom housebuilding on sites of more than 250</p>	To ensure that the policy is justified and to provide clarity.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>dwelling. Where plots have been made available and marketed appropriately for at least for a 12 months marketing period and have not sold, the plots can be used to deliver general market housing.</p>	

Policy H9: Gypsies, Travellers and Travelling Showpeople

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
M113	149	4.81	<p>The Government has an overarching aim to ensure the fair and equal treatment of gGypsies and tTravellers that facilitates their traditional and nomadic way of life whilst respecting the interests of the settled community. To inform our policies we have worked with other Leicestershire local authorities to assess the need for sites to accommodate gGypsies', tTravellers' and tTravelling sShowpeople' s needs.</p>	For correctness
M114	149	4.82	<p>The Sustainable Urban Extensions North East of Leicester, West of Loughborough and North of Birstall include provision for permanent pitches for gGypsies and tTravellers or plots for tTravelling sShowpeople to meet identified needs. These are being implemented as follows:</p> <ul style="list-style-type: none"> • Land for 4 gGypsy and tTraveller pitches and 4 tTravelling sShowpeople plots as part of the North East of Leicester Sustainable Urban Extension; • Land for 4 gGypsy and tTraveller pitches and 4 tTravelling sShowpeople plots as part of the West of Loughborough Sustainable Urban Extension; 	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> • 4 plots for Travelling showpeople as part of the North of Birstall Sustainable Urban Extension. 	
MM115	149	Para 4.84	<p>Our evidence shows that there are no additional needs for permanent pitches for gGypsies and Travellers or <u>and 8 plots for Travelling showpeople in Charnwood for the period up to 2037. Provision in the Sustainable Urban Extensions is sufficient to provide for this need. This finding is not affected by the Government's redefinition of Gypsies and Travellers in the update to Annex 1 of the Planning Policy for Traveller Sites (December 2023) because no additional need for Gypsies and Travellers had been identified.</u></p>	Factual correction to reflect evidence.
MM116	149	Policy H9	<p>We will support sites for gypsies, travellers and travelling showpeople to meet an identified need that are</p> <p><u>To meet the needs of Gypsies, Travellers and Travelling Showpeople we will support new sites or extensions to existing sites that are:</u></p> <ul style="list-style-type: none"> - designed to create a safe and healthy environment for residents; - appropriate in scale; - well related to local infrastructure and services including shops, schools and health facilities; - sensitively designed to avoid unacceptable adverse impacts on <u>create a positive relationship with the character, appearance and amenity of</u> the locality: and - ensure safe access for the movement of vehicles to and from the site with provision for parking and servicing within the site. 	Policy wording change to strengthen the criteria based policy.

Chapter 5 Employment

Policy E2: Protecting Existing Employment Sites

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM117	153	Para 5.23	We want to prevent the loss of good quality <u>our existing</u> employment sites to alternative uses as our evidence identifies that these sites . . .	To ensure that the policy is justified and to provide clarity.
MM118	153	Para 5.24	The Policies Map identifies the good quality employment sites . . .	To ensure that the policy is justified and to provide clarity.
MM119	154	E2	Existing good quality employment sites, as identified on the Policies Map, will be protected for employment uses unless it can be demonstrated that: . . . For other existing employment sites, not identified as good quality on the Policies Map	To ensure that the policy is justified and to provide clarity.

Policy E3: Rural Economic Development

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM120	156	Para 5.37	Small Scale Business Development in Villages <u>Rural Areas</u> We will support development <u>for all types of business and enterprise</u> which is not detrimental to the character and appearance of the countryside . . .	To ensure that the policy is justified and to provide clarity.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM121	156	Para 5.39	<p><u>Farm and Land-Based Business Diversification</u></p> <p>Farm <u>Diversification of agricultural and other land-based rural businesses</u> can help <u>the rural economy farmers</u> by providing sources of income which allow them <u>the land</u> to continue to farm <u>and be managed the land</u>. Successful farm diversification activities include small farm shops, processing and selling produce from the farm, craft workshops, small businesses, bed and breakfast and holiday accommodation. We will support activities which are compatible with a countryside location as long as <u>farming a land-based use</u> remains the dominant business activity.</p>	To ensure that the policy is justified and to provide clarity.
MM122	157	Para 5.46	<p><u>Small Scale Growth and Expansion of Existing Businesses in the Countryside</u></p> <p>There are a number of existing businesses across the rural areas of the Borough including offices, warehousing and manufacturing operations. Some, such as those at Wymeswold and Rearsby, are associated with redundant military and civil airfields. Whilst these sites are not good locations for businesses that create a significant number of vehicle movements, some types of business can contribute to the local economy and provide jobs for our village communities. We will support small scale expansion or intensification of these types of business provided it is sensitive to the character and appearance of the Countryside <u>and does not have an unacceptable impact through its operational requirements, such as significant vehicle movements</u>.</p>	To ensure that the policy is justified and to provide clarity.
MM123	158	E3	<p>We will maximise the potential of our rural economy by 2037 by supporting development <u>within, adjacent to or beyond existing settlements</u> that:</p>	To ensure that the policy is justified and to provide clarity.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> provides small scale, sustainable growth and expansion of <u>all types of business and community needs</u> existing businesses in rural areas both through conversion of existing buildings and well-designed new buildings; enables farm <u>and other land-based rural business</u> diversification where <u>farming a land-based use</u> remains the dominant element of the business; 	

Chapter 6 Town Centres, Services and Facilities

Policy T1: Town Centres and Retail

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM124	161	T1	<p>8th bullet:</p> <ul style="list-style-type: none"> are physically integrated within the centre and enhance the centre's compact and walkable character; 	To remove duplicated 8 th bullet (duplicate of bullet 3)

Policy T2: Protection of Community Facilities

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM125	162	T2	New additional bullets:	To ensure that the policy is effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p><u>Development at existing community facilities will be permitted in order to assist in their diversification and improved accessibility where the proposal seeks to sustain the future of the facility.</u></p> <p><u>Proposals for the provision of new community facilities and the flexible use of existing space for community uses will be permitted where they are within easy and safe walking distance of the majority of the community they will serve.</u></p>	

Policy T3: Car Parking Standards

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM126	163	6.15	In providing for sufficient parking for local communities and businesses we will also ensure that environmental sustainability is secured through measures such as providing for electric vehicle charging points in accordance with Policy CC6 <u>the latest published guidance.</u>	Policy CC6 has been removed.
MM127	163	T3	We will do this by: . . . Requiring that all new <u>Supporting developments which provides car parking in accordance with the scale of development and type of proposal; spaces in accordance with the latest published guidance of Leicestershire County Council and Charnwood Borough Council;</u>	To ensure the policy is justified and is consistent with national policy

Chapter 7 Climate Change

Policy CC1: Flood Risk Management

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM128	165	7.13-7.19	<p>7.13 Our evidence provides us with an appraisal of all potential sources of flooding and assesses the potential increase in flood risk due to climate change. Our policy on managing flooding is based upon a risk-based, sequential approach to the location of development, avoiding high risk areas and steering development to areas at lower risk. This will be done by applying the Sequential Test meaning that sites at risk of flooding can only be suitable for development if there is no other land available in areas with little or no flood risk. If it is not possible to locate development in areas with a lower risk of flooding (<u>Flood Zone 1</u>), <u>the Sequential Test should go on to compare 'reasonably available' sites within medium risk areas and, only where there are no sites in low and medium risk areas, sites within high-risk areas. The Test should be applied to 'Major' and 'Non-major development' in areas at risk of flooding.</u></p> <p>7.14 <u>Following the application of the sequential test, if sites at a lower risk of flooding are not available, the Exception Test will need to be applied (this is for development in Flood Zones 2, 3a and 3b, or within an area at risk from surface water flooding). where no suitable sites on land with the lowest risk of flooding are available- We will need to ensure that the developments provide wider sustainability benefits to the community that outweigh flood risk and are appropriate, flood resilient and</u></p>	To ensure effectiveness of the policy by clarifying wording and consistency with national policy.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>resistant that it will be safe for its users for the development's lifetime, taking account of the vulnerability of its users , without increasing flood risk elsewhere, there will be no increase to flood risk overall and where possible should look to will reduce flood risk overall to third parties. Our evidence provides a framework for the application of the Sequential Test of sites and, where necessary, the Exception Test to avoid unsuitable locations for development.</p> <p><u>7.15 To further assess a sites suitability where flood risk is a consideration, the following should also be included in the assessment process:</u></p> <ul style="list-style-type: none"> • <u>Measures to control flood risk such as site layout, design, and sustainable drainage systems;</u> • <u>The use of flood resistance and resilience mitigation measures such as flood resistant structures, landscaping, threshold and floor levels to consider and address any remaining flood risk issues; and finally</u> • <u>Working with key stakeholders, identify management measures to deal with any further remaining residual risks.</u> <p>7.16 7.14 We require all applications for major developments in Flood Zone 1 or any development in Flood Zones 2 or 3 or within an area at risk from surface water flooding to be accompanied by a site-specific Flood Risk Assessment. This should identify whether a development is likely to be affected by current or future flooding from any source the main flood risks to the site</p>	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>including whether <u>it will the development will increase flood risk elsewhere downstream and whether the proposed recommendations for mitigation measures such as sustainable drainage systems, site layout and design or modifying ground levels are appropriate. The assessment should also set out the evidence for the Council to apply the Sequential Test (if necessary) and whether the development will be safe to pass the Exception Test (if applicable).</u></p> <p>7.175. We also require developments to take account of the cumulative impact of flooding at the design and planning application stage and ensure that appropriate mitigation measures are installed so flood risk is not increased elsewhere. Examples of such include level for level floodplain compensation.</p> <p><u>7.18 Flood resistant design should be incorporated into development proposals at an early stage to lessen the development's impact on user safety, flood storage and flood risk in the surrounding area in accordance with policy DS5. Flood-resistant design should accommodate all members of the community and demonstrate that users can safely access and egress the development in a flood.</u></p> <p>7.196. We recognise that measures to manage the biodiversity and landscape of major watercourses such as the River Soar and River Wreake corridors and the Grand Union Canal and projects such as the Soar and Wreake Living Landscape Scheme, will be extremely important in helping to reduce flood risk. <u>Natural flood management techniques such as the creation</u></p>	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>of new habitats, including woodlands and wetlands, planting of trees and reconnecting rivers to natural flood plains can all be used to reduce flood risk naturally and provide ecological benefits. It will also be important to reduce impacts of flood risk for areas of habitat that are vulnerable to climate change in line with Natural England’s Climate Change Vulnerability Mapping.</p> <p>7.2017. New developments can have a significant impact on water use and water network capacity and also on water resources, waste disposal and flood risk. The benefits of adopting an early and integrated water management approach are advocated by the Environment Agency and can help to create a healthier, safer and richer environment for our communities to live in.</p> <p>7.2148. We will work with our partners including the Environment Agency, Leicestershire County Council, in its role as the Lead Local Flood Authority, and Seven Trent Water, <u>emergency planners, emergency services, local resilience forums, other flood incident responders and Historic England where historic buildings are involved</u>, to manage flood risk across the Borough. We will work with developers to secure contributions to flood risk mitigation measures where it is appropriate and viable to do so.</p> <p>7.2249. We will support our local communities, through their neighbourhood plans to identify opportunities for flood mitigation measures suitable for their local area.</p>	
MM129	166	CC1 Flood Risk	Policy CC1: Flood Risk Management	To ensure consistency with national policy

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>We will manage flood risk by directing development to areas in the Borough with the lowest risk of flooding (<u>Flood Zone 1</u>), We will do this by:</p> <ul style="list-style-type: none"> • applying the Sequential Test and Exception Test, where necessary. We will do this by: • <u>Requiring development proposals to investigate measures to control the risk of flooding affecting a site and the use of flood resistance and resilience measures to address and manage any remaining residual risks.</u> • ensuring that major development proposals in Flood Zone 1 and any developments in Flood Zones 2 and 3 <u>or within an area at risk from surface water flooding</u> are accompanied by a site-specific flood risk assessment; • requiring a <u>sequential approach to site layout is taken within the site, with the highest vulnerability development being located to locate built development within</u> the lowest flood risk <u>areas zone(s)</u>; • requiring developments on greenfield sites to cause no net increase in the rate of surface water run off; • requiring development on brownfield sites to secure a decrease in surface water run off; • requiring developments to consider the cumulative impact of proposals within, or which affect, local areas susceptible to flooding, and ensuring appropriate mitigation measures are in place so that new development does not increase flood risk and, where possible, reduces flood risk; 	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> ensuring that, where appropriate, all major developments incorporate sustainable drainage systems, in accordance with Policy CC2; ensuring that the natural environment and major watercourses within the site are suitably managed to help reduce flood risk; encouraging <u>non-major and</u> minor developments to incorporate sustainable drainage systems, in accordance with Policy CC2; ensuring that the design of flood risk mitigation measures is appropriate and in keeping with the environment in which they will be implemented; encouraging an integrated water management approach is considered in the early stages of site planning; and encouraging developments which <u>incorporate natural flood management techniques such as</u> support the creation of new habitats, including woodlands and wetlands, planting of trees and reconnecting rivers to natural flood plains. <p>We will support neighbourhood plans in identifying suitable flood risk mitigation measures appropriate for their local area.</p>	

Policy CC2: Sustainable Drainage Systems (SuDS)

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM130	167	7.22-7.24	7.22. We also recognise that the cumulative impact of a smaller number of <u>a number of non-major and minor</u> developments	To ensure effectiveness of the policy by clarifying wording and consistency with national policy.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>could have a significant <u>cumulative</u> impact on flood risk and in these circumstances the use of SuDS should be considered <u>will be an important consideration.</u></p> <p>7.23. It is important that SuDS are considered at the an <u>the earliest</u> stage of the development process to ensure the delivery of well designed, appropriate and effective schemes whilst also providing multifunctional benefits. The aim will be for surface water to be directed to sustainable outfalls as high up the drainage hierarchy as reasonably practicable:</p> <ul style="list-style-type: none"> • discharging into the ground (infiltration); • to a surface water body; • to a surface water sewer, highway drain, or another drainage system; and • to a combined sewer. <p>7.24. We will seek advice from Leicestershire County Council, as the Lead Local Flood Authority, <u>Seven Trent, the Environment Agency and the Highway Authority (for an affected road)</u> to ensure that the development's proposed standards of operation are appropriate and that there are clear arrangements for on-going maintenance over the lifetime of the development.</p>	
MM131	168	Policy CC2 Sustainable Drainage Systems	<p>Policy CC2: Sustainable Drainage Systems (SuDS)</p> <p>We will ensure that development includes appropriate measures to manage flood risk in an integrated way that achieves wider benefits for communities and the environment. We will support major development that:</p>	To ensure effectiveness of the policy by clarifying wording and consistency with national policy.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> provides, where appropriate, Sustainable Drainage Systems that are integrated into development proposals having been considered as part the masterplanning of the site; prioritises Sustainable Drainage Systems where the development is in an area at risk of flooding, in accordance with the criteria set out in Policy CC1; ensures, where Sustainable Drainage System are used, surface water is directed to sustainable outfalls in accordance with the drainage hierarchy; ensures that the design, construction and ongoing maintenance of Sustainable Drainage Systems is carefully and clearly defined <u>for the lifetime of the development</u>; and ensures Sustainable Drainage Systems provide multifunctional benefits for amenity, recreation and wildlife, that utilise natural features, where possible. <p><u>We will also expect non-major and minor developments to incorporate sustainable drainage systems, where there is potential for a cumulative impact.</u></p>	

Policy CC3: Renewable and Low Carbon Energy Installations

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM132	169	7.32	These opportunity areas reflect a combined understanding of the sensitivity of each landscape character area and the likely	To clarify the application of the policy ensuring it is justified and effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			impacts of different sizes of renewable energy installations. and are set out in the tables below.	
MM133	170	Tables 8 & 9	Delete Tables 8 & 9	To clarify the application of the policy ensuring it is justified and effective.
MM134	171	Policy CC3	<p>Relocate text from paragraph 3 to become paragraph 1:</p> <p>Policy CC3: Renewable and Low Carbon Energy Installations</p> <p>We will require wind energy development involving one or more wind turbines to:</p> <ul style="list-style-type: none"> • be located in an area identified as suitable for wind energy on the Policies Map or in a neighbourhood plan; • be of an appropriate scale in that area, taking account of the evidence on landscape character and sensitivity; and • demonstrate that, following consultation, the planning impacts identified by affected local communities have been fully addressed. <u>and therefore the proposal has their backing.</u> <p>Proposals for renewable and low carbon energy installations will be supported where any adverse impacts, including cumulative impacts have been fully addressed, including impacts on local amenity, the historic environment and the setting of heritage assets, noise and odour, the wider landscape, biodiversity and public safety.</p> <p>Where any localised adverse impacts remain, proposals will only be supported where these adverse impacts are outweighed by</p>	Re-ordering of policy to be effective and consistent with NPPF. Additional text to clarify purpose of Policies Map 2 and the application of the policy.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>the wider environmental, economic or social benefits of the scheme.</p> <p><u>Proposals for renewable energy installations will be expected to have regard to our landscape character and sensitivity evidence and this will inform the scale of installation that will be appropriate in each landscape character area.</u></p> <p>Proposals within the Safeguarded Area shown on the Policies Map will not be permitted if they adversely affect the operational integrity of East Midlands Airport, aircraft operations or radar and navigation systems.</p> <p><u>The Policies Map tells us which areas have the most potential for wind and solar energy installations. However any individual proposals would need to be supported by robust evidence and detailed site based assessments taking into account planning impacts, including cumulative impacts of wind and solar energy installations and also taking into account other issues such as heritage and flood risk. In some cases, an Environmental Impact Assessment may be required.</u></p> <p>In all cases, the contribution of the renewable and local carbon energy proposals to cutting greenhouse gas emissions and decarbonising our energy system will be balanced with other policy and material considerations.</p> <p>We will support neighbourhood planning groups to consider identifying locations and the range of renewable and low carbon technologies that could be accommodated within neighbourhood plans.</p>	

Policy CC4: Sustainable Construction

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM135	173	CC4	<ul style="list-style-type: none"> requiring that sustainable water management solutions <u>such as for example</u> sustainable drainage systems, green roofs and/or rainwater harvesting systems are incorporated into proposals, where viable; combating the heat island effect by encouraging <u>solutions such as</u> green roofs, green walls, increased tree cover, waterways and the suitable layout of external spaces, <u>where viable</u>; 	To differentiate between the objective of the policy and examples of how the objective could be achieved. To ensure the policy is effective.

Policy CC5: Sustainable Transport

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM136	174	7.47	<p><u>As set out in Chapter 9, a key element of the mitigation package that we have identified to support the Borough's future growth is to improve sustainable modes of travel.</u> We will expect major developments in the Borough to make provision for improving and extending our walking and cycle networks and ensuring priority is given first to pedestrians and cycle movements. We will also explore opportunities for improved signage, safe well-lit routes and increased connectivity between urban and rural areas. We will promote the health benefits of walking and cycling for healthier lifestyles and improved well-being. More people walking and cycling will also mean less congestion and</p>	To make sure the policy is effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			emissions on our roads, improving air quality for our local communities.	
MM137	175	7.51	Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 hub in Toton <u>East Midlands Freeport</u> to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from <u>settlements in the north of Charnwood Borough</u> (particularly those <u>settlements located</u> within the Leicestershire International Gateway <u>such as Shepshed</u>) to these destinations are frequent, efficient and reliable.	To provide clarity to the supporting text.
MM138	175	7.54	<u>Policy INF2 commits us to working with Leicestershire County Council, National Highways, Leicester City Council, wider Housing Market Area authorities and other stakeholders to deliver Transport Strategies for Loughborough Urban Centre; Shepshed Urban Settlement; the Leicester Urban Area and the Soar Valley. These will be key to seeking to secure public and private funding for improvements to sustainable travel modes in these areas.</u>	To provide clarity to the supporting text and ensuring the wording is effective and positively prepared.
MM139	176	Para 7.56	Working with our local partners, we will ensure that sustainable transport strategies are aligned, and investment is targeted to the places where it is needed most in our Borough <u>in accordance with Policy INF2.</u>	
MM140	176	Policy CC5	We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that: <ul style="list-style-type: none"> provides excellent <u>at least good</u> accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility; 	To provide clarity to the policy to make sure it is effective.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> • is informed by a robust transport assessment and travel plan which considers sustainable travel options at the outset so that they form an integral part of the development; • provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters; • secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop; • ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; • contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where appropriate, bus gates, bus priority measures and bus links; and • reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11. <p>We will work with our partners to secure funding for and delivery of sustainable transport improvements <u>having regard to the policy priorities for the Local and Strategic Road Network in Policy INF2.</u></p>	
MM141	176	7.58 - 7.59	<p>7.58 We recognise that for some people travel by car will remain the only available or preferred option for some journeys. The impact of those journeys on CO2 emissions can be reduced if they are made in low emission vehicles. The Government's Ten Point Plan for a Green Industrial Revolution published in 2020 confirms its ambition to end the sale of new petrol and diesel cars and vans by 2030. We will make a positive contribution to</p>	Supporting text surplus to requirement and has been replaced by Building Regulations 2010 Approved Document S, Infrastructure for the charging of electric vehicles which came into force on 15 th June 2022.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>reducing CO2 emissions by working with our partners to deliver an integrated network of affordable electric vehicle charging points in locations which are safe, accessible and convenient throughout Charnwood. We will also consider the potential for e-scooter and e-bike charging points.</p> <p>7.59 We require new developments to make provision for electric vehicle charging points to encourage our residents to switch to low carbon vehicles. We will also work with infrastructure providers to trial new technologies such as street lamppost charging points and rapid charging hubs and the timely instalment of cable routing.</p>	

Policy CC6: Electric Vehicle Charging Points

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM142	177	CC6	<p>Policy CC6: Electric Vehicle Charging Points We will significantly increase the number of electric vehicle charging points in the Borough. We will support development that:</p> <ul style="list-style-type: none"> • provides an electric vehicle charge point or cabling routing for each new residential dwelling (including flats) with a dedicated car parking space; and • provides at least 1 charging point or cable routing per 5 car parking spaces for new non-residential developments with more than 10 parking spaces. We will work with our partners and developers to deliver infrastructure for electric vehicles and ensure charging points are provided at appropriate locations 	<p>Supporting text surplus to requirement and has been replaced by Building Regulations 2010 Approved Document S, Infrastructure for the charging of electric vehicles which came into force on 15th June 2022.</p>

Chapter 8 Environment

Policy EV1: Landscape

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM143	180	EV1	We will carefully manage development to <u>protect and enhance</u> protect the Borough's distinctive landscape. We will do this by:	To ensure the policy is effective and consistent with national policy.

Policy EV2: Green Wedges and Policy EV3 Areas of Local Separation

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
DM1 and DM12	179	Diagram EV2 Green Wedges and EV3 Areas of Local Separation	See Schedule of Proposed Modifications to Local Plan Diagrams for further detail.	To illustrate geographically the application of the policies in the plan and to ensure the diagrams are effective.

Policy EV7: Tree Planting

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM144	189/ 190	Policy EV7 and title to	Tree Planting <u>and Retention</u>	To clarify the purpose of the policy and supporting text.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		supporting text		

Policy EV9: Open Spaces, Sport and Recreation

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM145	193	Para 8.73	We have undertaken <u>an</u> assessments of <u>the quantity, quality and accessibility</u> our communities' needs for of open space, sport and recreation facilities, along with opportunities for new This evidence was used to inform the Council's Open Spaces Strategy and to inform our standards for provision of open space and facilities from new development. <u>The Assessment will be the principal means of assessing new development proposals and changes to existing open space. It will be refreshed on a regular basis</u>	To improve clarity and closer alignment with the NPPF.
MM146	194	Table 10	1,200m in the Towns <u>Urban Areas</u> and Service Centres	To ensure clarity in the development strategy.
MM147	196 and 197	Policy EV9	We will protect our <u>existing</u> open space, sport and recreation provision <u>including playing fields</u> identified on the Policies Map, and any future provision made as part of new development, unless it can be satisfactorily demonstrated that: <ul style="list-style-type: none"> the proposed development is ancillary to the existing recreational use of the site; or the provision is surplus to requirements as evidenced by an assessment of need; or 	To improve alignment with paragraph 99 of the NPPF. The emphasis upon the importance of assessments is retained and strengthened in paragraph 8.73 above.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			alternative provision of an equivalent or greater standard will be provided in an accessible a location <u>easily accessible by walking, cycling and public transport nearby</u> .	
MM148	196-197	EV9 (4 th bullet)	enabling links to be created with surrounding recreational networks and facilities (including <u>protecting existing</u> public rights of way, cycle paths, bridleways and towpaths);	To provide clarity and precision

Policy EV12 Burial Space

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM149	200		<p>Burial Space</p> <p>8.92. As our population grows, we will also need to ensure that sufficient space is available for burials in the future. The Borough Council has assessed how best to meet its long term need for burial space and has identified a new 9.1ha site at Nanpantan which will help us to provide for the needs of the Loughborough area. Phase 1 of the cemetery was granted planning permission in September 2020. 8.93. Elsewhere in the Borough our evidence shows that burial provision is likely to be sufficient to deal with the demand for burials at most locations for at least twenty years taking into account the number of deaths, the populations served by the burial grounds and increasing population as a result of housing growth. 8.94. The cemetery allocation lies within an area of sensitive landscape at the edge of Charnwood Forest Regional Park, and is visible from areas of</p>	Policy EV12 is to be deleted so no need for supporting text.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			higher ground, notably from the Outwoods. The layout and landscaping of later phases of the cemetery will need careful consideration so that they are integrated into the surrounding landscape, with particular attention given to views of the cemetery from areas of higher ground.	
MM150	200	EV12	Policy EV12 Burial Space 9.1ha of land are allocated at Nanpantan for burial space. Proposals for new cemetery space should minimise the impact of development on the landscape by making use of additional planting comprising native species and naturalistic schemes to enhance the relationship between the development and its wooded setting and helping to create a vegetated appearance to the edge of the built form of Loughborough.	Policy no longer required as burial space proposal is complete.

Chapter 9 Infrastructure and Delivery

Policy INF1: Infrastructure and Developer Contributions

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM151	201	Para 9.3	An Infrastructure Schedule is included as an Appendix to the local plan, setting out the infrastructure required to support our development strategy. In addition, Further detail is set out in our Infrastructure Delivery Plan (IDP) will be regularly updated as more evidence becomes available and investment decisions are finalised which will be updated on an annual basis as more evidence becomes available and investment decisions are	For effectiveness

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			finalised. We will also continue to work closely with infrastructure providers to ensure their future investment plans take account of the development strategy and are aligned to support growth in the Borough.	
MM152		9.5	We will work with infrastructure providers to consider whether development proposals require infrastructure which can only be provided through pooling contributions from a number of different developments. This will apply to a range of infrastructure including education, health, local and strategic road improvements and flood protection and resilience schemes. <u>In view of the availability of funding compared with total cost of infrastructure, it is likely that in most cases it will be necessary to prioritise the allocation of development contributions to different kinds of infrastructure and this exercise will be achieved by the preparation of a Planning Obligations Supplementary Planning Document. In the interim, the council will continue to require contributions on a site by site basis according to a scheme's overall viability.</u>	
MM153	202	9.10	National Grid Western Power Distribution has advised the Council that there are currently no known capacity constraints which would limit the implementation of the plan. We will continue to work closely with them to ensure that the capacity of the system is sufficiently robust to cope with any changes arising during the plan period. For example, our evidence points to significant changes in demand arising from the move to low carbon energy, such as the anticipated growth in electric vehicles, supported by local plan Policy CC6 for and new electric vehicle charging points. We are also aware that availability of	To update the name of the electricity distribution company from Western Power to National Grid. Policy CC6 has been removed

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			supply can change within a short space of time, as new connections take place, and significant developments such as the Loughborough Science and Enterprise Park could result in high levels of electricity demand. We will work closely with the developers and Western Power <u>National Grid</u> to ensure that any capacity issues are addressed.	
MM154	203	After 9.11 New text to be added	<p>Waste Management</p> <p><u>9.12 Leicestershire County Council as the Waste Disposal Authority has a statutory duty under the Environmental Protection Act 1990 to offer facilities to local residents where they may deposit their household waste. These are known nationally as Household Waste Recycling Centres (HWRC) and locally as Recycling and Household Waste Sites. There are three sites in Charnwood at Mountsorrel, Loughborough and Shepshed. New residential development is likely to generate an increase in household waste and it is important that waste is managed sustainably in accordance with the Waste Management Hierarchy. Developer contributions towards new or enhanced provision may be sought in accordance with the County Council's Developer Contributions Policy.</u></p> <p><u>Libraries</u></p> <p><u>9.13 County Councils have a statutory responsibility to provide a comprehensive and efficient library service. Following a review in 2014, Leicestershire County Council set out plans for County Council funded libraries and community run libraries mainly in rural locations supported by a mobile library service. In</u></p>	To ensure the policy is clear and effective by providing clarity regarding the full range of infrastructure requirements to support growth.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p><u>Charnwood there are four County Council funded libraries at Loughborough, Shepshed, Syston and Birstall and nine community managed libraries at East Goscote, Thurmaston, Sileby, Barrow, Quorn, Rothley, Anstey, Mountsorrel and Hathern. Where new development generates a need for additional or enhanced library provision, a developer contribution is likely to be required in accordance with the County Council's Developer Contributions Policy. Contributions will be sought for the library that will be most affected by a proposed development</u></p>	
MM155	203	9.13	<p>The local plan's policy requirements together with local and national standards have been assessed to consider the impact they are likely to have on development viability. The assessment demonstrates that our policies are realistic. And that the total cumulative cost of all relevant policies will not undermine deliverability of the plan. We will expect applicants to share with us the full results of any site-specific viability appraisals so that the process for assessing the deliverability of infrastructure is fair and transparent <u>and the Council can prioritise infrastructure needs appropriately and in accordance with the CIL Regulations.</u></p>	
MM156	203	Policy INF1	<p>Policy INF1: Infrastructure and Developer Contributions</p> <p>We will work with infrastructure providers, developers and partner organisations to ensure the delivery of new and improved infrastructure* necessary to support our development strategy and maintain <u>to create</u> sustainable, <u>safe</u> and healthy communities <u>reducing health inequalities</u>. We will support development that:</p>	<p>To improve soundness and clarity with cross referencing to the full range of infrastructure in the Infrastructure Schedule, arrangement for transport improvements and collaborative working on transport.</p>

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<ul style="list-style-type: none"> • is supported by robust evidence of the infrastructure needed to mitigate impacts and support sustainable development; • contributes to <u>prioritises and funds</u> the reasonable costs of on site and where appropriate off site, infrastructure, needed to mitigate the impacts of the development through the use of Section 106 Legal Agreements, or in the case of highways, Section 278 Legal Agreements; • contributes to the reasonable costs of any infrastructure required to mitigate the impacts of the development strategy including through <u>the</u> pooling of developer contributions where <u>it is demonstrated that the impacts can only be addressed in a comprehensive way including cumulative and cross boundary impacts</u>; and • <u>provides serviced, accessible, and prepared land, where required and the need is justified, to enable infrastructure to be delivered.</u> <p>We will seek to enter into planning performance agreements with promoters of strategically important sites to ensure a programmed approach to determination and implementation.</p> <p>We will relate the type, amount and timing of infrastructure to the scale of development, its viability and the impact it has on the site and surrounding area. Where viability is identified as a barrier to delivery, we will expect all promoters of major development to enter with us into <u>this to be evidenced and scrutinised as part of an open book viability appraisal. This will allow the Council to prioritise infrastructure needs appropriately and in accordance with the CIL Regulations.</u></p>	

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<i>*as set out in Appendix 3 and future iterations to be published in the annually updated Infrastructure Delivery Plan.</i>	

Policy INF2: Local and Strategic Road Network

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM157	204	9.14-9.19	Delete paragraphs 9.14 to 9.15 and replace with the following text: The supporting text to policy INF2 has been significantly redrafted – please see the table below.	To improve clarity of wording with respect to transport mitigation measures and to ensure the plan is effective and justified.
MM158	205	Policy INF2	Delete text in Policy INF2 and replace with the following text:.	To improve clarity of wording with respect to transport mitigation measures and to ensure the plan is effective and justified.

The Local and Strategic Road Network

- 9.14 As Chapter 3 highlights, Charnwood is a Borough of mixed geographical and settlement characteristics. Loughborough Urban Centre together with Shepshed Urban Settlement functions as a wider Loughborough Urban Area. The southern part of the Borough adjoins Leicester and is significantly influenced by the physical and functional relationships with the City. Between Leicester and Loughborough there are ribbons of settlements along the Soar Valley, including five Service Centres. The western and eastern area of the Borough is predominately more rural in nature, with a dispersed pattern of villages.
- 9.15 The current pattern of transport provision in the Borough tends to reflect its diverse nature. From a sustainability perspective, Loughborough Urban Centre, Shepshed Urban Settlement, the Leicester Urban Area and the Soar Valley are relatively better served by passenger transport services,

especially Syston, Sileby, Barrow and Loughborough which are served by rail. Loughborough, Shepshed and the Leicester suburbs also offer the greatest range and density of facilities (relative to other parts of the Borough), providing greater opportunities for (short distance) journeys to be made on foot or by bike.

9.16 Charnwood benefits from good road accessibility, with the area's road network consisting of three elements:

- The Strategic Road Network (SRN), which includes the M1 motorway and A46 and that is managed by the Government Agency National Highways. The Leicester and Leicestershire Strategic Growth Plan identifies the importance of key transport corridors including the A46 Corridor, which is also identified as a pan-regional strategic priority by Midlands Connect.
- The Major Road Network (MRN): As defined by Government, the MRN is a middle tier of the Country's busiest and most economically important local authority 'A' roads, sitting between the SRN and the rest of the local road network. They are the higher order element of the Local Road Network and in Leicestershire are managed by the County Council as the Local Highway Authority (LHA). The Borough is served by the A6/A6004 and the A50/A511 corridors.
- Lower order elements of the Local Road Network (LRN): These include all other roads that are managed by the County Council as the LHA.

9.17 Despite this good accessibility, the Borough's Road network does experience issues of congestion and delays, particularly along the A46 route around the edge of Leicester and on the A6/A6004 in Loughborough. This has an impact upon business efficiency and reduces the attractiveness of the Borough for inward investment.

9.18 Our evidence tells us that nearly 64% of people who live in Charnwood make their journey to work by private cars. Our evidence further shows that the future growth of the Borough (and growth in adjoining areas, including Leicester) will create significant additional travel demand; by 2037 the highway network in the Borough will be close to capacity in some areas with the development which is already committed in Charnwood and the surrounding areas. This will add further to congestion and delays, increasingly leading to displacement of traffic from the main roads connecting the Borough to lower standard alternative routes (e.g. across the Charnwood Forest), which in turn will have negative impacts on residents, business, and the quality and vitality of places.

9.19 Our evidence also highlights that growth within and without the Borough will result in:

- Cumulative impacts across the Borough, i.e. where growth from sites allocated through this Plan and/or in adjoining areas combines at key points on the road network; this is most noticeable around the northern edge of Leicester.
- Cross-boundary impacts, i.e. where the impacts of sites allocated through this Plan are felt in adjoining areas and vice-versa.

9.20 To ensure that the development provided for in this plan and in other adjoining areas does not have a severe impact on the highway network our approach is twofold. Firstly, under policy DS1 (and location specific policies set out in Chapter 3) to focus the bulk of future growth (including over 80% of new housing and major employment sites) in Loughborough Urban Centre/ Shepshed Urban Settlement and the Leicester Urban Area, which are areas that are already best served by passenger transport services and/or provide best opportunities for journeys to be undertaken by foot and on bike.

9.21 Secondly, to adopt a coordinated approach to the development and delivery of transport measures required to mitigate the impacts of growth. We have worked in partnership with Leicestershire County Council, National Highways and Leicester City Council as highway authorities to understand the package of measures required to offset the transport impacts of the Borough's growth. Through options appraisal work, our evidence has identified an effective package consisting of three main elements:

- a. Improvements to sustainable modes of travel: Our priority is to improve the sustainable transport offer in our Borough and Policy CC5 will help achieve this. Our evidence shows that enhancements to passenger transport and to cycling and walking provision will, at a Borough-wide level, be beneficial in reducing the overall future levels of trips by car. It is, however, important to note that the greatest benefits from sustainable travel are likely to be achieved in the more densely populated and developed areas of the Borough, where passenger transport offers competitive journey times, compared to the private car and greatest opportunities exist to encourage people to switch from car to walking or cycling in the making of shorter journeys.
- b. Targeted improvements to the Major Road Network (MRN): Whilst the provision and enhancement of sustainable transport alternatives will go some way to supporting new development, our evidence suggest that this will not be sufficient in and of itself. Focused investment will be required at key points on the MRN in and serving the Borough. This will be required in order to ensure that as much traffic as possible is able to use the MRN as effectively, efficiently and safely as possible, thereby reducing impacts on much lower standard routes in the Borough for example across the Charnwood Forest.
- c. Targeted improvements to the Strategic Road Network (SRN): Our evidence further demonstrates that works to (or affecting) the SRN will also need to form part of the overall mitigation package, once again to seek to ensure, so far as is reasonably possible, that journeys across the Borough take place on the most appropriate networks for their purpose. The nature of the improvements tends to focus on alterations to junctions, albeit some carriageway widening on the A46 between Birstall and Syston is likely to be required. It should be noted that the Local Plan is not relying on the delivery of so-called 'pipeline' projects currently being explored through the Road Investment Strategy 2 period to enable the Plan's delivery.

9.22 The ongoing refinement and delivery of the transport measures required to support the Local Plan are being pursued through the development of Transport Strategies in partnership with the Leicestershire and Leicester City highway authorities and National Highways. These strategies are being

developed around three geographic areas, which, whilst reflecting to a large degree the mixed nature of the Borough's geographic and settlement characteristics, also reflect the findings of our evidence work and the nature of the transport package identified to mitigate the Plan's impacts:

- Loughborough Urban Centre and Shepshed Urban Settlement: has a close functional relationship and it is appropriate for them to be considered together for the purposes of transport strategy development.
- Leicester Urban Area: reflecting the cumulative and cross-boundary impacts of growth with the Borough on the City and vice-versa. Additionally, whilst Anstey is identified as a Service Centre and Thurgate as an Other Settlement, based on our transport evidence it is included in this area solely for the purposes of transport strategy development.
- The Soar Valley: Growth has taken place in this area and the settlements within it, including five Service Centres, have important social and economic relationships with both Leicester and Loughborough.

9.23 A primary purpose of these strategies will be to address the cumulative and cross-boundary highways and transport impacts of growth (within and without the Borough) with a particular emphasis on seeking to encourage traffic where possible and appropriate to use high order roads, i.e. the SRN and MRN in order to seek to minimise growth impacts on less suitable, lower order parts of the Borough's road network. Work is already progressing that will inform the more detailed content of these Strategies.

9.24 The strategies will provide a robust, evidence-based platform for seeking to secure the delivery of the transport measures over the lifetime of the Local Plan. Funding for the delivery will come from a variety of sources, including:

- bids to Government (current examples include LCWIP funding; National Bus Strategy funding; Levelling Up Fund)
- future rounds of MRN funding and Road Investment Strategy periods; and
- developer contributions

9.25 We will expect development to mitigate the impact of additional traffic by improving accessibility, encouraging travel by sustainable modes of transport and through the necessary highway improvements. Development should not have an unacceptable impact on highway safety, and assessment of the impacts should include consideration of the cumulative and/or cross-boundary impacts of growth and the need for pooled contributions to ensure that the network remains robust. Where applicable, the potential for co-ordinating developer contributions with those of neighbouring authorities to mitigate impacts will be investigated.

9.26 Notwithstanding the above, the Borough Council and Leicestershire County Council recognise that developments are likely to come forward ahead of the full delivery of the transport strategies and accept that there could be some adverse traffic impacts in the meantime. This is a pragmatic approach that will enable the growth proposed through the Plan to start coming forward as early as possible. Proportionate contributions to fund short term

mitigation to minimise the interim impacts will be sought from developers whose schemes are contributing to increased traffic, but wherever possible, these funds will be spent on works that will contribute to delivering elements of the strategies.

Policy INF2: Development and delivery of Transport Strategies

We will continue to work with Leicestershire County Council, National Highways, Leicester City Council, wider HMA authorities and other stakeholders as required to mitigate the transport impacts of our development strategy through the delivery of Transport Strategies for Loughborough Urban Centre and Shepshed Urban Settlement; Leicester Urban Area; and the Soar Valley. The transport strategies will be built around the following key components, to be funded and delivered by private developers and the public sector:

- Improvements to sustainable modes of travel; in accordance with Policy CC5; i.e. walking, cycling and passenger transport (as appropriate both capital – infrastructure measures – and revenue measures, such as training and promotional activities and/or service improvements)
- Targeted Improvements to the Major Road Network (MRN)
- Targeted Improvements to the Strategic Road Network (SRN)

Specific requests for developer contributions to fund the delivery of the Transport Strategies will be informed by appropriate evidence and by the policy framework in the Local Plan.

Where improvements are being delivered to the MRN or SRN, we will look for these to include measures that deliver, as appropriate, improved facilities for walking, cycling and passenger transport.

We will support development that is supported by a robust travel plan and robust transport assessment of the impact of the development on the road network, including its relationships to any identified significant cumulative and/or cross-boundary traffic impacts, and that demonstrates such impacts can be proportionately and appropriately mitigated.

Where a transport assessment indicates that a proposed development will have an impact on significant cumulative traffic conditions across the Borough and/or indicates cross-boundary impacts, a proportionate contribution will be required to the reasonable costs of measures required to mitigate such impacts in accordance with Policy INF1 either through a financial contribution or scheme delivery.

We will work with partners to develop bids and business cases to secure public funding of projects from Government, including through bidding opportunities or promotion of projects through the Major Road Network programme and the Road Investment Strategy process.

Where necessary, the Council and/or the highway authorities will use compulsory purchase powers to deliver elements of the strategies.

Appendix 1: Monitoring Framework

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM159	207	Monitoring Framework	Policy SUAS1. . . Shephed Urban Area <u>Settlement</u> . . .	To ensure the plan is justified and sufficient clarity is given to the strategy.
MM160	207	Appendix 1 – DS1 – total number of homes to be completed in accordance with housing need	At least 17,776 <u>19,024</u> homes by 2037	To ensure the housing figures are up to date and the plan is effective and justified.
MM161	207	Appendix 1 – Number of homes completed at the Leicester Urban Area As an overall proportion	37.8% <u>33%</u> of homes delivered in the Leicester Urban Area by 2037 and in accordance with the housing trajectory	To ensure the housing figures are up to date and the plan is effective and justified.
MM162	207	Appendix 1 – Number of homes completed at Loughborough Urban Centre As an overall proportion	34.2% <u>29%</u> of homes delivered in the Loughborough Urban Centre by 2037 and in accordance with the housing trajectory	To ensure the housing figures are up to date and the plan is effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM163	207	Appendix 1 – Number of homes completed at Shepshed Urban Area As an overall proportion	42.0% <u>13%</u> of homes delivered in the Shepshed Urban Area by 2037 and in accordance with the housing trajectory	To ensure the housing figures are up to date and the plan is effective and justified.
MM164	207	Appendix 1 – Number of homes completed at Service Centres As an overall proportion	44.1% <u>17%</u> of homes delivered in the Service Centres by 2037 and in accordance with the housing trajectory	To ensure the housing figures are up to date and the plan is effective and justified.
MM165	207	Appendix 1 – Number of homes completed at Other Settlements As an overall proportion	4.8% <u>8%</u> of homes delivered in the Other Settlements by 2037 and in accordance with the housing trajectory	To ensure the housing figures are up to date and the plan is effective and justified.
MM166	207	Appendix 1 - DS1 - Amount of industrial and small-scale warehouse	Amount of industrial and small-scale warehouse Employment land (ha) delivered on employment allocations <u>to meet identified need</u> 43.55 <u>66.55</u> hectares by 2037	To ensure the employment figures are up to date and the plan is effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		Employment land (ha) delivered on employment allocations.		
MM167		Appendix 1 – DS1 - Amount of office Employment land (ha) delivered on employment allocations	Amount of office Employment land (ha) delivered on employment allocations <u>to meet identified need</u> 11.92 hectares by 2037	To ensure the employment figures are up to date and the plan is effective and justified.
MM168	208	Appendix 1 - SUA1	SUAS1 - Shepshed Urban Area <u>Settlement</u> Policy	To ensure the plan is justified and efficient clarity is given to the strategy.
MM169	208	Appendix 1 - DS2	DS2 – Leicester and Leicestershire Unmet Needs No Indicator – policy is a commitment relating to local plan review. Note – consequential policy numbering of DS3, DS4 and DS5.	To ensure the plan is effective, justified and consistent with national policy.
MM170	208	Appendix 1 – LUA2 - Number of homes completed on the North East of	3,205 <u>2,794</u> homes total by 2037	To ensure the housing figures are up to date and the plan is effective and justified.

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		Leicester Sustainable Urban Extension		
MM171	208	Appendix 1: LUC2 - West of Loughborough Sustainable Urban Extension	3,200 <u>2,906</u> homes by 2037	To ensure the housing figures are up to date and the plan is effective and justified.
MM172	209	Appendix 1 – H9 Gypsies, Travellers and Travelling Show people	Indicator: Number of g Gypsy and t Traveller and t Travelling s Showpeople pitches as part of the North East Leicester Sustainable Urban Extension Target: 4 g Gypsy and t Traveller pitches and 4 t Travelling s Showpeople pitches as part of the development.	For correctness
MM173	209	Appendix 1 Monitoring Framework - H9 Gypsies, Travellers and Travelling Show people	Indicator: Number of g Gypsy and t Traveller and t Travelling s Showpeople pitches as part of the West of Loughborough Sustainable Urban Extension Target: 4 g Gypsy and t Traveller pitches and 4 t Travelling s Showpeople pitches as part of the development.	For Correctness
MM174	209	Appendix 1 Monitoring Framework -	Indicator: Number t Travelling s Showpeople pitches as part of the North of Birstall Sustainable Urban Extension	For Correctness

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
		H9 Gypsies, Travellers and Travelling Show people	Target: 4 travelling showpeople pitches as part of the development.	
MM175	209	Appendix 1 – Gypsies, Travellers and Travelling Show people – H9	<p><u>INDICATOR</u></p> <p><u>Number of new permanent Gypsy and Traveller pitches – no target</u></p> <p><u>Number of new transit Gypsy and Traveller pitches – 8 pitches (to be delivered at the SUEs)</u></p> <p><u>Number of new plots for Travelling Showpeople – no target for Charnwood</u></p>	New text to improve consistency with Policy H9.
MM176	210	Appendix 1 – Monitoring CC5 – Sustainable Transport	<p>Amount of new development at Sustainable Urban Extensions and service centres with access to a half-hour frequency public transport service</p> <p>100% of new houses to be within 400 metres of a local bus service</p>	To improve clarity and ensure the plan is justified and effective.
MM177	210	Appendix 1 - CC6	<p>CC6 – Electric Vehicle Charging Points</p> <p>Number of electric vehicle charging points secured through planning condition</p> <p>A net increase in electric vehicle charging provision</p>	Consequential modification due to deletion of policy

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
			<p>Number of public (non-domestic) electric vehicle charging points</p> <p>A net increase in electric vehicle charging provision</p>	
MM178	212	Appendix 1 - EV12	<p>EV12 – Burial Space</p> <p>Amount of new burial space granted planning permission</p> <p>No target Delivery of 9.1 hectares of burial space identified at Nanpantan</p> <p>No target</p>	Consequential modification due to deletion of policy
MM179	212	Appendix 1 – INF1 – Infrastructure and Developer Contributions	<p>No target – the policy will be monitored through the <u>Infrastructure Delivery Plan and the Annual Infrastructure Funding Statement</u></p>	Additional text to clarify monitoring arrangements

Appendix 2: Employment and Housing Trajectory

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modifications	Reason Relating to Soundness
MM180	213	Trajectory	. . . Shepshed Urban Area <u>Settlement</u> . . .	To ensure the plan is justified and sufficient clarity is given to the strategy.
MM181	213	Appendix 2 – Housing Trajectory	See table below	To ensure the plan is justified, effective and up to date.
MM182	213	Appendix 2- Employment Trajectory	See table below	To ensure the plan is justified, effective and up to date.

Updated Housing Trajectory

Employment Land Trajectory

LP Ref	Site Name	Parish/Settlement	Greenfield/ Brownfield	21/ 22	22 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30	30/ 31	31/ 32	32/ 33	33/ 34	34/ 35	35/ 36	36/ 37	37/ 38	38/ 39	TOTAL
ES1	Land off Sileby Road	Barrow Upon Soar	Brownfield				2															2
							0.3															0.3
LUA2	North East of Leicester Sustainable Urban Extension	Thurmaston	Greenfield									1	0.8	0.5	1.5	1.5	2	2	2			11.3
													0.2	0.5	0.5	0.5						1.7
ES2LUA3	North of Birstall Sustainable Urban Extension	Wanlip	Greenfield		1	2	2	1.75	1.5	1.5	1.5	1.5	1.5	1.5								12.7
						1	2	2	0.25	0.5	0.5	0.5	0.5	0.5								5
									0.25	0.5	0.5	0.5	0.5	0.5								2.25
ES3	The Warren	East Goscote	Brownfield			2	1.95															3.95
																						-
ES4LUC2	West of Loughborough Sustainable Urban Extension	Loughborough	Greenfield							1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.5				12
											0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5				4
ES1	Land off Sileby Road	Barrow Upon Soar	Brownfield				2															2
							0.3															0.3
ES2	The Warren	East Goscote	Brownfield			2	1.95															3.95
																						-
ES35	Dishley Grange	Loughborough/ Hathern	Greenfield			1	1.2	1.2	1	1.4												5.4
							0.4															

LP Ref	Site Name	Parish/Settlement	Greenfield/ Brownfield	21/ 22	22 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30	30/ 31	31/ 32	32/ 33	33/ 34	34/ 35	35/ 36	36/ 37	37/ 38	38/ 39	TOTAL	
							1	1	1	1.6 0.6												3.6	
ES46	Land at Rothley Lodge	Rothley	Brownfield	3.35	3.35																	3.35	
																						-	
ES57	Land at Loughborough Road	Rothley	Greenfield	2.2		2.2																2.20	
																						-	
ES68	Land off Fairway Road	Shepshed	Greenfield		1	1.75 1.75	1.5	1.5														4.25	
						0.25	0.5 0.25	0.5														0.75	
ES79	Watermead Business Park Phases 2 & 3	Syston	Greenfield				0.5	1	0.5	0.5	2	1.5	1.5	2								9.5	
									0.5	0.5	0.5	0.5	0.5									2.5	
ES10	North East of Leicester Sustainable Urban Extension	Thurmaston	Greenfield						1	1.8	1.5	1.5	1.5	2	2							11.3	
										0.2	0.5	0.5	0.5									1.7	
INDUSTRY/ WAREHOUSE				5.55	23.35	6.75	8.95	3.75	4	6.2	6.5	6.5	4.5	5.5	3.5	1.5	0.5	0.2	0	0	0	66.7	
OFFICE				0	0	0.25	1.8	1.25	2	1.8	2.15	2.15	1.5	0.5	0.5	0.5	0.5	0	0	0	0	15.1	
TOTAL				5.55	23.35	7.62	10.75	5.8	6.5	8.5	6.5	8.7	6.7	6.5	4	2.4	2.4	1.3	0.2	0	0	81.8	
Industry/warehouse cumulative total				5.55	7.55	14.3	23.25	27	31	37.2	43.7	49.7	54.2	59.7	63.2	64.7	66.2	66.7	66.7	66.7	66.7	66.7	
					3.35	9.55	19.75	26.2	29.5	32.9	37.9	43.4	48.7	52.7	55.7	58.7	62.2	64.7					

LP Ref	Site Name	Parish/Settlement	Greenfield/ Brownfield	21/ 22	22 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30	30/ 31	31/ 32	32/ 33	33/ 34	34/ 35	35/ 36	36/ 37	37/ 38	38/ 39	TOTAL
Office cumulative total				0	0	0.25 0	2.05 1.55	3.3 3.05	5.3 4.8	7.1 6.4	9.1 7.9	11.1 9.4	12.6 11.1	13.1 12.1	13.6 13.1	14.1	14.6	15.1	15.1	15.1	15.1	

Appendix 3: Infrastructure Schedule

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MM183	Page 239, Appendix 3 – IS Leicester Urban Area	NEW ROW – see right	Transport	<p><u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area (e.g. Leicester City Centre).</u></p> <p><u>Specific interventions to be determined within the transport strategy but will potentially include new infrastructure and supporting (revenue) initiatives identified through:</u></p> <ul style="list-style-type: none"> - <u>Leicester City Council's Transforming Cities Fund (TCF) programme.</u> - <u>Leicester City Council and Leicestershire County Council's respective Bus Service Improvement Plans (BSIP).</u> - <u>Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for the North of Leicester area.</u> <p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the</u></p>	Full costs tbc but <u>initial estimate of £86,000,000 for the North of Leicester LCWIP</u>	Essential	<u>S.106 developer contributions/ public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p><u>transport strategy area, including: -</u></p> <ul style="list-style-type: none"> - <u>A46/A6 Wanlip Interchange</u> £8,200,000 - <u>A607/Fosse Way</u> £1,500,000 <p><u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including: -</u></p> <ul style="list-style-type: none"> - <u>A46/A50 The Brantings Interchange</u> £6,400,000 - <u>A46/Wanlip Road slip road layout changes</u> £4,800,000 - <u>A46/A607 Hobby Horse Roundabout -</u> £2,900,000 <p><u>Any additional schemes identified through National Highways' ongoing A46 Study.</u></p> <p><u>iv Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u></p>					√	√	
MM184	Page 234, Appendix 3 IS – Birstall	Amended main modification – see right	Transport - package comprises a combination of measures to address highway capacity and	AN6 / B12: Leicester Park and Ride service enhancement facilitating bus to bus interchange and additional services. B13: New Bus Lane on A6	£1,500,000 £300,000 £180,000		S.106 developer contributions/ local authority highway	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
			sustainable travel focused on interventions across Birstall	southbound towards the Red Hill Circle junction and revised 20mph speed limit to discourage through traffic. B14: Wanlip Road traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	See North of Leicester Transport Strategy costs set out previously		funding public funding				
MM185	Page 235 Appendix 3 – IS Glenfield	Amended main modification – see right		AN9: Cycle network improvements across parcel of land within Anstey Lane, A563, A50 and Gynsill Lane. <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£920,000 See North of Leicester Transport Strategy costs set out previously		S.106 developer contributions/ local authority highway funding public funding	√	√	√	LUA1 CC5 INF1 INF2
MM186	Page 236, Appendix 3 – IS Syston	Amended main modification – see right	Transport - package comprises a combination of sustainable travel interventions and smaller scale highway capacity interventions at key junctions and on road links in and around Syston – package for the	SY3: Syston – Queniborough Road/Barkby Road Junction Improvement SY5: Syston – Melton Road – Streetscape enhancement including traffic management measures. <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£500,000 £90,000 See North of Leicester Transport Strategy costs		S.106 developer contributions/ local authority highway funding public funding	√	√	√	LUA1 CC5 INF1 INF2

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
			broad location of Syston also includes schemes in Sileby, East Goscote and Queniborough.		<u>set out previously</u>						
MM187	Page 237, Appendix 3 – IS Thurmaston	New row – see right	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	<u>See North of Leicester Transport Strategy costs set out previously</u>	<u>Essential</u>	<u>S.106 developer contributions/ public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MM188	Page 238, Appendix 3 – IS Loughborough Urban Area	Amended Main Modification – see right	Transport Package comprises a combination of highway capacity interventions at key junctions and sustainable travel interventions across Loughborough	LO1: A6/A6004 Roundabout Junction Improvements LO2: Loughborough Smarter Choices personalised travel planning LO3: Loughborough Smarter Choices bus service and infrastructure enhancements LO4: Smarter Choices cycle hire schemes LO5 / SH1: Loughborough – Shepshed – A512b bus service diversion from Shepshed to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre LO6: A6004 Epinal Way- Beacon Road Junction improvements LO7: Epinal Way Beacon Road Junction Improvements LO8: A6004 Epinal Way- Warwick Way- Sandringham Drive- Maxwell Drive – Extend 2 lane flares on	£13,000 £281,000 (Same scheme as SH1) £300,000 £750,000 £300,000 £750,000	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>LUC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p>Epinal Way and Warwick Way arms by 30m each LO9: A6004 – Epinal Way- Alan Moss Road Junction Improvements</p> <p><u>Transport package of interventions to be developed through a Loughborough and Shepshed Transport Strategy comprising:</u></p> <ul style="list-style-type: none"> - <u>Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for Loughborough and Shepshed.</u> - <u>Leicestershire County Council's Bus Service Improvement Plan (BSIP).</u> - <u>Future work to explore accessibility to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway.</u> <p><u>Whilst the specific package of measures to be included in the transport strategy is</u></p>	<p>Full costs tbc but <u>initial estimate of £38,000,000 for the Loughborough and Shepshed LCWIP</u></p>						

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p><u>still to be finalised. the items listed below were tested through the Local Plan's most recent (2022) evidential work as representative examples of potential sustainable travel interventions for the Loughborough and Shepshed area:</u></p> <p><u>- New/improved "cross town" passenger transport connections between Shepshed, Loughborough town centre and Loughborough Railway Station.</u></p> <p><u>- Upgraded cycle route along the A512 between Shepshed, Loughborough Hospital and Loughborough Town Centre.</u></p> <p><u>- New off-road cycle route along Nanpanton Road between Nanpanton and Loughborough Town Centre.</u></p> <p><u>- Loughborough "Smarter Choices" package, comprising personalised travel planning, passenger transport incentives, cycle hire schemes and other (unspecified) cycle network improvements.</u></p>	<p>tbc</p> <p>tbc</p> <p>tbc</p> <p>tbc</p>						

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p><u>The above items should be treated as indicative only and subject to change – the specific package of measures that will be proposed through the transport strategy will reflect the findings of further ongoing and planned evidential work and any relevant changes in circumstances that may have occurred by the time of the strategy's publication.</u></p> <p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along Epinal Way, Loughborough:</u></p> <p><u>- A6/A6004 One Ash Roundabout</u></p> <p><u>- A6004/Beacon Road Roundabout</u></p> <p><u>- A6004/Alan Moss Road Roundabout</u></p> <p><u>- A6004 Epinal Way/Warwick Way Roundabout</u></p> <p><u>- Any additional schemes identified through</u></p>	<p><u>£3,100,000</u></p> <p><u>£1,600,000</u></p> <p><u>£700,000</u></p> <p><u>£1,000,000</u></p> <p><u>tbc</u></p>						

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p>Leicestershire County Council's planned A6 (North)/A6004 MRN Study and/or other future work to develop the transport strategy.</p> <p>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including:</p> <p>- M1 Junction 23 between Loughborough and Shepshed</p> <p>- Any additional schemes identified through National Highways' ongoing M1 J23 Study and/or other work to develop the transport strategy.</p>	£15,100,000						
MM189	Page 238, Appendix 3 – IS Shepshed Urban Settlement	Amended main modification – see right	Transport - package is the only option put forward for Shepshed and comprises a combination of sustainable travel (including bus service and cycle route improvements) and highways capacity focused intervention (in discouraging cross-country trips	<p>LO5/SH1: Loughborough Shepshed – A512 bus service diversion from Shepshed to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre SH2: A512 Charley Road/Tickow Lane – Junction Improvement SH3: Shepshed Loughborough – A512 – cycle route upgrade SH4: Nanpantan – Nanpantan Road – New off-road cycle route between Nanpantan</p>	<p>£284,000 (Same scheme as LO5)</p> <p>£120,000</p> <p>£1,380,000</p> <p>£750,000</p> <p>£250,000</p> <p>£90,000</p> <p>£1,350,000</p>		S.106 developer contributions / local authority highway funding public funding	√	√	√	<p>SUS1</p> <p>CC5</p> <p>INF1</p> <p>INF2</p>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
			between Shepshed and Charley Road)	and Loughborough SH5: Nanpantan – Nanpantan Road – Increased bus frequencies SH7: Iveshead Road, Shepshed traffic calming SH6/STRAT14: M1 Junction 23 Junction improvements <u>Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously</u>	<u>See Loughborough and Shepshed Transport Strategy costs set out previously</u>						
MM190	Page 243, Appendix 3 – IS Anstey	Amended main modification – see right	Transport - package comprises interventions which will deliver increased highway capacity on key roads and junctions surrounding Anstey, in addition to complementary cycle route improvements which will improve connectivity between Anstey and north west Leicester.	AN1: A46/Leicester Road/A5630 Anstey Lane junction AN2: A46/A50 Junction Improvement AN3: A50/Anstey Lane Junction Improvement AN5: Anstey southern cycle route (and link to Beaumont Leys) AN7: Anstey to Glenfield cycle route Cycle Network Improvement <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£650,000 £2,075,000 £1,000,000 £603,000 £750,000 <u>See North of Leicester Transport Strategy costs set out previously</u>		S.106 developer contributions / local authority highway funding <u>public funding</u>	√	√	√	<u>LUA1</u> SC1 CC5 INF1 INF2

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MM191	Page 244, Appendix – IS Barrow upon Soar	Amended main modification – see right	<p><u>Transport</u> –package comprises sustainable travel interventions including footway and cycle route improvements, in addition to one highway capacity improvement at key pinch points – the High Street-South Street-Bridge Street roundabout</p> <p><u>Package of interventions to be developed through a Soar Valley Transport Strategy comprising:</u></p>	<p>BA1: Footway improvements to the station from key development site(s)- BA2: Cycle route improvements to the station from key development site(s) BA4: Cycle parking facilities at station BA5: High Street-South Street-Bridge Street Junction Improvement</p> <p><u>Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area, including any relevant new infrastructure, services and supporting (revenue) initiatives identified through Leicestershire County Council's planned A6 (North)/A6004 Major Road Network (MRN) study.</u></p> <p><u>Whilst the specific package of measures to be included in the transport strategy is still to be finalised, the items listed below were tested through the Local Plan's most recent (2022) evidential work as representative examples of potential sustainable travel interventions for the Soar Valley area:</u></p>	<p>Full costs tbc but initial estimate of £1,809,000 for the Soar Valley LCWIP</p>		S.106 developer contributions / local authority highway funding <u>public funding</u>	√	√	√	<p><u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u></p>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p><u>- New/improved cycle routes to Barrow upon Soar railway station from development sites within the village.</u></p> <p><u>- New/improved cycle routes to Sileby railway station from development sites within the village and additional cycle parking facilities at the station.</u></p> <p><u>The above items should be treated as indicative only and subject to change – the specific package of measures that will be proposed through the transport strategy will reflect the findings of further ongoing and planned evidential work and any relevant changes in circumstances that may have occurred by the time of the strategy's publication.</u></p> <p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along the A6:</u></p> <p><u>- A46/A6 Wanlip Interchange (also included in the North of Leicester Urban Area</u></p>	<p><u>£1,100,000</u></p> <p><u>£500,000</u></p>						

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p><u>transport strategy described previously).</u></p> <p>- A6/A6004 One Ash Roundabout (also included in the Loughborough and Shepshed Transport Strategy area described previously).</p> <p>- Any additional schemes identified through Leicestershire County Council's planned A6(North)/A6004 MRN Study.</p>	tbc						
MM192	Page 246, Appendix 3 – IS Quorn	New row – see right	Transport	Proportionate contributions towards the Soar Valley Transport Strategy as described previously.	See Soar Valley Transport Strategy costs set out previously	Essential	S.106 developer contribution s / public funding	√	√	√	SC1 CC5 INF1 INF2
MM193	Page 247, Appendix 3 – IS Rothley	New row – see right	Transport	Proportionate contributions towards the Soar Valley Transport Strategy as described previously.	See Soar Valley Transport Strategy costs set out previously	Essential	S.106 developer contribution s / public funding	√	√	√	SC1 CC5 INF1 INF2
MM194	Page 248, Appendix 3 – IS Sileby	Amended main modification – see right	Transport –Sileby transport schemes are part of the broad location of Syston for transport modelling purposes.	<p>SY6: Sileby – Footway route improvements to the station from key development site(s).</p> <p>SY7: Sileby – Cycle route improvements to the station from key development site(s).</p> <p>SY9: Sileby – Cycle parking facilities at station.</p>	<p>£300,000</p> <p>£13,000 £13,000</p> <p>£352,000</p> <p>£108,000</p> <p>£15,000</p>		S.106 developer contributions / local authority highway funding public funding	√	√	√	SC1 CC5 INF1 INF2

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p>SY10: Sileby – Swan Street-Highgate RoadRatcliffe Road-The Banks—Junction improvement. SY11: Sileby–Ratcliffe Road – traffic calming features between Cemetery Rd and Peashill Close. SY12: Sileby – Brook Street-High StreetCossington Road – Convert to mini roundabout.</p> <p><u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u></p>	<p><u>See Soar Valley Transport Strategy costs set out previously</u></p>						
MM195	Page 249, Appendix – IS Cossington	New row – see right	Transport	<p><u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u></p>	<p><u>See Soar Valley Transport Strategy costs set out previously</u></p>	Essential	S.106 developer contributions / public funding	√	√	√	<p><u>OS1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u></p>
MM196	Page 250, Appendix IS – East Goscote	Amended main modification – see right	Transport - East Goscote transport scheme is part of the broad location of System for transport modelling purposes.	<p>SY14: East Goscote – Broome Lane, north of East Goscote – traffic calming</p> <p><u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u></p>	<p>£144,000</p> <p><u>See North of Leicester Transport Strategy costs set out previously</u></p>		S.106 developer contributions / public funding			√	<p><u>LUA1</u> <u>OS1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u></p>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MM197	Page 251, Appendix 3 – IS Hathern	New row – see right	Transport	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	See <u>Loughborough and Shepshed Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MM198	Page 251, Appendix 3 – IS Queniborough	Amended main modification – see right	Transport – <u>Queniborough transport scheme is part of the broad location of System for transport modelling purposes.</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£180,000 See <u>North of Leicester Transport Strategy costs set out previously</u>		<u>S.106 developer contributions / public funding</u>			√	<u>LUA1</u> <u>OS1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MM199	Page 252, Appendix 3 – IS Rearsby	New row – see right	Transport	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	See <u>North of Leicester Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions/ public funding</u>	√	√	√	<u>LUA1</u> <u>OS1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MM200	Page 252, Appendix 3 – IS Thrussington	New row – see right	Transport	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	See <u>North of Leicester Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions/ public funding</u>	√	√	√	<u>LUA1</u> <u>OS1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MM201	Page 253, Appendix 3 – IS Thurstaston	New row – see right	Transport	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	See <u>North of Leicester Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions/ public funding</u>	√	√	√	<u>LUA1</u> <u>OS1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MM202	Page 253, Appendix 3 – IS Strategic Infrastructure	Amended main modification – see right	Transport	<p>STRAT6: A46 – Smart technology to manage build-up of traffic flows on A46 between M1 J21a and north of the Hobby Horse roundabout</p> <p>STRAT1: A46/Wanlip Road slip road layout changes. STRAT 1 / 2: A46/A607 Hobby Horse Roundabout improvements with segregated A46 west to east link</p> <p>STRAT 13: A46/A6 Loughborough Road Interchange including lane changes on westbound approach; lane changes, widening of A6 southbound on exit from the junction to provide third lane access for Park and Ride.</p> <p>STRAT4: M1 Leicester Western Access – Smart Motorway scheme J21-J21a</p> <p>STRAT5: M1 North Leicestershire Extra Capacity – Smart Motorway Scheme J21a-J23</p> <p>STRAT10: M1 Junction 21 – M1/M69/A5460 – Interim Intervention to introduce a fourth lane on the eastbound circulatory, signalling and control on M69 approach.</p> <p>STRAT3: M1 Junction 21 – M1/M69/A5460 – Free flow interchange links between M1 and M69</p>	<p>£10,000,000 £1,500,000 £15,000,000 £4,000,000 £20,000,000 £75,000,000 £2,725,000 £120,000,000</p>	<p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline</p> <p>Leicester Western Access and North</p>	S.106 developer contributions / public funding		√	√	<p>LUA1</p> <p>LUC1</p> <p>SUS1</p> <p>SC1</p> <p>OS1</p> <p>INF1</p> <p>INF2</p> <p>CC5</p>

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
				<p>National Highways Road Investment Strategy 2 (RIS2) 'Pipeline Projects' – potential future strategic-improvement schemes for delivery in RIS3 and beyond:</p> <ul style="list-style-type: none"> - M1 Leicester Western Access (J21 to J21a) - M1 North Leicestershire Extra Capacity (J21a to J23a) <p>NB – no existing commitment to deliver these schemes, subject to confirmation by Government and National Highways through RIS process.</p> <p>Enhancements to the A50 corridor between the A46 and M1 over and above existing commitments (to address the cumulative impacts of growth in Charnwood Borough, Hinckley and Bosworth Borough and North West Leicestershire District), including the following junctions:</p> <ul style="list-style-type: none"> - A50/Markfield Lane (Field Head) Roundabout - M1 Junction 22 	<p>tbc</p> <p>tbc</p>	<p>Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline Smart Motorway M1 J19 – J23 is a Strategic Growth Plan priority Smart Motorway M1 J.19 – J.23 is a Strategic Growth Plan priority</p> <p>Desirable</p>	<p>Public funding (via inclusion in future RIS programme)</p>				
MM203	Page 235, Appendix 3 – IS Glenfield	Amended school cost	Glenfield Education		<p>£4,656,000</p> <p>£8,944,771</p>						

SOPMM Ref	Local Plan Page Paragraph/ Policy/ Table	Main Modification	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MM204	Page 237, Appendix 3 - IS Syston	Amended school cost	Syston Education		£6,982,000 <u>£14,467,918</u>						
MM205	Page 239, Appendix 3 - IS Loughborough	Amended school cost	Loughborough Education		£6,982,000 <u>£14,467,918</u>						
MM206	Page 242, Appendix 3 – IS Shepshed	Amended school cost	Shepshed Education		£12,769,000 <u>£19,362,603</u>						
MM207	Page 243, Appendix 3 – IS Anstey	Amended school cost	Anstey Education		£4,656,000 <u>£8,944,771</u>						
MM208	Page 245, Appendix 3 – IS Barrow upon Soar	Amended school cost	Barrow upon Soar Education		£4,656,000 <u>£8,944,771</u>						
MM209	Page 249 Appendix 3 – IS Sileby	Amended school cost	Sileby Education		£2,500,000 <u>See Cossington below</u>						
MM210	Page 249, Appendix 3 – IS Cossington		Cossington Education		<u>£5,000,000</u>						

SoPMM Reference	Paragraph/ Policy/ Table	Main Modification	Reason Relating to Soundness
MM211	Pages 213 – 255, Appendix 3: Infrastructure Schedule	Add in new column – <u>Infrastructure Delivery Partner*</u> (*see table below)	To ensure the plan is effective and deliverable

	INFRASTRUCTURE DELIVERY PARTNER
Sustainable Urban Extensions	
North East of Leicester Sustainable Urban Extension	
Highway Works and Junction Improvements	<u>Leicestershire County Council, Leicester City Council, National Highways, CBC, developer</u>
Sustainable Transport Measures	<u>Leicestershire County Council, Leicester City Council, National Highways, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Open Space and Recreation	<u>Sport England, CBC, developer</u>
Burial Space	<u>CBC, Parish Councils</u>
Community Facilities	<u>Leicestershire County Council, CBC, developer</u>
Libraries	<u>CBC, Leicestershire County Council, parish councils, developer</u>
Civic Amenity	<u>CBC, Leicestershire County Council, developer</u>
Policing	<u>Leicestershire Police, CBC</u>
Land for Gypsies, Travellers and Travelling Showpeople	<u>Leicestershire County Council, CBC, developer</u>
North of Birstall Sustainable Urban Extension	
Highway Works and Junction Improvements	<u>Leicestershire County Council, Leicester City Council, National Highways, CBC, developer</u>
Sustainable Transport Measures	<u>Leicestershire County Council, Leicester City Council, National Highways, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Open Space and Recreation	<u>Sport England, CBC, developer</u>
Burial Space	<u>CBC, Parish Councils</u>
Community Facilities	<u>Leicestershire County Council, CBC, developer</u>
Libraries	<u>CBC, Leicestershire County Council, parish councils, developer</u>
Civic Amenity	<u>CBC, Leicestershire County Council, developer</u>
Policing	<u>Leicestershire Police, CBC</u>
Gypsies and Travellers	<u>Leicestershire County Council, CBC, developer</u>
West of Loughborough Sustainable Urban Extension	
Highway Works and Junction Improvements	<u>Leicestershire County Council, National Highways, CBC, developer</u>
Sustainable Transport Measures	<u>Leicestershire County Council, National Highways, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>

	INFRASTRUCTURE DELIVERY PARTNER
Open Space and Recreation	<u>Sport England, CBC, developer</u>
Burial Space	<u>CBC, Parish Councils</u>
Community Facilities	<u>Leicestershire County Council, CBC, developer</u>
Libraries	<u>CBC, Leicestershire County Council, parish councils, developer</u>
Civic Amenity	<u>CBC, Leicestershire County Council, developer</u>
Policing	<u>Leicestershire Police, CBC</u>
Land for Gypsies, Travellers and Travelling Showpeople	<u>Leicestershire County Council, CBC, developer</u>
Loughborough Science and Enterprise Park	
Highways	<u>Leicestershire County Council, National Highways, CBC, developer</u>
Sustainable Transport	<u>Leicestershire County Council, National Highways, CBC, developer</u>
Open Space	<u>Sport England, CBC, developer</u>
Electricity and Gas	<u>National Grid</u>
Leicester Urban Area	
Education	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Water & Sewerage	<u>Severn Trent Water, CBC</u>
Birstall	
Transport	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Education	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Health	<u>Clinical Commissioning Group, GP, CBC, developer</u>
Glenfield	
Transport	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Education	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
System	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>

	INFRASTRUCTURE DELIVERY PARTNER
Water & Sewerage	<u>Severn Trent Water, CBC</u>
Thurmaston	
Education	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Water & sewerage	<u>Severn Trent Water, CBC</u>
Loughborough Urban Centre	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Water & Sewerage	<u>Severn Trent Water, CBC</u>
Shepshed Urban Settlement	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Water & Sewerage	<u>Severn Trent Water, CBC</u>
Service Centres	
Anstey	
Transport	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Education	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Barrow upon Soar	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Water & Sewerage	<u>Severn Trent Water, CBC</u>
Quorn	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>

INFRASTRUCTURE DELIVERY PARTNER	
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Water & Sewerage	<u>Severn Trent Water, CBC</u>
Rothley	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Water & Sewerage	<u>Severn Trent Water, CBC</u>
Sileby	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Other Settlements	
Cossington	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
East Goscote	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Hathern	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Queniborough	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>

	INFRASTRUCTURE DELIVERY PARTNER
Rearsby	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Education	<u>Leicestershire County Council, CBC, developer</u>
Thrussington	
Transport	<u>Leicestershire County Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Thurcaston	
Transport	<u>Leicestershire County Council, Leicester City Council, CBC, developer</u>
Health	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, developer</u>
Strategic Infrastructure	
Strategic Transport Projects	<u>Leicestershire County Council, Leicester City Council, National Highways, CBC, developer</u>

Appendix 5: Schedule of Policies Superseded by the Charnwood Local Plan 2021-2037

SoPMM Reference	Local Plan Page	Paragraph/ Policy/ Table	Main Modification	Reason Relating to Soundness
MM212	New: Appendix 5	Schedule of Policies Superseded by the Charnwood Local Plan 2021-2037	<u>See Below</u>	To meet legal requirements

Borough of Charnwood Local Plan (2004) Saved* Policies

ST/2 Limits to Development
 EV/1 Design
 EV/29 Access to Watercourses for Maintenance
 EV/31 Sewage Disposal Capacity
 H/11 Houseboats
 H/12 Student Halls of Residence
 H/17 Extensions to Dwellings
 E/4 Loughborough Science Park
 E/5 New Employment Areas
 E/5(a) Extension to Hayhill Industrial Estate, Sileby
 E/5(b) Extension to Woodbrook Industrial Park, Belton Rd, Loughborough
 E/5(c) Land at Dishley Grange, Hathern
 E/5(d) Granite Way, Mountsorrel
 E/5(e) Land at Rothley Lodge, East of the A6 Bypass, Rothley
 E/5(f) Land North of Harrowgate Drive and West of the A6, Wanlip
 E/7 Control of Employment Uses in Primarily Employment Areas
 CT/1 General Principles for Areas of Countryside, Green Wedge and Local Separation

CT/2 Development in the Countryside
CT/3 Development in Green Wedges
CT/4 Development in Areas of Local Separation
CT/13 Riding Stables, Kennels and Similar Establishments
CT/14 Replacement Dwellings SLR
TR/4 Roads and Highway Improvements to be provided in Association with New Development TR/12 Safeguarding the Great Central Railway Corridor T
R/18 Parking Provision in New Development
TR/20 Public Car Parking Provision Serving District and Local Centres
TR/21 Planning Criteria for the Design and Layout of New Car Parks
TR/30 Planning Criteria to Assess Proposals for Roadside Service Areas
CA/7 Pedestrian Preference in Loughborough Town Centre
CA/10 New Local Centres
CA/11 Use of Upper Floors
CA/12 Shop Front Design
CF/1 Retention of Existing Community Facilities
CF/4 Loughborough University and College Campuses
CF/8 Fire Station Site A6/A46 Junction, Wanlip

Charnwood Local Plan 2011 to 2028 Core Strategy

CS1 Development Strategy
CS2 High Quality Design
CS3 Strategic Housing Needs
CS4 Houses in Multiple Occupation
CS5 Gypsies, Travellers and Travelling Showpeople
CS6 Employment and Economic Development
CS7 Regeneration of Loughborough
CS8 Regeneration of Shepshed
CS9 Town Centres and Shops

CS10 Rural Economic Development
CS11 Landscape and Countryside
CS12 Green Infrastructure
CS13 Biodiversity and Geodiversity
CS14 Heritage
CS15 Open Spaces, Sports and Recreation
CS16 Sustainable Construction and Energy
CS17 Sustainable Travel
CS18 The Local and Strategic Road Network
CS19 North East of Leicester Sustainable Urban Extension
CS20 North of Birstall Direction of Growth
CS21 Watermead Regeneration Corridor - Direction of Growth
CS22 West of Loughborough Sustainable Urban Extension
CS23 Loughborough University and Science & Enterprise Park
CS24 Delivering Infrastructure
CS25 Presumption in Favour of Sustainable Development

**On 27th September 2007, the Secretary of State made a Direction under Schedule 8 of the Planning and Compulsory Purchase Act 2004 that the following policies would be saved.*