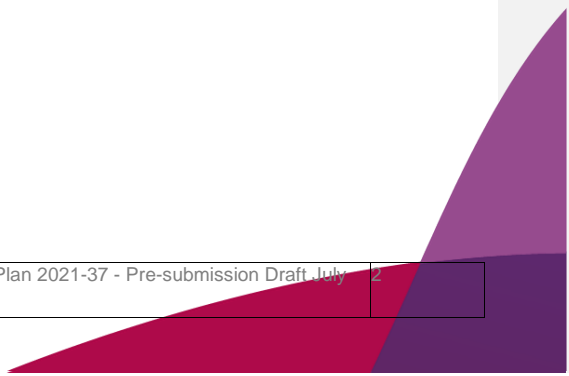


Charnwood Local Plan 2021-37

**Pre-submission Draft
July 2021 Showing Proposed
Main Modifications [text
only] July 2024.**

FOR INFORMATION ONLY

The Schedule of Proposed Main Modifications [EXAM 81] and Schedule of Proposed Modifications to Local Plan Diagrams [EXAM 82] are the official documents subject to consultation.



Foreword	5
Chapter 1 Introduction	6
Chapter 2 Development Strategy	18
Policy DS1: Development Strategy.....	31
Policy DS2: Leicester and Leicestershire Unmet Needs.....	34
Policy DS3: Housing Allocations.....	36
Policy DS4: Employment Allocations.....	72
Policy DS5: High Quality Design	78
Chapter 3 Place Based Policies	79
Policy LUA1: Leicester Urban Area	86
Policy LUA2: North East of Leicester Sustainable Urban Extension	89
Policy LUA3: North of Birstall Sustainable Urban Extension	95
Policy LUC1: Loughborough Urban Centre	108
Policy LUC2: West of Loughborough Sustainable Urban Extension	113
Policy LUC3: Loughborough Science & Enterprise Park.....	120
Policy SUAS1: Shepshed Urban Area-Settlement	126
Policy SC1: Service Centres	132
Policy OS1: Other Settlements	137
Policy C1: Countryside.....	139
Chapter 4 Housing	140
Policy H1: Housing Mix	142
Policy H2: Housing for Older People and People with Disabilities	143
Policy H3: Internal Space Standards	144
Policy H4: Affordable Housing.....	147
Policy H5: Rural Exception Sites	148
Policy H6: Self-build and Custom Housebuilding	149
Policy H7: Houses in Multiple Occupation.....	153
Policy H8: Campus and Purpose-Built Student Accommodation	155
Policy H9: Gypsies, Travellers and Travelling Showpeople	156
Chapter 5 Employment	158
Policy E1: Meeting Employment Needs	161
Policy E2: Protecting Existing Employment Sites.....	162
Policy E3: Rural Economic Development.....	165
Chapter 6 Town Centres, Services and Facilities	167
Policy T1: Town Centres and Retail.....	169
Policy T2: Protection of Community Facilities.....	170
Policy T3: Car Parking Standards.....	171

Chapter 7 Climate Change	172
Policy CC1: Flood Risk Management	175
Policy CC2: Sustainable Drainage Systems (SuDS).....	177
Policy CC3: Renewable and Low Carbon Energy Installations	180
Policy CC4: Sustainable Construction	182
Policy CC5: Sustainable Transport.....	185
Policy CC6: Electric Vehicle Charging Points	186
Chapter 8 Environment	187
Policy EV1: Landscape.....	189
Policy EV2: Green Wedges	190
Policy EV3: Areas of Local Separation.....	191
Policy EV4: Charnwood Forest and the National Forest.....	193
Policy EV5: River Soar and Grand Union Canal Corridor	194
Policy EV6: Conserving and Enhancing Biodiversity and Geodiversity.....	197
Policy EV7: Tree Planting.....	199
Policy EV8: Heritage	201
Policy EV9: Open Spaces, Sport and Recreation	205
Policy EV10: Indoor Sports Facilities	206
Policy EV11: Air Quality	208
Policy EV12 Burial Space	209
Chapter 9 Infrastructure and Delivery	210
Policy INF1: Infrastructure and Developer Contributions.....	213
Policy INF2: Local and Strategic Road Network.....	218
Appendix 1 - Monitoring	219
Appendix 2 – Housing & Employment Trajectory	226
Appendix 3 - Infrastructure Schedule	238
Appendix 4 – Design Guidance	266
Glossary	283
Policies Maps	281

Schedule of Strategic and Non-strategic Policies

	Strategic Policy
Chapter 2 Development Strategy	
Policy DS1: Development Strategy	Yes
Policy DS2: Leicester and Leicestershire Unmet Needs	Yes
Policy DS3: Housing Allocations	Yes
Policy DS4: Employment Allocations	Yes
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Policy LUC3: Loughborough Science & Enterprise Park	Yes
Policy SUA1: Shepshed SUS1: Shepshed Urban Settlement	Yes
Policy SC1: Service Centres	Yes
Policy OS1: Other Settlements	Yes
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Policy H8: Campus and Purpose-Built Student Accommodation	No
Policy H9: Gypsies, Travellers and Travelling Show people	Yes
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Policy E2: Protecting Existing Employment Sites	Yes
Policy E3: Rural Economic Development	Yes
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Policy CC2: Sustainable Drainage Systems (SuDS)	Yes
Policy CC3: Renewable and Low Carbon Energy Installations	Yes
Policy CC4: Sustainable Construction	Yes
Policy CC5: Sustainable Transport	Yes
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Policy EV2: Green Wedges	Yes
Policy EV3: Areas of Local Separation	Yes
Policy EV4: Charnwood Forest and the National Forest	Yes

Policy EV5: River Soar and Grand Union Canal Corridor	Yes
Policy EV6: Conserving and Enhancing Biodiversity and Geodiversity	Yes
Policy EV7: Tree Planting	No
Policy EV8: Heritage	Yes
Policy EV9: Open Spaces, Sport and Recreation	Yes
Policy EV10: Indoor Sports Facilities	Yes
Policy EV11: Air Quality	Yes
Policy EV12: Burial Space	No
Chapter 9 Infrastructure and Delivery	
Policy INF1: Infrastructure and Developer Contributions	Yes
Policy INF2: Local and Strategic Road Network	Yes

Foreword

Welcome to the Charnwood Local Plan. This is Charnwood Borough Council's vision of where and how new development should come forward in Charnwood over the next 16 years to 2037.

We are very fortunate to live and work in a place as beautiful as Charnwood. Our borough contains great towns and attractive villages, nestled in and around the Charnwood Forest and in the Wolds, as well as the river valleys of the Soar and the Wreake. These places are cherished for their wildlife, heritage and beauty and we have a role in ensuring future generations can benefit from them.

Charnwood's location at the heart of the three cities of Leicester, Derby and Nottingham, together with its attractive scenery combines to create great pressure for new homes and new places for people to work. Planning to meet this need, as we are required to do by national planning policy, is very challenging given the sensitivity of our environment and the shared desire to protect it. We have therefore carefully balanced the need for growth against our responsibilities to protect the natural and built environment, and where new development is required, we will seek to minimise its impact.

We have already set in place much of the development required for the future with new communities being delivered through urban extensions to Leicester and Loughborough. Our new local plan provides for the remaining housing and employment needs of the Borough to 2037.

Preparing this local plan has required difficult decisions to be made about the areas which will be developed and those that will not. These decisions have been informed by the views of residents, businesses, interest groups as well as infrastructure providers and others that will be involved in delivering and implementing the plan.

Representations are invited on this Pre-Submission Draft of the Charnwood Local Plan between 12th July and 5pm 23rd August 2021. This is your opportunity to make your views known on the Local Plan. Any representations received will be considered by an independent planning inspector, as part of the formal examination of the Local Plan.

Councillor Richard Bailey
Cabinet Lead Member for Planning
Charnwood Borough Council



Chapter 1 Introduction

- 1.1. The Charnwood Local Plan Core Strategy was adopted in November 2015 and provides a development strategy to 2028 setting out where and how new development should take place in the Borough. Whilst the Council is working with its partners to deliver that plan, work has taken place on the preparation of a plan for a longer period to 2037 to align with the new Strategic Growth Plan for Leicester and Leicestershire and new evidence of the need for homes and jobs. This approach is in accordance with the national policy requirement to keep plans up to date and reviewed at least every five years.
- 1.2. This new local plan sets out a vision and a framework for the future pattern, scale and quality of development in Charnwood. It addresses needs and opportunities in relation to housing, the economy, community facilities and infrastructure as well as conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places that contribute to healthy communities. The majority of policies in this plan are considered to be strategic policies which address the priorities for development and use of land in Charnwood. A small number of non-strategic policies are also included to guide decision making and to guide the promotion of sustainable development.
- 1.3. The plan consists of three distinct sections: overall development strategy, place-based policies and topic-based policies. The place-based policies relate to specific locations in Charnwood: Leicester Urban Area, Loughborough Urban Centre, Shepshed Urban Settlement, Service Centres, Other Settlements and the Countryside. They incorporate several policies for these places to provide a more coherent approach to planning for our communities.
- 1.4. The new local plan, once adopted, will form part of the development plan and replace the Charnwood Local Plan Core Strategy (2015) and the saved policies from the Borough of Charnwood Local Plan (2004). The development plan is at the heart of the planning system with a requirement set in law that planning decisions must be made in line with the development plan unless material considerations indicate otherwise.

Preparation of the Pre-Submission Draft Local Plan

- 1.5. This Pre-Submission Draft Local Plan reflects the Government's requirements as set out in the National Planning Policy Framework (NPPF). It has been developed to support and deliver the Council's Corporate Plan and is informed by the Council's vision and local priorities. It reflects the evidence that has been prepared to understand the roles of different settlements, what land is available for development, constraints to development and the options for delivering homes and jobs.
- 1.6. The plan has been developed through engagement with the public and key stakeholders such as infrastructure providers, parish and town councils, residents' groups, interest groups and the development industry. This has ensured the plan and the evidence underpinning it have been shaped by an understanding of the key local issues.

- 1.7. The Council has undertaken three consultations to help prepare this plan and engagement with stakeholders has also taken place to inform the preparation of our evidence. The first local plan consultation concerned the scope of the plan and took place in July 2016. The second consultation in April 2018 focussed on the key issues and options, with the Council publishing a discussion paper titled 'Towards a Local Plan for Charnwood'. Informed by these consultations, the 'Draft Charnwood Local Plan', was published for consultation in November 2019. This proposed our preferred development strategy for Charnwood and presented draft policies which responded to the representations to date and our evidence. The representations made during this consultation process have been considered and informed the preparation of this Pre-Submission Draft Local Plan.
- 1.8. The Charnwood Local Development Scheme 2021-2024 sets out the programme for the next stages in preparing the new local plan and identifies this consultation on the Pre-Submission Draft Local Plan in July 2021 and then the subsequent Examination in Public of the plan in spring 2022.

Status of the Pre-Submission Draft Local Plan

- 1.9. We have prepared this Pre-Submission Draft Local Plan to provide a framework for the future pattern, scale and quality of development in Charnwood. We must submit the draft plan to the Secretary of State for Housing, Communities and Local Government for independent Examination in Public before it can become part of the development plan for Charnwood. Before we submit the draft plan, we are undertaking a consultation for a period of six weeks and the main issues raised will be considered as part of the examination of the plan.

Sustainability Appraisal

- 1.10. Sustainable development is a key principle which underpins the planning system. It means ensuring a better quality of life, now and for future generations. This means considering all three aspects of sustainable development: the community, the economy and the environment.
- 1.11. A separate sustainability appraisal report accompanies each stage of the preparation of the local plan. Prior to this consultation, there have been sustainability appraisal reports on the scope of the local plan (January 2017) and 'Towards a Local Plan for Charnwood' (April 2018). A sustainability appraisal report of the alternative options was then undertaken to assess the impact of the draft policies on sustainability principles and this was published in October 2019 to accompany the 'Draft Charnwood Local Plan'.
- 1.12. At the current stage, a full Pre-Submission Sustainability Appraisal Report has been prepared which appraises the Pre-Submission Draft Local Plan and brings together all previous stages of the sustainability appraisal. It summarises the sustainability appraisal work carried out to date and how it has influenced the plan; the report is published as part of this consultation and views on it are invited.

Consultation

- 1.13. This Pre-Submission Draft of the Local Plan is published for consultation for six weeks from Monday 12th July 2021 and is available to view on our website, along with the supporting evidence base, at www.charnwood.gov.uk/localplan.
- 1.14. Following on from the earlier consultations, this pre-submission consultation concerns the 'soundness' of the plan, a test that a Planning Inspector will apply to it at an Examination in Public following its submission to the Secretary of State.
- 1.15. You are invited to make comments on the Pre-Submission Draft Local Plan and the Sustainability Appraisal and other supporting evidence which accompanies it. Comments should be made during the six-week consultation period which commences on Monday 12th July 2021 and ends on Monday 23rd August 2021 at 5pm.
- 1.16. We encourage all our consultees to make comments using the online response form which can be found using the above weblink during the consultation period.
- 1.17. We understand that some people may prefer to submit comments in a different format by email or by letter. If you are unable to make your comments using the online response form, return your comments to localplans@charnwood.gov.uk or write to Local Plans Team, Charnwood Borough Council, Southfields Road, Loughborough, LE11 2TX.
- 1.18. Please contact the Local Plans team using the above email if you have any questions in relation to this consultation. We will keep your details and what you say on our consultation database. Please note that your contact details will be protected under Data Protection legislation but your name and any comments you make will be publicly viewable.

Profile

- 1.19. Charnwood is one of seven districts in Leicestershire. The Borough is situated in the north of the county, adjoining the city of Leicester to the south. Our Borough benefits from being centrally located between the three cities of Leicester, Nottingham and Derby. We have proximity to excellent connections including the M1 motorway, the Midland Mainline railway and East Midlands Airport.
- 1.20. The city of Leicester is the key destination for work and leisure for residents in the south of the Borough whilst in the north of the Borough the university and market town of Loughborough provides the economic, cultural and social focus. To the west of Loughborough is the town of Shepshed and to the south are a string of larger villages along the Soar Valley and A6 corridor. These villages act as Service Centres to the more rural parts of the Borough. Distinctive components of Charnwood's local economy include two enterprise zone sites, Loughborough University and College, a nationally significant science and enterprise park, a rural area supporting agriculture, and a growing tourism sector.

- 1.21. To the west of the Soar Valley is Charnwood Forest, which extends to the west of Coalville in North West Leicestershire. The Forest is recognised as a Regional Park, providing a focus for leisure and conservation. To the north east of the Borough is the Wolds, a rural area with strong links to Nottinghamshire. To the east of the Borough is the Wreake Valley corridor which contains several villages and extends towards Melton Mowbray. To the south of the Wreake Valley is High Leicestershire, a predominately rural area with strong links to the city of Leicester and the district of Harborough.
- 1.22. The profile below provides key information about Charnwood.

PROFILE OF CHARNWOOD

Location

Charnwood is located in the East Midlands region, centrally between the three cities of Derby, Leicester and Nottingham.

Settlements

Loughborough is the main town in Charnwood and is the largest settlement in Leicestershire outside the city of Leicester. Loughborough has been a regionally significant market town since 1221 and is home to the world-renowned Loughborough University which has been a centre of learning since 1909. The Borough also has larger urban settlements of Shepshed, Syston, Birstall and Thurmaston and smaller service centres of Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley and Sileby. The Borough has over 30 smaller settlements in the form of villages and hamlets. Settlements in Charnwood are concentrated along the corridors of the Soar and Wreake Rivers and the suburban boundary with the city of Leicester, with minor concentrations in the Wolds and the fringes of Charnwood Forest.

Area

The area of the Borough is 27,906 hectares

People and society

The population of Charnwood is 185,851 of which 16.9% is aged under 16 and 18.1% is aged 65 and over (ONS Mid-year estimates, 2019). The number of people aged over 65 years old is projected to increase by 78% between 2011 and 2036 whilst the number of people aged over 85 is projected to increase by 157% (HEDNA, 2017). The black and minority ethnic population is 12.6% (Census, 2011)

In 2016, births exceeded deaths by 393, international immigration exceeded emigration by 879 and intranational immigration (within UK) exceeded emigration by 1,863 (ONS datasets on registered births and deaths and local area migration indicators, 2018/2019)

Housing

There are an estimated 74,461 households in 2019 (ONS Household Projections, 2014-2039)

Average household size is 2.37 persons (ONS Household Projections, 2014-2039)

Accommodation type (Council Tax data, April 2019):

Detached	30%
Semi-detached	33%
Terrace	22%
Flat	11%
Other	4%

In 2019 Charnwood had a dwelling stock of 75,581 dwellings under with the following tenures (MHCLG, 2020):

Local Authority Owned	7%
Private Register Provider	5%
Privately Owned	88%

In 2019/20 Charnwood had 432 cases of homelessness presented to the Council. (MHCLG 2020).

Loughborough University expected student numbers of 15,600 in 2020/21 with approximately 5,600 student accommodation beds (excluding HMOs) in the Borough (HEDNA, 2017)

Average house prices (Land Registry, August 2020)

Detached	£344,791
Semi-detached	£214,295
Terraced	£171,361
Flat and maisonette	£121,351

The ratio of median house prices to median earnings has risen from 4.34 in 2002 to 6.96 in 2019 (ONS, 2020)

Accessibility and Transport

43% of the working population living in Charnwood also work within the Borough. Outside the Borough, the largest proportion of employment is in the city of Leicester (20% of working population). However, there is a net commuter outflow of 11,589 daily from the Borough. Car/van ownership in Charnwood is 536 per 1000 residents with 81.9% of households owning a car (Census 2011).

Charnwood has 18.3 electronic vehicle public charging devices per 100,000 residents (Department for Transport, 2020).

Loughborough has high quality bus infrastructure although this is variable elsewhere in the Borough particularly in rural areas. Leicestershire averaged 20 bus uses per head per year which was the lowest in the East Midlands in 2018/19. (Charnwood Sustainable Transport Study, 2020)

Charnwood has a well-developed transport network:

M1 motorway is a 5 minutes' drive from Loughborough

The Midland Mainline railway serves Syston, Sileby, Barrow upon Soar and Loughborough

Proximity to East Midlands Airport

A6 road links Loughborough to Leicester

A60 road links Loughborough to Nottingham

A46 road links the east of the Borough to Leicester and Lincolnshire.

Bus, rail, cycle and footpath networks link Loughborough to the larger settlements

National Cycle Routes 6 and 48 run through the Borough as do the Leicester and Loughborough cycle networks

Grand Union Canal/ River Soar Navigation links the Borough to the wider inland waterway network.

Jobs and Prosperity

64.9% of the population are aged 16-64 (ONS Mid-year estimates, 2019)

84.9% aged 16-64 are economically active (ONS Mid-year estimates, 2020)

15.1% aged 16-64 are unemployed (ONS, 2020)

88.4% of businesses employ less than 10 employees (ONS, 2020)

Average (mean) gross annual earnings are £27,800 (ONS, 2020)

Charnwood residents generally travel to work by car (67%), active travel such as walking or cycling (15.0%) or public transport (5%) – with 13% homeworking or other (pre Covid-19) (Census, 2011)

4.5% of young people aged 16-19 in 2011 were not in education, employment or training (NEET) in Charnwood, which is below the national average of 6.1%.

Loughborough and Leicester Science and Innovation Enterprise Zone sites at Charnwood Campus and Loughborough Science and Enterprise Park

Charnwood has a Gross Value Added (GVA) per head of £18,712 (ONS, 2016)

Charnwood's tourism sector grew by 38% between 2011-16 with opportunities including the expansive countryside, Charnwood Forest and enhancements to Loughborough town centre and heritage quarter (Charnwood Blueprint for Tourism) The Borough has 279 square kilometres of countryside whereby agriculture is an important component of the local economy.

Environment - Historic, Natural and Recreation

784 statutory Listed Buildings

Over 200 locally listed buildings of interest

38 Conservation Areas

21 Scheduled Monuments

5 Registered Parks and Gardens

236 Local Wildlife Sites (4.57% of the Borough in 2019)

18 Sites of Special Scientific Interest (4.38% of the Borough in 2019)

5 Regionally Important Geological Sites

In 2017, Charnwood had the following open space provision (Charnwood Open Spaces Strategy 2018):

Parks and Gardens 47.5 ha

Amenity Green Space 167.9 ha

Natural and Semi Natural Green Space 937.9 ha

Green Corridors 41.3 ha

Allotments 36.2 ha

Cemeteries & Churchyards 42.8 ha

Civic Spaces 3.5 ha

Children's Play Sites and Youth Provision 12.6ha

Climate Change and Sustainability

61% of the river length in Charnwood has a moderate overall ecological status (Environment Agency, 2016)

44.9% of household waste recycled/reused/composted (Letsrecycle.com, 2018/19)

Average annual domestic consumption per household of electricity is 3,578 kWh per household (DBEIS, 2018)

Average carbon footprint is 6.7 tCO₂e/year (DBEIS, 2015)

2,758 properties are at risk of flooding from watercourses in a 1 in 100-year flood event and 6,724 in a 1 in 1,000-year flood event (Strategic Flood Risk Assessment, 2018)

Charnwood has four Air Quality Management Areas at Loughborough, Syston, Great Central Railway, and Mountsorrel (Charnwood ASR, 2020)

The Borough has significant 'technical' potential for wind, solar, energy from waste, district heating, biomass and microgeneration development (Charnwood Renewable and Low Carbon Study, 2018)

Health and Care

In Charnwood, the life expectancy for males is 80.8 and for female its 83.8. (Public Health England, 2017-19)

6.7% of people consider their day to day activities to be limited a lot by their health or disability and 4.2% consider their health to be bad or very bad (Census, 2011)

17,127 people provide unpaid care to a relative or neighbour (Census, 2011)

Between 2011 and 2036, Charnwood's population aged 65 and above is projected to increase by 78% (HEDNA, 2017)

Number of people experiencing dementia is projected to double between 2011 and 2036 from 1,964 to 4,107 (+109%)

Number of people experiencing mobility problems projected to increase from 5,087 to 9,893 (+94%) between 2011 and 2036

An increase of 13,909 in the number of people with a Limiting Long-Term Health Problem or Disability between 2011 and 2036 (+54%). The vast majority of this increase is likely to be found amongst people aged 65 and older but it will also include working age people.

In terms of the level of sport activity per week by Charnwood residents, ~~65.0~~ 62.7% undertake at least 150 minutes; ~~44.4~~ 42.4% undertake 30-149 minutes; and ~~20.9~~ 24.9% undertake less than 30 minutes (Active Lives Survey ~~2018/19~~ 2020/21, Sport England).

Charnwood has 23 GP practices with an average of 8,567 patients per practice.

Deprivation

Charnwood is ranked 244 out of 317 local authorities (where 317 is the least deprived) based on average rank deprivation scores (English Indices of Deprivation, 2019)

Approximately 13% of children (3,905) lived in low-income families in 2018/19 (Public Health England, 2020)

Charnwood's Priority Neighbourhoods for deprivation include Loughborough East, Loughborough West, Mountsorrel and South Charnwood.

Students, Education, Skills and Training

Charnwood has 49 primary and 11 secondary schools, and 22,668 pupils attend these schools (LCC School Health Profile, 2018/19).

47.0% of the population have qualifications at NVQ4 level and above and 91.1% have qualifications at NVQ1 and above (ONS, 2019).

Safety and Protection

In 2017/18, there were 11,965 total crimes (excluding fraud) recorded in the Borough.

Vision

- 1.23. The profile highlights that Charnwood is already an attractive place to live, work and visit for many but that there are several challenges for the plan period. The key challenges include:
- a growing population with a range of housing needs including specialist homes for older people, students and those unable to get onto the housing ladder;
 - a number of deprived communities in the Borough with lower than average incomes, poor health and lower levels of educational attainment;
 - increasing volumes of traffic and pressure on infrastructure including schools, health centres, open spaces and utilities;
 - the changing retail market with an increase in online shopping and the impact this and other structural economic and social changes are having on the vitality and appearance of Loughborough town centre;
 - pressure on open land as settlements grow to accommodate the population which impacts on the separation and identity of settlements;
 - climate change impacting on the wider environment with localised issues such as increased flood risk or water quality and quantity pressures; and
 - the reduction in biodiversity and the fragmentation of habitats.
- 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. The Strategic Growth Plan is not a statutory plan but was prepared by the Leicestershire local authorities and the Leicester and Leicestershire Enterprise Partnership to provide a long-term vision to inform local plans.

A VISION FOR CHARNWOOD 2037

In 2037 Charnwood will be one of the most desirable places to live, work and visit in the East Midlands.

Development will have been managed to improve the economy, quality of life and the environment by seeking sustainable development and sustainable patterns of growth.

Charnwood will be recognised for the role Loughborough plays in the region's knowledge-based economy.

Our strong and diverse economy will provide more employment opportunities for local people including higher skilled, better paid jobs in high technology research and manufacturing, sports, tourism, creative and cultural industry clusters.

Growing businesses will have been retained, new investment secured and entrepreneurialism encouraged. The Loughborough Science and Enterprise Park and Loughborough University will be at the heart of Loughborough's brand as a centre for excellence. Business and technological links with the city of Leicester will have been strengthened through major employment developments in the south of the borough.

Our landscape and the special buildings, heritage and biodiversity it contains will be in a good state. Our picturesque villages will have retained their strong sense of identity. Charnwood will be known for its natural and built environment which provides a place that people want to visit and explore.

Our communities will have access to a range of green spaces, leisure and recreational facilities across Charnwood and new parkland in Loughborough and Thurmaston will be provided. Charnwood Forest will be recognised as a Regional Park. Our water environment, including the River Soar and River Wreake, will be improved for wildlife and people, including continued mitigation of flood risk, and a regenerated Watermead area will bring environmental benefits to its surrounding communities and welcome visitors. We will work with nature to provide a more resilient response to climate change and associated flooding and will provide a more sustainable environment for all to enjoy. Charnwood will be recognised for delivering growth to a high design quality that provides healthy, inclusive and safe places for our communities. Charnwood will be a place that promotes health by design with developments that have the connectivity and open spaces where active travel is desirable.

The demand for housing will be focused on Loughborough to support its role as the social, cultural and economic focus for the Borough, on the edge of Leicester to support the centrally located city and on Shepshed to support its continued regeneration. This will include sustainable urban extensions at Loughborough and Leicester, as well as other planned areas of growth, which will incorporate good quality design and reflect our strong local distinctiveness.

Our communities will have access to homes to suit their needs. There will be provision of affordable housing including in rural communities. Issues previously associated with houses in multiple occupation will have been managed and social cohesion will have improved.

Growth at Loughborough will be managed to respond to its rich history and relationship with Charnwood Forest whilst supporting the town centre as the main economic, social and cultural heart of the Borough. The town will have benefitted from regeneration which capitalises on our industrial heritage including the Great Central Railway and the Grand Union Canal. The town centre will be an attractive, compact and walkable destination for shopping, leisure, entertainment and culture. It will be a town for all ages, providing an attractive place to live as well as visit.

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 Service Centres and other settlements will have an attractive provision of local shops, culture and leisure facilities and will have retained their individual identity.

Our communities will have better access to jobs and services, with a choice to safely and conveniently walk or cycle. For longer trips, Charnwood will be known for its excellent connections by public transport. Some trips will no longer be necessary as an expansive broadband network will make Charnwood one of the best connected semi-rural boroughs in the country. In turn this will improve local air quality by reducing car emissions.

Our communities will enjoy a cleaner and greener environment. Charnwood will be safe and resilient to the impacts of climate change and will be playing its part in reducing greenhouse gas emissions, particularly through its woodland and forest character of a mosaic of (internationally important) geology, outcrops, remnants of heathland and heath grassland.

Our communities will have a sense of ownership and increased pride in development within their local areas through their engagement with neighbourhood planning. Communities will feel empowered to engage with planning.

Objectives

- 1.25. To achieve this vision the Council has identified the following objectives for the local plan, which have been informed by the principles of sustainable development.

Development Strategy

1. To respond to the demand for housing and employment land by focusing growth at:
 - 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; ~~;~~ and
 - the Service Centres, supporting them in providing for the day to day needs of their residents and to improve their sustainability whilst maintaining their unique characters and separate identities.
2. To reduce the need to travel by car, and the distance travelled, and increase the use of walking, cycling and public transport to access jobs, key services and facilities.
3. To create distinctive and attractive places for people to live in by requiring high quality design that enhances a place's individual identity and seeking high environmental standards in all development.

Society: Supporting strong, vibrant and healthy communities

1. To provide our communities with access to homes to suit their needs and providing affordable homes, including for rural communities.
2. To ensure that there is a network of vibrant local centres so residents have good access to a range of shops, services and facilities.
3. To increase access to a wide range of services and facilities for all people, having regard for their needs.
4. To promote health and well-being, by ensuring that residents have access to health care, wildlife rich local parks and other green spaces, the countryside and facilities for sport and recreation, creative and community activities, and by promoting healthy and active lifestyles in the Borough.

5. To promote strong, cohesive and balanced communities and improve social cohesion. This will include responding to changes in demographics, for example in influencing the type of housing provision that is required, and managing the issues associated with concentrations of houses in multiple occupation.
6. To reduce poverty and deprivation, particularly in those parts of the Borough identified as areas of relatively higher need, for example the Priority Neighbourhoods of Loughborough East, Loughborough West, Mountsorrel and South Charnwood.
7. To protect and reassure our communities through the reduction of crime, anti-social behaviour and the fear of crime.
8. To assist our communities in their engagement with neighbourhood planning and use neighbourhood plans as appropriate to inform planning decisions.

Environment: Contributing to protecting and enhancing our natural, built and historic environment

1. To promote the prudent use of resources and reduction of waste through patterns of development, design, transport measures, reducing the use of minerals, energy and water, minimising waste and encouraging recycling.
2. To reduce net greenhouse gas emissions, in support of achieving a carbon neutral Borough, and reduce and adapt to the impacts of climate change.
3. To protect and enhance the range of habitats and species found in Charnwood, seek to deliver biodiversity gain, reverse habitat fragmentation and encourage the recovery of ecological networks.
4. To protect and enhance the historic environment and its setting and the identity of the Borough's locally distinctive towns, villages and neighbourhoods.
5. To protect the special and distinctive qualities of all landscapes, maintaining local distinctiveness and sense of place, and paying special attention to impacts on Charnwood Forest, supporting the National Forest Strategy and tree planting and natural regeneration throughout the Borough. This includes the initiative to establish the Charnwood Forest Regional Park.
6. To protect the Borough's soil resources, ensure the sustainable management of the Borough's mineral resources and protect the Borough's geodiversity.
7. To improve local air quality, protect and improve the quality and quantity of the water in the Borough's surface and groundwaters and reduce other forms of pollution in the Borough.
8. To reduce the risk to people and properties from flooding, particularly in vulnerable locations such as parts of Loughborough and the villages of the Soar and Wreake Valleys.

9. To make efficient use of land, to limit the need for greenfield development and encourage the re-use of brownfield land and underused buildings.

Economy: Helping build a strong, responsive and competitive economy

1. To support a strong and diverse economy that will provide more employment opportunities for local people including higher skilled, better paid jobs in the knowledge-based sector including high technology research and manufacturing, sports, tourism, low carbon industry, and creative and cultural industry clusters.
 2. To develop new, and enhance connections to existing, transport infrastructure and integrated transport schemes that support growth and include measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities.
 3. To sustain and enhance Loughborough town centre as a prosperous, attractive and vibrant destination for shopping, entertainment and leisure as well as a place to live.
 4. To capitalise on the benefits to the Borough of Loughborough University, especially those associated with its reputation as a centre of sporting excellence and for research into new technologies and sustainability.
 5. To strengthen business and technological links with the city of Leicester through Thurmaston and the area around Watermead Country Park.
 6. To regenerate Shepshed town centre and support its future prosperity.
 7. To encourage thriving and diverse sustainable rural enterprises and farming, and the promotion of local foods and local energy sources.
- 1.26 In order to achieve sustainable development we have prepared policies that meet our economic, social and environmental objectives. We see these objectives as interdependent and therefore it is important the local plan is read as a whole

Chapter 2 Development Strategy

A Strategy for Charnwood's Future Development

- 2.1. Our development strategy sets out the scale and pattern of development in the Borough. It flows from the vision and objectives and our understanding of the Borough and the key opportunities and challenges it faces.
- 2.2. We want to meet the development needs of our communities, create a strong and lasting economy and protect our environmental assets to create a good quality of life for all our residents.
- 2.3. Our strategy aims to guide new development to the most suitable locations in the Borough, avoid development in our most environmentally sensitive locations and reduce the Borough's contribution to global warming. This means having regard to:
 - the role of Loughborough as the economic, cultural and social focus of the Borough;
 - our relationship with the city of Leicester;
 - the separate strong identity and character of our settlements;
 - our valued landscapes, biodiversity and heritage;
 - the impacts of and contributions to climate change, including the risk of flooding; and
 - access to jobs, services, infrastructure and sustainable travel options.
- 2.4. Our development strategy aims to direct development to locations that provide access to jobs, services, infrastructure and where there are alternatives to the private car. Successful planning should lead to the creation of healthy places in the Borough. Our evidence shows that Charnwood is already a healthy place to live compared with other places in the East Midlands and the rest of the country. However, there is recognition that encouraging more people to adopt active lifestyles is an important public health objective. We want well-designed places that consider people's well-being and encourage walking and cycling as physically active modes of transport and enable people to have convenient access to open spaces and other facilities for active recreation and play, the natural environment and health care facilities.
- 2.5. Our strategy also takes account of the Strategic Growth Plan for Leicester and Leicestershire, which is a non-statutory plan that 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.

- 2.6. The development strategy in the local plan takes account of all these social, economic and environmental factors in identifying an appropriate spatial pattern of homes, jobs and facilities. It has been prepared having considered the reasonable alternative options for development and should be used to understand whether individual proposals are acceptable in principle.

Amount of Development Needed

- 2.7. Both the UK's and the Borough's populations are increasing with people living longer, birth rates exceeding death rates and more people moving in than leaving the Borough. As a consequence, we have growing and changing communities which need homes, jobs, shops and services. The role of the local plan is to make provision for the right amount of development to meet our communities' needs for housing, employment shops and services.

Local Housing Needs

- 2.8. The Local Housing Need for Charnwood has been calculated using the standard methodology set out in the National Planning Practice Guidance. This shows there is a need for 1,111 new homes a year for the period 2021-2037. This is a total of 17,776 homes.
- 2.9. We have considered whether the Local Housing Need figure needs to be adjusted to take account of economic circumstances in the Borough. Our evidence on local housing needs and economic needs indicates that our Local Housing Need figure does not need to be adjusted for economic circumstances.
- 2.10. In addition, we have considered whether our Local Housing Need figure needs to be adjusted to take account of the delivery of affordable housing. Our evidence shows that provision of new affordable housing is an important and pressing issue in the Borough. It does not however conclude that there is a need to consider a housing requirement greater than our Local Housing Need figure in order to enable the delivery of more affordable housing. This is because some of the affordable housing need is already counted in the Local Housing Need figure as this measures the total number of new households that will form, including those in need of affordable housing. Identifying this group again in our housing need evidence does not therefore demonstrate an additional overall need for housing above that identified. In addition, many households with a need for affordable housing will already be living in housing and so providing an affordable housing option will release another home meaning there is no overall net increase in the need.
- 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 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. 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.

2.12. A significant proportion of our housing need will be met through existing planning permissions including for three Sustainable Urban Extensions (SUEs) that will deliver homes throughout the local plan period, and in the case of North East of Leicester beyond 2037 as well:

- North East of Leicester at Thurmaston known as Thorpebury (planning permission for 4,500 homes)
- West of Loughborough known as Garendon Park (planning permission for 3,200 homes); and
- North of Birstall known as Broadnook (planning permission for 1,950 homes).

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~~ 696 homes are required to meet our needs for the longer plan period up to 2037 once commitments are considered.

Table 1: Housing Need and Supply 2021-37

Housing Need	Number
Local Housing Need 1,144 89 homes per year x 16 years	17,776 <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>

Flexibility

2.14. It is important to recognise that unforeseen changes can affect the delivery of sites and our plan includes sufficient flexibility to allow for such circumstances and enable delivery of housing to meet our needs over the plan period.

Table 2: Local Housing Need and Flexibility

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	8,355	2,248	8,951
	<u>1,903</u>	<u>7,650</u>	<u>3,678</u>	<u>9,599</u>

Employment Needs and Regeneration

- 2.15. We have worked with all the authorities in the Leicester and Leicestershire Functional Economic Market Area (FEMA) to understand our employment needs and tested this at a local level. Our evidence identifies a need for 55.47ha of employment land over the plan period. This need is made up of 11.92ha for offices and 43.55ha for general industrial and small-scale warehouse units. This identified need includes a 10ha contingency in the supply of general industrial land to address low vacancy rates, choice and market imbalance.
- 2.16. Charnwood forms part of the wider ~~housing~~ economic market area of Leicester and Leicestershire and the city of Leicester has declared an unmet employment land need of 23ha for general industrial and small-scale warehouse 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 advanced~~ has been agreed between partners setting out ~~the process by which~~ that Charnwood will accommodate the 23ha of unmet employment land need will be distributed. 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. 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.
- 2.17. The scale of need for larger strategic distribution units in Leicestershire is being investigated with our partners, with most demand focussed in Harborough, North West Leicestershire, Hinckley and Bosworth, and Blaby. We are considering this at a Leicester and Leicestershire FEMA level to ensure a coordinated approach in addressing the needs of the sector, which operates at a sub-regional, regional and national level that requires significant cross boundary cooperation to meet their development needs. Our approach to strategic distribution is set out in our economy and regeneration chapter.
- 2.18. We have reviewed our existing employment commitments, and these continue to meet our needs and deliver our preferred strategy for economic growth. Our commitments include employment provision as part of the allocated Sustainable Urban Extensions and other allocations and planning permissions. We will carry forward the existing commitments and allocate these in the local plan which will provide sufficient supply to meet need over the plan period. Employment land is primarily built out in response to demand, with little speculative investor engagement in the market for industrial development; however, we have sought to ensure that our strategic employment land supply is available in a variety of locations, across the plan period to help meet our needs.
- 2.19. In order to provide flexibility in the supply of employment land and support the Council's objectives in relation to the Leicestershire International Gateway and the regeneration of Shepshed, an additional allocation of 5ha of employment land is identified close to existing areas of employment land in the town to support the availability of land in the short and medium term.
- 2.20. Our Employment Land Trajectory is set out at Appendix 2. We will use this trajectory as part of our consideration of proposals which are not allocated in the local plan

Table 3: Strategic Employment Need and Supply 2021 – 2037

	Office (ha)	General Industrial/ Small Warehousing (ha)
Employment Need	11.92	43.55
Employment Supply		
West of Loughborough Sustainable Urban Extension (total 16 ha)	4.0	12.0
North East of Leicester Sustainable Urban Extension (total 13 ha)	1.7	11.3
North of Birstall Sustainable Urban Extension (total 15 ha)	1.5	13.5
Dishley Grange, Loughborough	3.6	5.4
Watermead Business Park	2.5	9.5
Other Employment Land Supply at 31 March 2021	2.5	14.3
Total	15.8	66.0
Balance Need and Supply	3.88	22.45

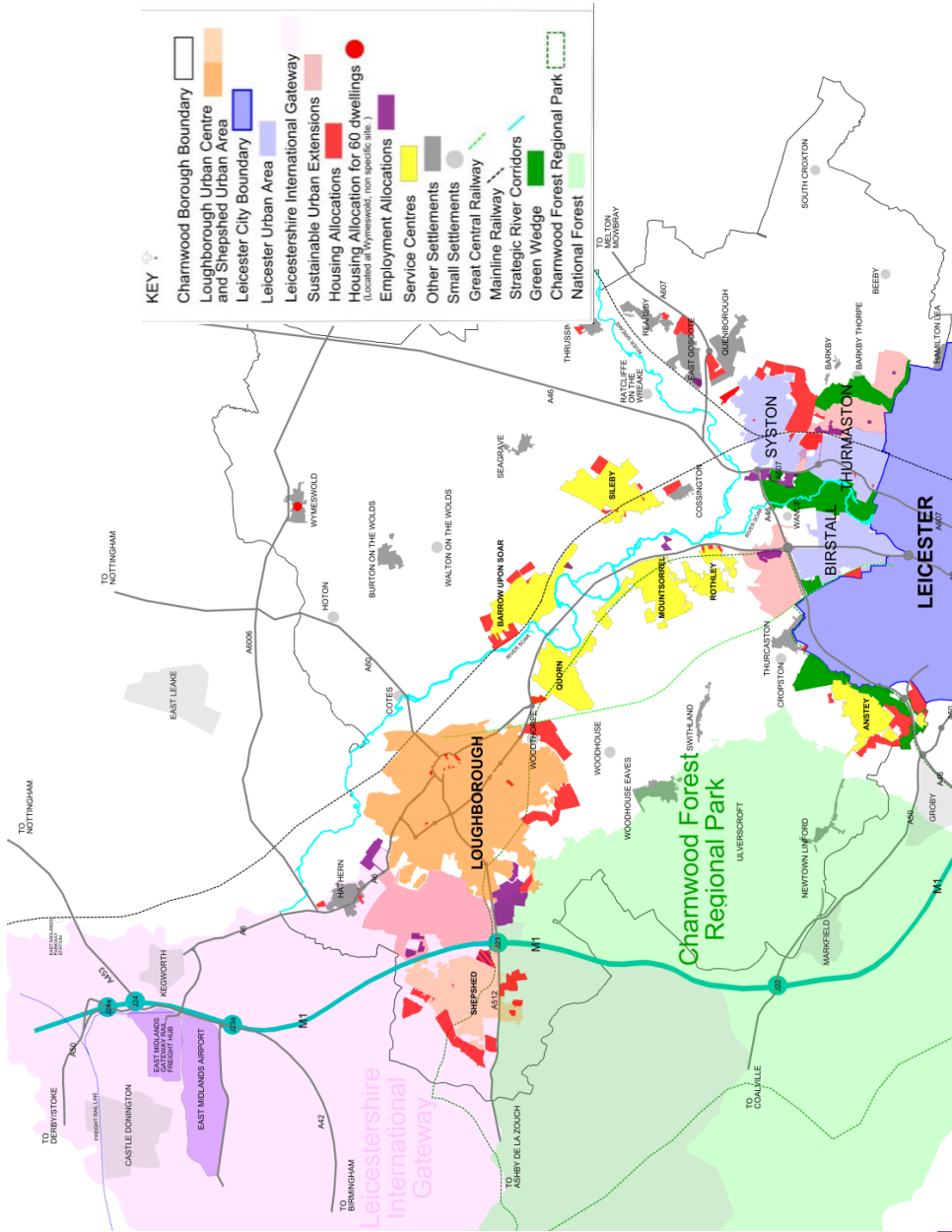
- 2.21. Loughborough University and its Science and Enterprise Park provide a focus for innovative, leading edge companies in fields such as life sciences, pharmaceuticals and engineering. We have a long-standing commitment to the extension of the Loughborough Science and Enterprise Park to support growth in the high technology and knowledge economy. Our strategy makes provision for the continued extension of the Loughborough Science and Enterprise Park up to 73 (gross) hectares of land to the west of the existing site on the edge of Loughborough in a high-quality landscaped setting.

Town Centre and Retail Needs

- 2.22. Across the country the way people are using town centres is changing. In recent years, shoppers have been increasingly prepared to travel in order to access the greater choice of shops and leisure facilities that are more commonly available in larger towns and cities. The trend for shoppers to use larger centres and for a greater proportion of shopping to be done online presents a significant challenge to all retail centres but particularly those of smaller towns and villages. Our evidence tells us that despite these national trends, the proportion of spending on non-food shopping in Loughborough has remained stable since 2013. This suggests that, despite the challenging environment, Loughborough town centre continues to function well as a retail destination.
- 2.23. Taking account of developments that are already planned, and the amount of money that is expected to be available for spending on both food shopping and non-food shopping, in physical retail space there is no quantitative need for any new floorspace for food shopping in Charnwood up to 2037 and only a need post 2028 for between 3,000sqm and 4,500sqm for new non-food shopping. Our evidence tells us that the most appropriate site for accommodating this new non-food need is at Baxter Gate/Pinfold Gate in Loughborough. The Covid-19 pandemic has accelerated trends for more shopping to take

place 'online' with the implications that future floor space needs are less predictable, and our policy response is therefore necessarily more flexible in this regard.

KEY DIAGRAM



Regeneration Strategy

- 2.24. At the same time as planning for new homes, employment and retailing is the need to regenerate parts of our Borough in order to support deprived communities, to respond to rapidly changing economic conditions, and to support economic growth.
- 2.25. Our regeneration strategy focuses on Loughborough including the Town Centre, Bishop Meadow and the Industrial Heritage Quarter in the east of the Town, together with Loughborough Science and Enterprise Park to the west. Shepshed Town Centre and the area around Watermead Country Park are also areas of regeneration priority as part of wider regeneration of the Borough.
- 2.26. Significant progress has been achieved on regenerating the Borough since the Core Strategy was adopted in 2015 with major commercial development taking place on sites in and around Loughborough town centre and improvements to the public realm at Loughborough and Shepshed Town Centres now in progress. This progress will be further supported through the Loughborough Town Centre Masterplan (2018) and with the preparation of a Town Investment Plan for Loughborough, which aims to address challenges facing Loughborough including the hollowing out of the town centre, vacant land and buildings, poor public realm, flood risk and traffic congestion.
- 2.27. Regeneration of our urban areas is considered further in the place polices for Leicester Urban Area, Loughborough Urban Centre and Shepshed Urban ~~Area~~ Settlement. The need to support the regeneration of existing urban areas has been considered as part of the strategy for new development which is considered in the section below.

Location of Development

- 2.28. Our strategy identifies a pattern of development that seeks to support our economy, provide a balance between homes and jobs in the Borough and ensure access to services and facilities including education, health, shops, leisure and open space. It has been informed by an understanding of the Borough's environment and the relationship between our settlements and the countryside.
- 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 Urban Centre and Leicester Urban Area. Whilst noting this relationship, the services and facilities provided by each settlement have been assessed to inform its position in the hierarchy. This has helped us to understand each settlement's role and function and which settlements might be capable of supporting new development. 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. Our settlement hierarchy is shown in table 4.

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.

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 (including the <u>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 <u>Leicester Urban Area</u> or <u>Loughborough Urban Area Centre</u></i></p>	<p>Shepshed (<u>Loughborough Urban Area</u>)</p> <p>Birstall (<u>Leicester Urban Area</u>)</p> <p>Syston (<u>Leicester Urban Area</u>)</p> <p>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>
<p>Other Settlements</p> <p><i>A settlement that has some of the services and facilities to meet the day to day needs of residents</i></p>	<p>Barkby Burton on the Wolds Cosington East Goscote Hathern Newtown Linford Queniborough Rearsby Seagrave Swithland</p>

HIERARCHY CATEGORY	SETTLEMENT
	Thrussington Thurcaston Woodhouse Eaves Wymeswold
Small Villages or Hamlets in the Countryside <i>A settlement that has limited services and facilities to meet the day to day needs of the residents.</i>	Barkby Thorpe Beeby Cotes Cropston Hoton Prestwold Ratcliffe on the Wreake South Croxton Ulverscroft Walton on the Wolds Wanlip Woodhouse Woodthorpe

- 2.30. Markfield lies within Hinckley and Bosworth Borough, but the built form of the village lies on the boundary with Charnwood. Markfield is considered to have a range of services and facilities that is consistent with a Service Centre, and our strategy has considered potential growth at Markfield within Charnwood's Borough boundary in this context.
- 2.31. Our development strategy has been informed by a sustainability appraisal and prepared in the context of the Strategic Growth Plan for Leicester and Leicestershire with local priorities expressed through the local plan vision.
- 2.32. Our development strategy results from detailed testing of reasonable alternative options which began in the 'Towards a Local Plan for Charnwood' discussion paper (April 2018). Reasonable options at this stage included different scales of growth across the Borough and also different amounts of development going to the different tiers in the settlement hierarchy. Consultation responses to the discussion paper did not highlight any further reasonable alternatives and did not provide any strong degree of consensus as to a preferred option.
- 2.33. Evidence, consultation responses and the sustainability appraisal informed the development strategy that was consulted on in the Draft Charnwood Local Plan Consultation (October 2019). At this stage the preferred strategy included 2,000 new homes at the edge of Leicester, 2,000 new homes at Loughborough, 2,000 at Shepshed, 1,000 at the Service Centres and 800 at Other Settlements. A detailed constraints assessment was undertaken for all sites in the Strategic Housing and Employment Land Availability Assessment (SHELAA) and the draft local plan included specific sites that were considered to best fit the overall strategy.
- 2.34. Consultation responses to the draft local plan led to refinements in the development strategy in two key ways:
- the scale of homes to be planned for, and
 - detailed responses from infrastructure providers indicating that the way homes are distributed needed further consideration.

- 2.35. Further sites were submitted during 2019 and 2020 which were also assessed to the same level as other SHELAA sites and formed part of the reconsideration of the development strategy. A sustainability appraisal was used to understand the point at which significant adverse impacts would be encountered for different amounts of growth in different tiers of the settlement hierarchy. Significant engagement was undertaken with the Local Education Authority and Clinical Commissioning Groups to understand the capacity of schools and medical centres and the options available for the expansion in provision. This more detailed consideration led to significant refinements to the development strategy, notably in the Service Centres.
- 2.36. Details of the alternative reasonable options considered are fully outlined in the sustainability appraisal that accompanies the local plan.

Overall Principles

- 2.37. The overall principle underlying the allocation of land for development has been to avoid significant adverse impacts on social, economic and environmental objectives. Wherever possible, alternative options which reduce or eliminate such impacts have been pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures are set out.
- 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. The development strategy has been informed by our settlement hierarchy, together with the social and economic opportunities provided by the city of Leicester.
- 2.39. Our development strategy is for urban concentration and intensification with some limited growth dispersed to other areas of the Borough. It focuses housing and employment at the edge of Leicester, proposes managed growth at Loughborough, directs some growth to Shepshed and smaller scale growth to the Service Centres and Other Settlements as set out in the table below.
- 2.40. Priority has been given to the development of sites within our urban areas and particularly within Loughborough town centre to support its vitality and viability. This includes new homes as well as town centre uses and employment opportunities, such as retail, offices, entertainment and leisure which are best suited to town centre locations.

Table 5: Development Strategy for Homes 2021-37

Settlement	Housing Supply (excluding allocations)	Windfalls	Distribution of New Homes	Total Homes
Leicester Urban Area	5,254 <u>4,886</u>	<u>126</u>	2,104 <u>2,054</u>	7,358 7,066
Loughborough Urban Centre	3,831 <u>3,751</u>	<u>126</u>	2,242 <u>2,322</u>	6,073 6,199
Shepshed Urban Area	453 <u>586</u>	<u>126</u>	4,878 <u>2,016</u>	2,334 2,728

Service Centres	928 1,393	126	4,849 1,978	2,747 3,497
Other Settlements	149 688	126	845 888	934 1,702
Small Villages/Hamlets	18 24	0	0	18 24
Total	10,603 11,328	630	8,858 9,258	19,461 21,216

- 2.41. Our development strategy includes a variety of sizes of sites in a variety of locations and includes both strategic sites, which have the benefit of supporting the provision of on-site infrastructure, and small sites which will help to support small builders, provide market choice and contribute to the supply of new homes. We will work with landowners, developers and our communities to bring forward additional small sites including through neighbourhood plans.

Leicester Urban Area

- 2.42. The focus of development at the edge of Leicester reflects our commitment to the economic and social focus of the city which is central to the success of the wider Housing and Economic Market Area of Leicester and Leicestershire. It is intended that development at the edge of the city reinforces our relationship with the city and the economic and social opportunities it presents.
- 2.43. It has been necessary to identify some housing sites in Green Wedges, with the strategic need for development, on balance, outweighing the loss of Green Wedge. Following consultation with local authority partners, there is recognition that in allocating development in Green Wedges, significant and coordinated mitigation will be required.
- 2.44. Most of our housing growth in the Leicester Urban Area will be delivered through two Sustainable Urban Extensions which will also provide employment land for the wider Leicester Urban Area. The regeneration of Thurmaston will continue to be supported by maximising the potential of Watermead Country Park and identifying land adjacent to A607 to help meet our need for jobs.

Loughborough Urban Centre

- 2.45. Our strategy for Loughborough gives priority to new development within the existing urban area including the areas in and closest to the town centre. This managed approach to growth will support the town's role as an Urban Centre and maintain it as the social, cultural and economic focus for the Borough. This will also support the regeneration of the town and its long-term vitality and viability. This has included allocating sites within the urban area where adverse impacts exist and this in recognition of our strategy of urban intensification and concentration.
- 2.46. This approach is complemented by new and committed extensions to the town. These have taken into account the key constraints of the wide River Soar flood plain to the east, sensitive Charnwood Forest landscapes to the south and west of the town, the heritage of Garendon Registered Park and Garden, the settlement identities of Quorn, Woodthorpe and Hathern, and transport constraints.
- 2.47. Our strategy also seeks to maintain strategically important links in the wildlife network, keeping them free from built form to ensure connectivity between the Charnwood Forest and River Soar, two of Leicestershire's most strategically important areas for biodiversity.

Shepshed Urban Area Settlement

- 2.48. The growth directed to Shepshed will complement the existing commitments and reflects the accessibility to services and facilities and evidence of landscape, ecological and transport capacity. Our strategy supports the Leicestershire International Gateway set out in the Leicester and Leicestershire Strategic Growth Plan.
- 2.49. Our strategy takes account of the sensitivity of the Black Brook and Charnwood Forest and the impact on air quality. Development in Shepshed will support the regeneration of the District Centre and improve access to jobs, services and facilities.

Service Centres and Other Settlements

- 2.50. The provision of accessible primary school education within the Service Centres and Other Settlements has been important to the development of an appropriate development strategy for Charnwood. Our strategy includes growth in our Service Centres and some of our Other Settlements where there is existing school capacity and ensures sufficient levels of development to support the provision of new or extended schools as necessary.
- 2.51. The growth dispersed to the Service Centres and Other Settlements provides housing in a variety of locations which improves the prospects for housing delivery whilst taking account of landscape and settlement identity constraints outlined in the overall vision and strategy.
- 2.52. The smaller amount of development directed to Other Settlements reflects the smaller range of services and facilities in these ~~villages settlements~~ compared to Urban Settlements ~~urban areas~~ and Service Centres within Charnwood.

Countryside

- 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.
- 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. 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.

Neighbourhood Areas

- 2.55. Charnwood has twelve designated neighbourhood areas – Anstey; Barrow upon Soar; Cossington; Thrussington; Thurcaston and Cropston; Queniborough; Quorn; Rearsby; Rothley; Sileby; the Wolds Villages; and Woodhouse. The National Planning Policy Framework includes a requirement to set out a housing requirement for designated neighbourhood areas, taking into account any relevant allocations.
- 2.56. The plan makes provision for a greater number of homes than the housing requirement for the Borough between 2021 and 2037 through allocations. Our development strategy has been strongly influenced by the need for sustainable development to be accompanied by the infrastructure that is required to support it, particularly primary school education. This has led development to be directed to certain settlements and not others at a strategic level. For these reasons we have chosen not to set out an additional housing requirement for designated neighbourhood areas for this time period.
- 2.57. We will continue to support neighbourhood planning groups that wish to meet more local housing needs. Where requested by a neighbourhood planning body, an indicative housing requirement figure will be provided taking account of the latest housing need and infrastructure evidence at that time, the delivery of allocated sites and the period that the neighbourhood plan would cover.
- ~~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.~~

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 the need arising in Charnwood and ~~1,248~~ homes of unmet need from Leicester, and provision for at least ~~19,464~~ **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 7,066	383%
Loughborough Urban Centre	6,073 6,199	3429%
Shepshed Urban Area Settlement	2,334 2,728	123%
Service Centres (Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby)	2,747 3,497	147%
Other Settlements	934 1,702	58%
Small Villages and Hamlets	48 24	0%
Total	19,464 21,216	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.~~

Leicester and Leicestershire Unmet Needs

- 2.59. 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.
- 2.60. Leicester City Council has identified an unmet need for housing and employment through its draft local plan. The Leicester and 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. 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.

- 2.61. 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. 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 work underway to meet unmet strategic warehousing and logistics need in Leicester and Leicestershire.
- 2.62. 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. 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.
- 2.63. 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 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

Policy DS2: Leicester and Leicestershire Unmet Needs

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.

Housing Allocations

- 2.64. Our spatial strategy has identified the most appropriate locations for development to meet the Borough's housing needs while meeting our other strategic objectives and the wider aims of sustainable development. We have used a site selection process informed by a sustainability appraisal to identify the most suitable housing sites from those that are available to achieve the distribution of development set out in our spatial strategy. That process has also been informed by the need to secure the provision of the infrastructure necessary to support sustainable development.

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, especially with regards to the following clusters of adjacent or adjoining sites:

- Syston – sites HA1, HA2, HA3 and HA8
- Loughborough – sites HA15, HA16 and HA17.
- Loughborough – HA18 and LUC3 (Loughborough Science and Enterprise Park)
- Shepshed (West) – HA32 and HA34
- Shepshed (South) – HA39, HA40 and HA41
- Barrow upon Soar – HA45 and HA46
- Queniborough – HA64 and HA65

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. For highways and transport, this particularly relates to:

- i. avoiding a proliferation of new site access points and potential deliverability risks (e.g. due to highway safety or capacity issues);
- ii. 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
- iii. 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 or negate some of the likely off-site transport infrastructure requirements described through (i) and (ii) above.

- 2.65. 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. 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.

Policy DS3: Housing Allocations

We will make provision for homes in accordance with Policy DS1 and will support housing development on the sites listed in this policy. We will support development that:

- is cohesive and integrated with other allocations set out in this plan including in relation to the provision of new schools and other infrastructure; and
- in accordance with the other policies in this plan and the site-specific requirements set out in this policy below.

The following sites are allocated for housing, as outlined on the Policies Map:

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	270 200	Page 37
HA3	Land north of Barkby Road	Syston	195	Page 37
HA4	Queniborough Lodge	Syston	132 125	Page 38
HA5	Land at Melton Road	Syston	34 26	
HA6	Brook Street	Syston	15	
HA7	Land off Barkby Thorpe Lane	Thurmaston	105 180	Page 38
HA8	Woodgate Nurseries, Barkby Lane	Thurmaston	39 46	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 40	Page 41
HA14	Land off Cliffe Road/Henson Close	Birstall	35	Page 41
			Total: 2,104 2,114	
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

Policy Ref	Site Name	Location	Approximate Number of Homes	Site Specific Policy
HA19	Park Grange Farm, Newstead Way	Loughborough	15	Page 49
HA20	Land off Beacon Road <u>Land off Parklands Drive, Loughborough</u>	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 Settlement				
HA30	Land off Fairway Road	Shepshed	100	Page 52
HA31	Land north of Ashby Road,	Shepshed	490 <u>210</u>	Page 53
HA32	Land off Tickow Lane (south)	Shepshed	300 <u>325</u>	Page 53
HA33	Land at Oakley Road	Shepshed	433 <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	474 <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 4,878 <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	420 <u>135</u>	Page 58

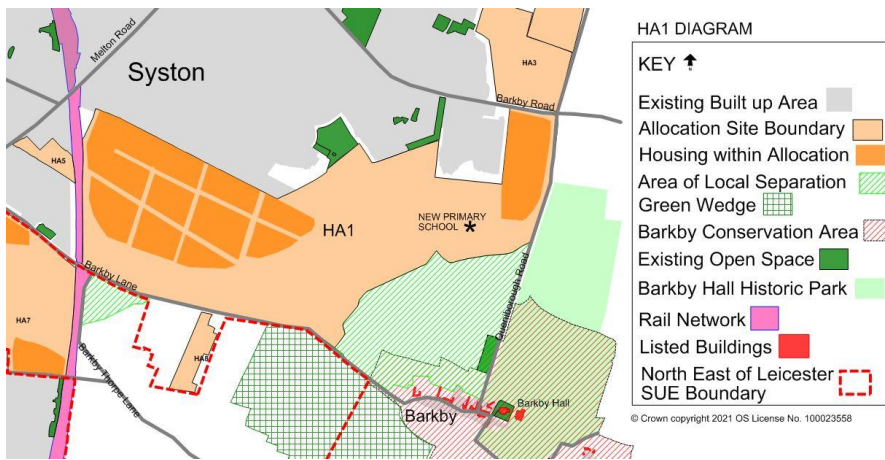
Policy Ref	Site Name	Location	Approximate Number of Homes	Site Specific Policy
HA47	Land adjoining 84 Melton Road	Barrow upon Soar	18	Page 58
HA48	Land off Willow Road	Barrow upon Soar	215 <u>220</u>	Page 59
HA49	Land off Cotes Road	Barrow upon Soar	220	Page 59
HA50	East of Loughborough Road	Quorn	75 <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	44 <u>9</u>	Page 62
			Total 4,819 <u>1,978</u>	
Other Settlements				
HA59	Land to rear of Derry's Garden Centre	Cossington	424 <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	400 <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	34 <u>19</u>	Page 67
N/A	Wymeswold NP housing requirement		60	
			Total: 815 <u>888</u>	
			Grand Total: 8,858 <u>9,318</u>	

HA1 Land South East of Syston

- 2.66. Site HA1 Land South East of Syston is located in the area between Syston and Barkby that is important in maintaining the separate identities of these two places and extends close to the edge of the Barkby Conservation Area. A significant portion of the site is at higher risk of both fluvial and surface water flooding. The capacity of the site has been reduced to reflect the need to mitigate the impact of development on the settlement

identity, Barkby Conservation Area and the risk of flooding to residents of the development. The site will provide the site for and contribute to the cost of providing a new primary school that will meet the needs of this development and other developments within a safe walking distance.

- 2.67. The following diagram provides a visual guide to assist with interpretation of the policy below. 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.



Policy DS3(HA1) Land South East of Syston

We will support development proposals at site HA1 that:

- locate homes in those parts of the site that minimise the impact of development on the settlement identity of Barkby, and on the village’s heritage assets, and in the areas of lowest flood risk.
- 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;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of heritage assets and their setting including maintaining and enhancing the setting of the grounds of Barkby Hall through appropriate design of built form and landscaping on the eastern part of the site; **and**
- provide the site for a new 2 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, **and**
- **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.

Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

HA2 Barkby Road, Syston

Policy DS3(HA2) Barkby Road, Syston

We will support development proposals at site HA2 that contribute to:

- the reasonable costs of the provision of a new 2 form entry primary school located at site HA1, and
- 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.

HA3 Land north of Barkby Road, Syston

- 2.68. Parts of site HA3 Land north of Barkby Road Syston are shown by our evidence to be at risk from surface water flooding and ponding and there is therefore a need for two points of access to the site.

Policy DS3(HA3) Land north of Barkby Road, Syston

We will support development proposals at site HA3 that:

- 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; and
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA1, and
- 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.

HA4 Queniborough Lodge

- 2.69. Parts of site HA4 Queniborough Lodge are shown by our evidence to be at risk from fluvial and surface water flooding, particularly in the northern part of the site.

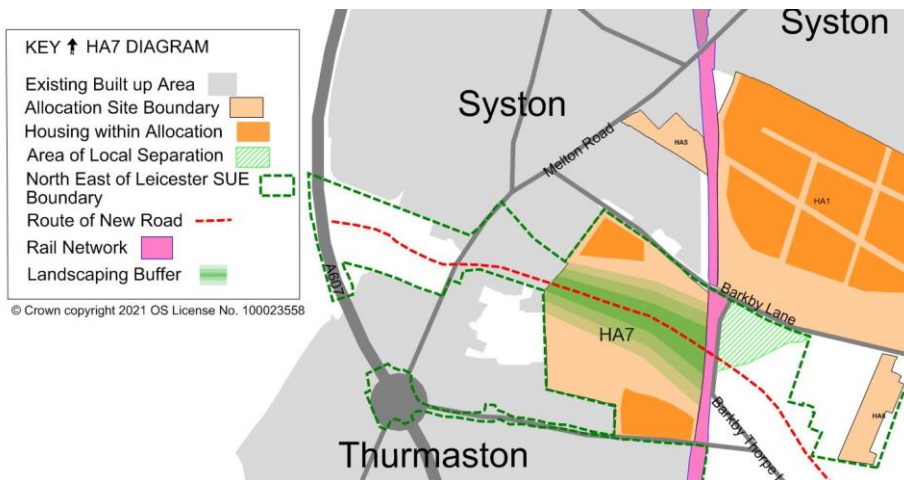
Policy DS3(HA4) Queniborough Lodge

We will support development proposals at site HA4 that 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.

HA7 Land off Barkby Thorpe Lane, Thurmaston

2.70. 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.

2.71. The following diagram provides a visual guide to assist with interpretation of the policy below.



Policy DS3(HA7) Land off Barkby Thorpe Lane, Thurmaston

We will support development proposals at site HA7 that:

- restrict built development to the north-western and south-eastern corners of the site to mitigate the impact on the settlement identities of Syston and Thurmaston;
- include an appropriate width of landscaping and extensive tree planting on the land on both sides of the route of the road to enhance the visual separation between the settlements; and
- are accompanied by a Design and Access Statement, or similar document, that sets out how these and other measures will minimise the impact of the development on the

settlement identities of Thurmaston and Syston and safeguards the route of the road that will serve the North East of Leicester Sustainable Urban Extension.

Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

HA8 Woodgate Nurseries, Barkby Lane, Thurmaston

- 2.72. Parts of site HA8 Woodgate Nurseries, Barkby Lane are shown by our evidence to be at risk from fluvial and surface water flooding, particularly in the northern part of the site which may affect access onto Barkby Lane.

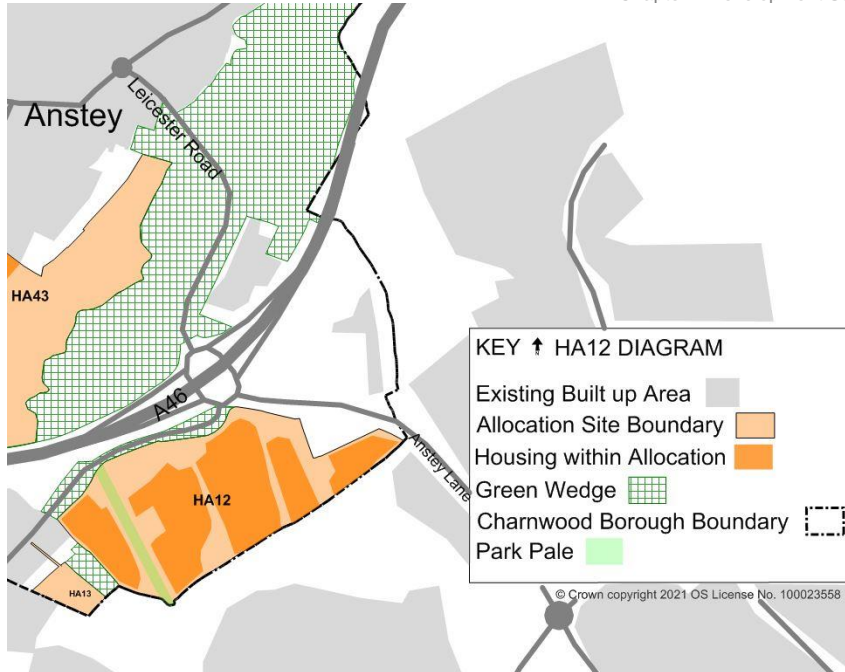
Policy DS3(HA8) Woodgate Nurseries, Barkby Lane, Thurmaston

We will support development proposals at site HA8 that 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; and
- 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.

HA12 Land at Gynsill Lane and Anstey Lane, Glenfield

- 2.73. Site HA12 Land at Gynsill Lane and Anstey Lane, Glenfield 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. Parts of the site are shown by our evidence to be at risk from surface water flooding related to two depressions within the site. The site will contribute to the cost of providing a new primary school that will meet the needs of this development and other development in Glenfield. The school may be located on this site.
- 2.74. The following diagram provides a visual guide to assist with interpretation of the policy below. 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.



- Add to key above for HA12 (Wider Cross Boundary Development Area)

Policy DS3(HA12) Land at Gynsill Lane and Ansted Lane, Glenfield

We will support development proposals at site HA12 that:

- are supported by a Green Infrastructure strategy, prepared in consultation with the local planning authority, Blaby District Council and Leicester City Council, that demonstrates how Green Wedge functions 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;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the site layout and planting schemes respond to the site's topography to minimise the impact of the development on the landscape, retain the Park Pale (an undesignated heritage asset) as open space and maintain and enhance the significance of heritage assets;
- 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; and
- 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 or contribute to the reasonable costs of the provision

of a new 1 form entry primary school within a safe walking distance from the site. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve.

Before outline permission is granted for the site, or any part of the site, we will require:

- A masterplan to be agreed with the Local Planning Authority in consultation with Leicester City Council and Blaby District Council which includes access, landscaping, education provision, delivery and phasing arrangements for the wider cross boundary development area whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

HA13 Park View Nursery Site off Gynsill Lane, Glenfield

2.75. Site HA13 Park View Nursery Site off Gynsill Lane, Glenfield includes ponds which provide habitats for great crested newts.

Policy DS3(HA13) Park View Nursery Site off Gynsill Lane, Glenfield

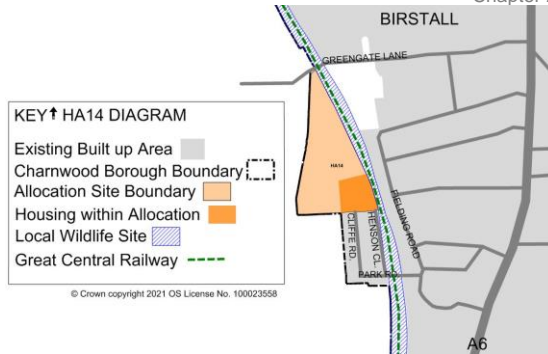
We will support development proposals at site HA13 that:

- retain the existing ponds on the site and their surrounding habitats in order to ensure that their functioning, as part of a wider network of habitats, is not adversely affected by development, and where possible, this functioning is enhanced; and
- are accompanied by a biodiversity impact assessment that demonstrates how the retention, and where possible enhancement, of on-site habitats for great crested newts can be satisfactorily achieved.

HA14 Land off Cliffe Road/Henson Close, Birstall

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. 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 out below may therefore need to be reviewed as these wider proposals progress.

2.77. The following diagram provides a visual guide to assist with interpretation of the policy below. ~~*Diagram for HA14 to be deleted*~~



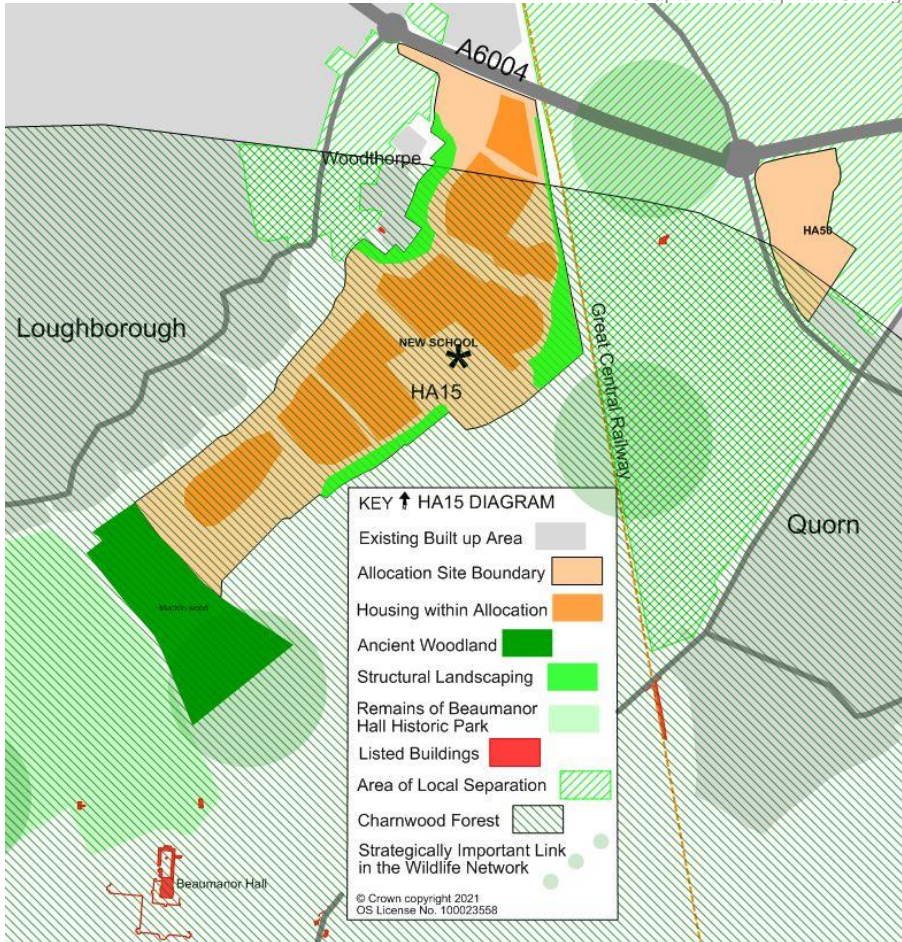
Policy DS3(HA14) Land off Cliffe Road/Henson Close, Birstall

We will support development proposals at site HA14 that:

- restrict built development to the south-eastern corner of the site, **unless subsequent analysis as part of bullet point 2 below demonstrates that an alternative approach would be acceptable;**
- are supported by a Green Infrastructure strategy, prepared in consultation with the local planning authority and Leicester City Council, **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; and
- include the enhancement of the area adjacent to the Great Central Railway (which functions as a wildlife corridor) as part of that Green Infrastructure strategy.

HA15 Land south of Loughborough

- 2.78. Site HA15 Land south of Loughborough is located in a strategic position between Loughborough, Woodthorpe and Quorn, an area important for maintaining the separate identities of these settlements, and also in a strategically important links in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. The capacity of the site responds to the site constraints to enable the impact of development on settlement identity and the landscape to be mitigated.
- 2.79. The site is a large development that will provide a site for a new primary school that will meet the needs of this development and other development in a safe walking distance.
- 2.80. The following diagram provides a visual guide to assist with interpretation of the policy below. 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.



Policy DS3(HA15) Land south of Loughborough

We will support development proposals at site HA15 that:

- include the following measures to protect settlement identity and the landscape more generally:
- provision of structural landscaping that screens the development and breaks up views of it, especially from the road between Woodhouse and Quorn, and from Loughborough;
- retention of existing trees and hedgerows to contribute to the landscape setting of the development and retain landscape character;
- restriction of built development to north of the ridge line that runs approximately east to west across the site;

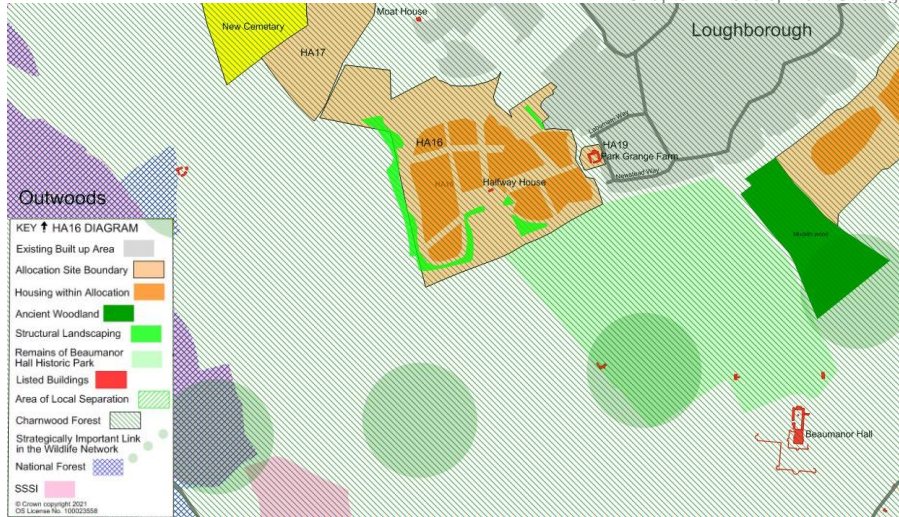
- **provision of an appropriate buffer between built development and Mucklin Wood;**
- **retention and enhancement of the character and identity of the linear hamlet of Woodthorpe and its wooded setting, including the listed building within it;**
- **are accompanied by a Green Infrastructure strategy that sets out how the development will provide, and maintain through a long-term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site; and**
- **provide the site for a new 2 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.**

Before outline permission is granted for the site, or any part of the site, we will require:

- **a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and**
- **a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.**

HA16 Laburnum Way, Loughborough

- 2.81. Site HA16 Laburnum Way, Loughborough is located in a sensitive and valued landscape within the Charnwood Forest and forms an important part of the landscape setting of Loughborough. The site is prominent in views from the Outwoods and other higher ground to the west, and care will be needed in planning the site to ensure that urbanising effects of development are successfully mitigated. The provision of significant planted areas which allow trees with large canopies to mature is likely to be a more successful solution to integrating new development into the landscape. This will require careful attention not just to design and layout, but to long term management and maintenance of public open spaces.
- 2.82. The site is also in a strategically important link in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. The site also includes a listed building (Half Way House) and is located close to two other listed buildings (Moat House and Park Grange) and the non-designated heritage asset of the parkland to Beaumanor Hall.
- 2.83. Parts of the site are shown by our evidence to be at risk from surface water flooding and access to the western portion of the site needs to be carefully planned in light of a flood risk assessment. The site also includes a tributary of the Wood Brook.
- 2.84. The following diagram provides a visual guide to assist with interpretation of the policy below. 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.



Policy DS3(HA16) Laburnum Way, Loughborough

We will support development proposals at site HA16 that:

- include substantial planting that makes use of large canopy, native species and naturalistic schemes throughout the site to enhance the relationship between the development and its wooded setting and helps to create a vegetated appearance to the whole of the development, particularly when viewed from areas of higher ground to the west of the site;
- are accompanied by a Green Infrastructure strategy that sets out how planting and other measures will minimise the impact of the development on the landscape and how the development will provide, and maintain through a long term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of heritage assets and their settings including:
 - the retention of Half Way House and the enhancement of its setting;
 - tree planting to screen Moat House and Park Grange from the development and appropriate design and layout to maintain, and where possible enhance, their setting; and
 - appropriate site layout and landscaping to protect, and where possible enhance, the setting of the parkland to Beaumanor Hall;

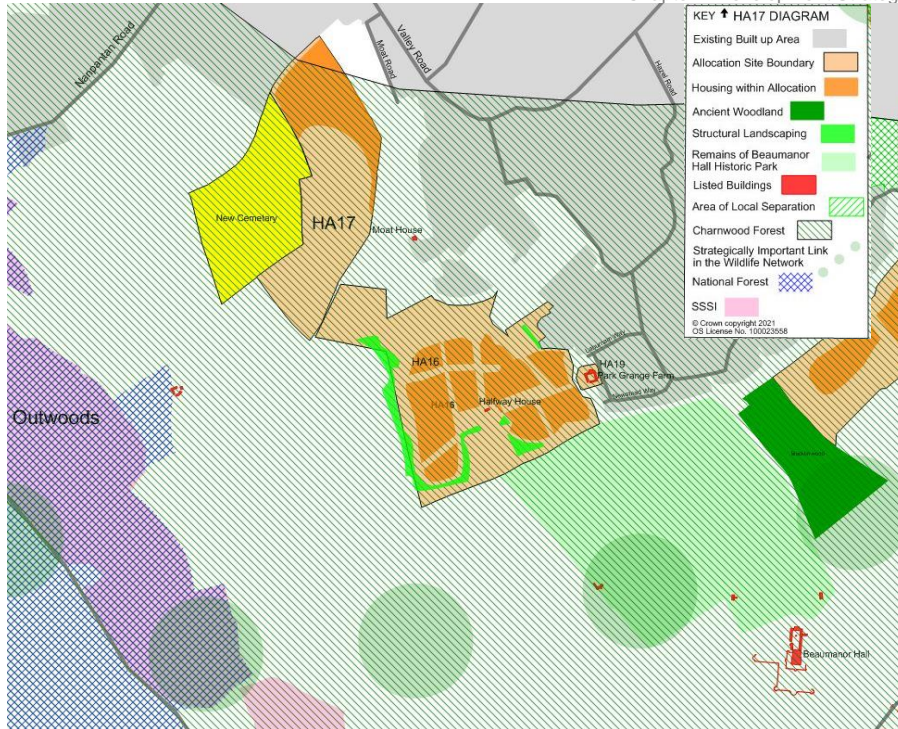
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test;
- support measures to mitigate 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
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15.

Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

HA17 Moat Farm, Land south west of Loughborough

- 2.85. Site HA17 Moat Farm, Land south west of Loughborough is located in a sensitive and valued landscape within the Charnwood Forest and forms an important part of the landscape setting of Loughborough. The site can be viewed from the Outwoods and other higher ground to the west, and care will be needed in planning the site to ensure that urbanising effects of development are successfully mitigated. The provision of significant planted areas which allow trees with large canopies to mature is likely to be a more successful solution to integrating new development into the landscape. This will require careful attention not just to design and layout, but to long term management and maintenance of public open spaces
- 2.86. The site is also in a strategically important link in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. The site is also located close to a listed building, Moat House and includes a tributary of the Wood Brook.
- 2.87. The following diagram provides a visual guide to assist with interpretation of the policy below. 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.



Policy DS3(HA17) Moat Farm, Land south west of Loughborough

We will support development proposals at site HA17 that:

- include substantial planting that makes use of large canopy, native species and naturalistic schemes throughout the site to enhance the relationship between the development and its wooded setting and helps to create a vegetated appearance to the whole of the development, particularly when viewed from areas of higher ground to the west of the site;
- are accompanied by a Green Infrastructure strategy that sets out how these and other measures will minimise the impact of the development on the landscape and how the development will provide, and maintain through a long term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of heritage assets and their setting including making use of tree planting to screen Moat House from the development and an appropriate design and layout to maintain, and where possible enhance, its setting;
- 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

- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15, as necessary.

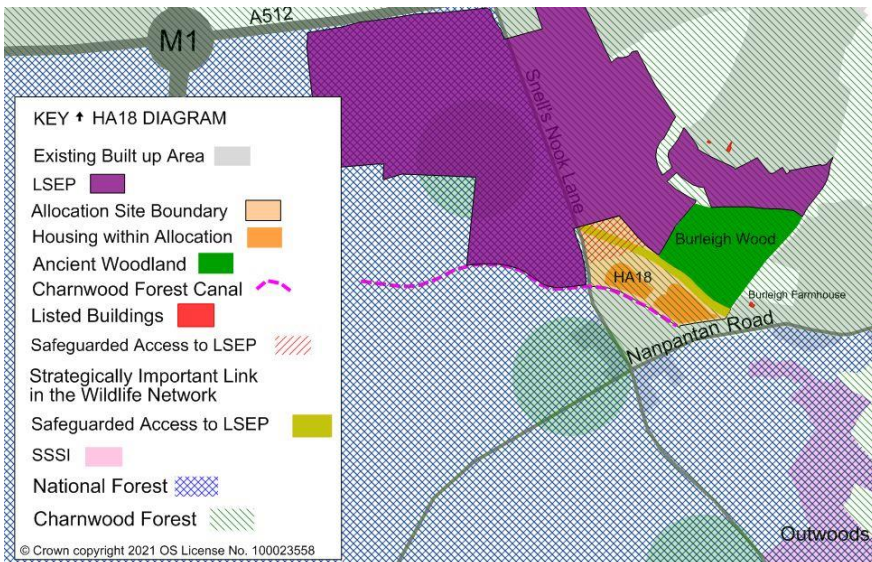
Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

HA18 Land to r/o Snells Nook Lane, Loughborough

2.88. Site HA18 Land to r/o Snells Nook Lane, Loughborough is adjacent to Burleigh Wood (an ancient woodland) and in a strategically important link in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. In order to maintain an effective buffer between the development and the ancient woodland and maintain its connectivity with the wider landscape, the capacity of the site has been reduced. The site is also adjacent to a listed building (Burleigh Farmhouse), the route of the Charnwood Forest Canal (a non-designated heritage asset), and to the Loughborough Science and Enterprise Park.

2.89. The following diagram provides a visual guide to assist with interpretation of the policy below.



Policy DS3(HA18) Land to r/o Snells Nook Lane, Loughborough

We will support development proposals at site HA18 that:

- maintain appropriate buffers between built form and the eastern boundary of the site, and between built form and the northern boundary of the site to maintain connectivity between Burleigh Wood and the wider landscape;
- are accompanied by a Green Infrastructure strategy that sets out how the development will provide, and maintain through a long-term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site;
- 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:
 - 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 and 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.~~
- 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
- 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.

Policy DS3(HA19) Park Grange Farm, Newstead Way, Loughborough

We will support development proposals at site HA19 that:

- include the retention and restoration of the listed building, Park Grange and are accompanied by a Design and Access Statement, or similar document, that sets out how these and other measures will maintain and enhance the significance of the heritage asset and its setting; and
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15.

Policy DS3(HA20) ~~Land off Beacon Road, Land off Parklands Drive~~ Loughborough

We will support development proposals at site HA20 that contribute to the reasonable costs of the provision of a new 2 form entry primary school located at HA15, as necessary.

Policy DS3(HA21) Part of Baxter Gate Opportunity Site, Loughborough

We will support development proposals at site HA21 that:

- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of nearby listed buildings, and their settings; respecting their scale and form (which are generally lower in height and more traditional in form than other town centre buildings) and responding positively to the design cues provided by their materials and detailing; and
- are informed by the development brief set out in the Loughborough Town Centre Masterplan or any subsequently adopted design framework documents.

HA22 Devonshire Square, Loughborough

2.90. Site HA22 Devonshire Square is located adjacent to the mostly culverted channel of the Wood Brook. Our evidence shows that 77% of the site is outside Flood Zone 1.

Policy DS3(HA22) Devonshire Square, Loughborough

We will support development proposals at site HA22 that:

- 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;
- provides an appropriate easement from the bank of the Wood Brook as required by the Environment Agency; and
- 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.

HA23 Market Street, Loughborough

2.91. Site HA23 Market Street is located over the culverted channel of the Wood Brook. Our evidence shows that 82% of the site is outside Flood Zone 1.

Policy DS3(HA23) Market Street, Loughborough

We will support development proposals at site HA23 that:

- 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;
- provide appropriate easements from both banks of the Wood Brook as required by the Environment Agency; and
- 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.

Policy DS3(HA24) Southfields Council Offices, Loughborough

We will support development proposals at site HA24 that:

- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will ~~maintain~~ sustain and enhance the significance of the heritage assets and their settings including:
 - retaining the locally listed Old Southfields building unless its loss is adequately compensated for by the high quality of the design; and
 - responding positively to the relationship between the site and Southfield Park and the setting of the Leicester Road and Victoria Street Conservation Areas; and
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15, as necessary.

HA26 Former Limehurst Depot, Loughborough

- 2.92. Site HA26 Former Limehurst Depot is partially intersected by the Wood Brook and is close to the Loughborough Branch of the Grand Union Canal. Our evidence shows that 28% of the site is outside Flood Zone 1.

Policy DS3(HA26) Former Limehurst Depot, Loughborough

We will support development proposals at site HA26 that:

- 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;
- provide an appropriate easement from the bank of the Wood Brook as required by the Environment Agency; and
- 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.

HA27 Former Main Post Office, Sparrow Hill, Loughborough

- 2.93. Site HA27 Former Main Post Office, Sparrow Hill, Loughborough is locally listed and located in a prominent location, particularly as a result of the high ground it occupies. Because of its scale, location and the historical and communal associations arising from its former use, it provides a significant local landmark of visual and heritage interest that contributes positively to the townscape.

Policy DS3(HA27) Former Main Post Office, Sparrow Hill, Loughborough

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~~ sustain and enhance the significance of the heritage asset and its setting including the retention of the building or at least its facades.

HA28 Land off Derby Square, Loughborough

2.94. Site HA28 Land off Derby Square is located over the culverted channel of the Wood Brook. Our evidence shows that 100% of the site is outside Flood Zone 1.

Policy DS3(HA28) Land off Derby Square, Loughborough

We will support development proposals at site HA28 that:

- 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;
- provide appropriate easements from both banks of the Wood Brook as required by the Environment Agency; and
- 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.

Policy DS3(HA29) Southfields Road Car Park, Loughborough

We will support development proposals at site HA29 that contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15, as necessary.

HA30 Land off Fairway Road, Shepshed

2.95. 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.

Part of site HA30 Land off Fairway Road formed part of Garendon Park and retains features associated with this history. Parts of site are shown by our evidence to be at risk from fluvial and surface water flooding, particularly associated with the watercourse that flows through the centre of the site.

Policy DS3(HA30) Land off Fairway Road, Shepshed

We will support development proposals at site HA30 that:

- retain the areas of formal planting to the south of the site and are accompanied by a Design and Access Statement, or similar document, that sets out how these and other measures will maintain and enhance the significance of this non-designated heritage asset and the public's ability to appreciate it;
- 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; and
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32.

HA31 Land north of Ashby Road, Shepshed

- 2.96. Site HA31 Land north of Ashby Road, Shepshed is adjacent to an ancient woodland (White Horse Wood). In order to maintain an effective buffer between the development and White Horse Wood, and maintain its connectivity with the wider landscape, the capacity of the site has been reduced. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. Parts of site are shown by our evidence to be at risk from fluvial and surface water flooding related to the water course that flows through the centre of the site.

Policy DS3(HA31) Land north of Ashby Road, Shepshed

We will support development proposals at site HA31 that:

- maintain an appropriate buffer between built form and the eastern boundary of the site;
- 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; and
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32.

HA32 Land off Tickow Lane (south), Shepshed

- 2.97. 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. 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. 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.

NEW DIAGRAM

Policy DS3(HA32) Land off Tickow Lane (south), Shepshed

We will support development proposals at site HA32 that:

- 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~~

- 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: and
- make use of opportunities for co-ordinating the provision of transport infrastructure with site HA34 and
- 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.

HA33 Land at Oakley Road, Shepshed

- 2.98. 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.

The relationship between this site and HA35 provides the opportunity for transport links between them to be coordinated to optimise the provision of infrastructure. The diagram shown with Policy DS3(HA32) provides a visual guide to assist with interpretation of the policy below.

Policy DS3(HA33) Land at Oakley Road, Shepshed

We will support development proposals at site HA33 that:

- 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~~
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32, and
- make use of opportunities for co-ordinating the provision of transport infrastructure with site HA35.

HA34 Land off Tickow Lane (north), Shepshed

- 2.99. 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.

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. The diagram shown with Policy DS3(HA32) provides a visual guide to assist with interpretation of the policy below.

Policy DS3(HA34) Land off Tickow Lane (north), Shepshed

We will support development proposals at site HA34 that:

- 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~~
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32;
- make use of opportunities for co-ordinating the provision of transport infrastructure with site HA32 and
- 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.

HA35 Land North of Hallamford Road and West of Shepshed

2.100. 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.

The relationship between this site and HA33 provides the opportunity for transport links between them to be coordinated to optimise the provision of infrastructure.

The diagram shown with Policy DS3(HA32) provides a visual guide to assist with interpretation of the policy below.

Policy DS3(HA35) Land North of Hallamford Road and West of Shepshed

We will support development proposals at site HA35 that:

- 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~~
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at Site HA32; and
- make use of opportunities for co-ordinating the provision of transport infrastructure with site HA33.

Policy DS3(HA36) 20 Moscow Lane, Shepshed

We will support development proposals at site HA36 that contribute to the reasonable costs of the provision of a new 3 form entry primary school located at Site HA32.

Policy DS3(HA37) Land rear of 62 Iveshead Road, Shepshed

We will support development proposals at site HA37 that contribute to the reasonable costs of the provision of a new 3 form entry primary school located at Site HA32.

HA39 Land fronting Ashby Road and Ingleberry Road, Shepshed

2.101. Site HA39 Land fronting Ashby Road and Ingleberry Road, Shepshed contains a range of habitats, including those that have the potential to support reptile populations, and is well-related to the Morley Quarry Local Wildlife Site. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6.

Policy DS3(HA39) Land fronting Ashby Road and Ingleberry Road, Shepshed

We will support development proposals at site HA39 that:

- **enhance the biodiversity value of the site and support functional ecological links across the wider landscape by restricting development to the agricultural land to the east of the site and the northern half of the remainder of the site; ~~and~~**
- **contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32; and**
- **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 or facilitates such requirements to be delivered in the future, as necessary.**

HA40 Land to the west of the B591/Ingleberry Rd and north of Iveshead Lane, Shepshed

2.102. Parts of site HA40 Land to the west of the B591/Ingleberry Rd and north of Iveshead Lane are shown by our evidence to be at risk from surface water flooding related to water draining onto the site from higher ground to the south.

Policy DS3(HA40) Land to the west of the B591/Ingleberry Rd and north of Iveshead Lane, Shepshed

We will support development proposals at site HA40 that:

- **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; ~~and~~**
- **contribute to the reasonable costs of the provision of a new 3 form entry primary school located at Site HA32; and**
- **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.**

HA41 Land south of Ashby Road Central, Shepshed

- 2.103. Parts of site HA41 Land south of Ashby Road Central are shown by our evidence to be at risk from surface water flooding that bisects the site and ponding to the north of the site.

Policy DS3(HA41) Land south of Ashby Road Central, Shepshed

We will support development proposals at site HA41 that:

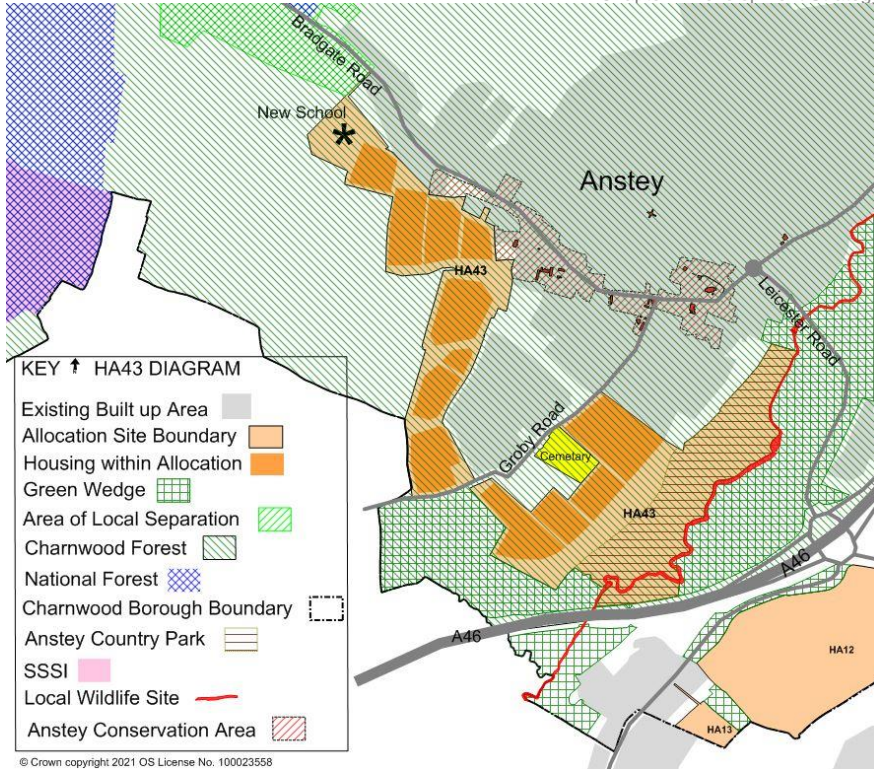
- **are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and**
- **contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32; and**
- **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.**

Policy DS3(HA42) 32 Charnwood Road, Shepshed

We will support development proposals at site HA42 that contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32.

HA43 Land west of Anstey

- 2.104. Site HA43 Land west of Anstey includes an area, in the southern part of the site that was previously designated as part of a Green Wedge adjoining Leicester, and also land to the north which is within a sensitive Charnwood Forest landscape. Part of the site is adjacent to the Anstey Conservation Area. The development will provide a site for a new primary school that will meet the needs of this development and other development in Anstey.
- 2.105. The following diagram provides a visual guide to assist with interpretation of the policy below. 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.



Policy DS3(HA43) Land west of Anstey

We will support development proposals at site HA43 that:

- retain existing hedgerows and add high canopy trees and other planting to create a softer appearance to the development, particularly at its edges, that provides a greater sense of separation between the development and other settlements and reduces the urbanising effects of the development when viewed from the wider landscape;
- provide a network of open spaces, including a country park to the south of the site, and active travel routes that serve the development and which link to significant locations outside the site;
- are supported by a Green Infrastructure strategy, prepared in consultation with the local planning authority, Hinckley and Bosworth Borough Council, and Leicester City Council, that demonstrates how Green Wedge functions 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;

- 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 and adopt a co-ordinated approach to development across the three land parcels that make up the site to ensure that it provides land for the school and the other infrastructure necessary to support the development as a whole. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve;
- facilitate delivering a design for the school that complements its Charnwood Forest setting and minimises its impact on the landscape; and
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will preserve and enhance the character, appearance and setting of the Anstey Conservation Area including through screening and/or by providing an appropriate relationship between new dwellings and existing dwellings along Bradgate Road.

Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development 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
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

Policy DS3(HA44) Fairhaven Farm, Anstey

We will support development proposals at site HA44 that:

- include an appropriate buffer between the built form of the development and both the stream to the north of the site and the woodland to the west of the site; and
- contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA43.

Policy DS3(HA45) Land to south of Melton Road, Barrow upon Soar

We will support development proposals at site HA45 that

- contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA498, and
- Have regard to and do 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.

Policy DS3(HA46) Land off Melton Road, Barrow upon Soar

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 HA498; and
- have regard to and does not prejudice the delivery of adjacent/adjoining site HA45 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.

Policy DS3(HA47) Land adjoining 84 Melton Road, Barrow upon Soar

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 HA498.

HA48 Land off Willow Road, Barrow upon Soar

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.

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.

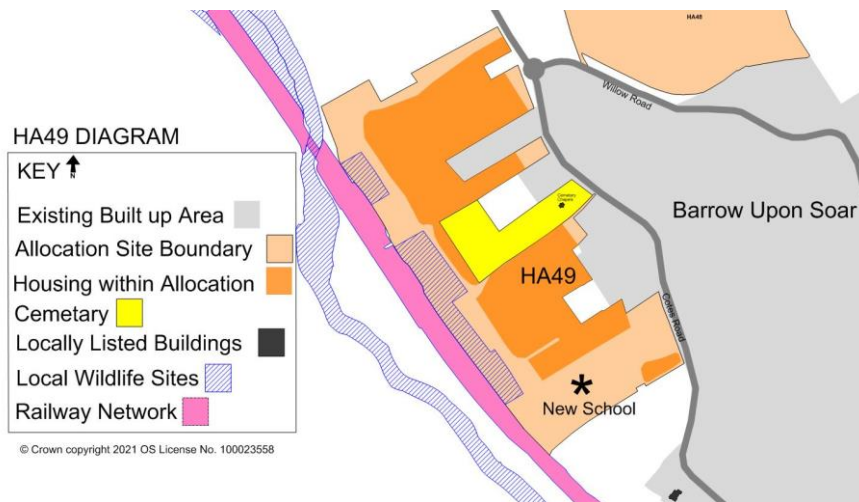
Policy DS3(HA48) Land off Willow Road, Barrow upon Soar

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.~~ 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.

HA49 Land off Cotes Road, Barrow upon Soar

2.106. Site HA49 Land off Cotes Road, Barrow includes two Local Wildlife Sites and for this reason it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. Part of the site is adjacent to the cemetery (a non-designated heritage asset) which includes locally listed chapel buildings. Parts of site are shown by our evidence to be at risk from surface water flooding, particularly in relation to ponding on the western boundary of the site and a flow route that runs east to west through the site. ~~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.~~

2.107. The following diagram provides a visual guide to assist with interpretation of the policy below. 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.



Policy DS3(HA49) Land off Cotes Road, Barrow upon Soar

We will support development proposals at site HA49 that:

- ensure that surface water runoff will not detrimentally affect the Local Wildlife Sites and locate SuDS features away from the Local Wildlife Sites;
- are accompanied by a biodiversity and drainage strategy that demonstrates how biodiversity and drainage issues have been addressed;
- seek a relationship with the cemetery that does not detract from its tranquillity and its function as a place of reflection;
- 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;
- 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; and
- 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. **contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA48;**

Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and

- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

HA50 East of Loughborough Road, Quorn

2.108. Parts of site HA50 East of Loughborough Road, Quorn are shown by our evidence to be at risk from fluvial and surface water flooding related to local watercourses and low-lying land in the centre of the site.

Policy DS3(HA50) East of Loughborough Road, Quorn

We will support development proposals at site HA50 that:

- 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; and
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15, as necessary.

Policy DS3(HA53) Land off Barnards Drive, Sileby

We will support development proposals at site HA53 that contribute to the reasonable costs of the provision of a 0.5 form entry extension of Cossington Primary School located at site HA59.

HA54 Land off Homefield Road, Sileby

2.109. Site HA54 Land off Homefield Road, Sileby is located in the area between Sileby and Barrow upon Soar that is important in maintaining the separate identities of these two places and occupies sloping ground formed by sides of the Soar Valley. The site has been promoted as providing 100% affordable homes, which is a benefit that is considered to outweigh the adverse effects on settlement identity.

Policy DS3(HA54) Land off Homefield Road, Sileby

We will support development proposals at site HA54 that:

- provide 100% affordable housing provision;
- make use of existing trees and hedgerows on the site, additional planting and the site's topography in order to reduce the prominence of the development when viewed from other places in the Soar Valley;
- through their design and layout, otherwise minimise the impact of development on the sense of separation between Sileby and Barrow upon Soar and maintain the separate identity of those settlements; and
- contribute to the reasonable costs of the provision of a 0.5 form entry extension of Cossington Primary School located at site HA59, as necessary.

HA55 Rear of The Maltings, High Street, Sileby

2.110. Site HA55 Rear of The Maltings, High Street, Sileby is adjacent to several listed buildings (collectively, The Maltings), and partly within the Sileby Conservation Area. Parts of site are shown by our evidence to be at risk from fluvial and surface water flooding affecting the east and far west corner of the site. There is also a risk of surface water ponding at the road junction from which site access will be gained.

Policy DS3(HA55) Rear of The Maltings, High Street, Sileby

We will support development proposals at site HA55 that:

- 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:
 - ensuring that the new development has a subservient relationship to The Maltings in terms of scale, particularly building height, and by making effective use of tree planting and layout;
 - making use of a bespoke design approach that is informed by the Sileby Conservation Area Character Appraisal; and
- 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; and
- contribute to the reasonable costs of the provision of a 0.5 form entry extension of Cossington Primary School located at site HA59, as necessary.

HA56 Land off Kendal Road, Sileby

2.111. Site HA56 Land off Kendal Road, Sileby (South of Butler Way and Gray Lane) includes an area of orchard that has ecological and heritage value.

Policy DS3(HA56) Land off Kendal Road, Sileby

We will support development proposals at site HA56 that:

- include the retention of significant trees in that part of the site where the orchard is best preserved and delivers enhancements of that area as a community orchard;
- include the retention of other significant trees, where possible, within gardens or other open space on the site or as street trees;
- are accompanied by a plan that sets out how the long-term management of the retained trees will be achieved; and
- contribute to the reasonable costs of the provision of a 0.5 form entry extension of Cossington Primary School located at site HA59, as necessary.

Policy DS3(HA57) 36 Charles Street, Sileby

We will support development proposals at site HA57 that contribute to the reasonable costs of the provision of a 0.5 form entry extension of Cossington Primary School located at site HA59, as necessary.

HA58 9 King Street, Sileby

2.112. Site HA58 9 King Street, Sileby is located within the Sileby Conservation Area.

Policy DS3(HA58) 9 King Street, Sileby

Development proposals will be supported at site HA58 that:

- respond positively to the character of the Sileby Conservation Area in terms of its design, materials and layout (particularly in terms of the building line along King Street);
- make use of a bespoke design approach that is informed by the Sileby Conservation Area Character Appraisal; and
- are accompanied by a Design and Access Statement, or similar document, that sets out how these and other measures will preserve and enhance the character and appearance of the Conservation Area; and
- contribute to the reasonable costs of the provision of a 0.5 form entry extension of Cossington Primary School located at site HA59, as necessary.

HA59 Land to rear of Derry's Garden Centre, Cossington

2.113. Site HA59 Land to rear of Derry's Garden Centre, Cossington is located close to the Cossington Conservation Area and a locally listed building. Parts of the site are shown by our evidence to be at risk from fluvial flooding related to the watercourse that flows along the north of the site. The site will be the location for an extension to Cossington Primary School that will meet the needs of this development and other development in Sileby.

Site Policy DS3(HA59) Land to rear of Derry's Garden Centre, Cossington

We will support development proposals at site HA59 that:

- 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:
 - the provision of an access to the development that is designed to enhance the entrance to the village and the setting of the heritage assets;
 - the protection of the setting of the Conservation Area; and
 - the use of a bespoke design approach that is informed by the Cossington Conservation Area Character Appraisal, particularly in relation to the linear form of the village;
- 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

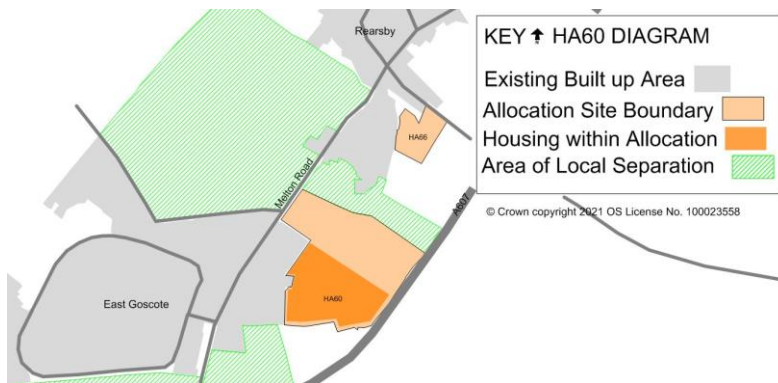
appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and

- provide the site for a 0.5 form entry extension of Cossington Primary School located on land within the allocated site boundary 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.

HA60 Land off Melton Road, East Goscote

2.114. Site HA60 Land off Melton Road, East Goscote is located in the area between East Goscote and Rearsby that is a sensitive landscape and important in maintaining the separate identities of these two places. The capacity of the site has been reduced to reflect the sensitive location and enable the impact of development on the settlement identities of the villages and the landscape to be mitigated.

2.115. The following diagram provides a visual guide to assist with interpretation of the policy below.



Policy DS3(HA60) Land off Melton Road, East Goscote

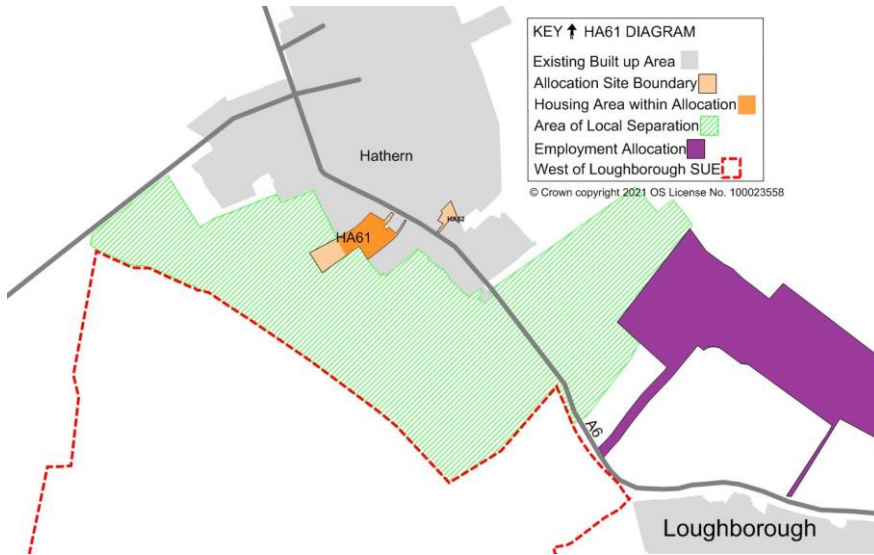
We will support development proposals at site HA60 that:

- restrict development to the western part of the site; and
- through their design and layout, clearly maintain the physical and perceptual separation between East Goscote and Rearsby and preserves the separate identity of those settlements.

HA61 Land to the rear of 89 Loughborough Road, Hathern

2.116. Site HA61 Land to the rear of 89 Loughborough Road, Hathern is located in the area between Hathern and Loughborough that is important in maintaining the separate identities of these two places. The capacity of the site has been reduced to reflect the sensitive location and enable the impact of development on the settlement identities of Hathern and Loughborough to be mitigated.

2.117. The following diagram provides a visual guide to assist with interpretation of the policy below.



Policy DS3(HA61) Land to the rear of 89 Loughborough Road, Hathern

We will support development proposals at site HA61 that

- restrict development to the eastern part of the site; and
- through their design and layout, clearly maintains the physical and perceptual separation between Hathern and Loughborough and preserves the separate identity of those settlements.

HA63 Land off Zouch Road, Hathern

2.118. Site HA63 Land off Zouch Road, Hathern is located to the north of the village and it is important to ensure that the development is well integrated with the rest of the settlement for reasons of good design, promoting sustainable development and facilitating access to the services and amenities provided by the village.

Policy DS3(HA63) Land off Zouch Road, Hathern

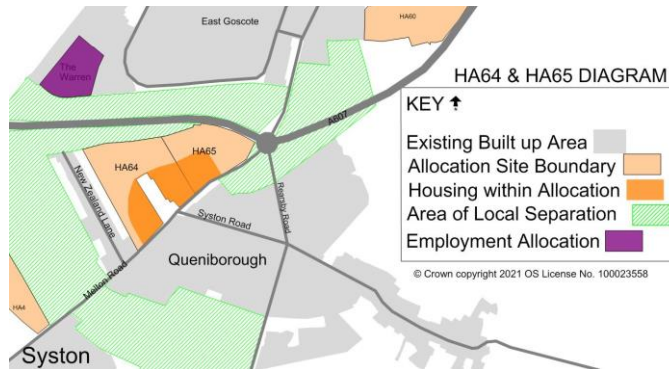
We will support development proposals at site HA63 that maximise the linkages between the development and the existing settlement, using features such as streets, active travel routes, landscaping and design.

HA64 Land at Threeways Farm, Queniborough

2.119. Site HA64 Land at Threeways Farm, Queniborough is located in the area between Queniborough and East Goscote that is important in maintaining the separate identities

of these two places. The capacity of the site has been reduced to reflect the sensitive location and enable the impact of development on the settlement identities of the two villages to be mitigated.

2.120. The following diagram provides a visual guide to assist with interpretation of the policy below. This diagram should also be used for site HA65.



Policy DS3(HA64) Land at Threeways Farm, Queniborough

We will support development proposals at site HA64 that:

- restrict development to the southern part of the site; and
- 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; and
- 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.

HA65 Land off Melton Road, Queniborough

2.121. Site HA65 Land off Melton Road, Queniborough is located in the area between Queniborough and East Goscote that is important in maintaining the separate identities of these two places. The capacity of the site has been reduced to reflect the sensitive location and enable the impact of development on the settlement identities of the two villages to be mitigated.

2.122. The diagram above provides a visual guide to assist with interpretation of the policy below.

Policy DS3(HA65) Land off Melton Road, Queniborough

We will support development proposals at site HA65 that:

- restrict development to the southern part of the site; and
- 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; and
- 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.

HA67 44 Hoby Road, Thruslington

2.123. Site HA67 is located close to the Thruslington Conservation Area and to the village pond which is a Local Wildlife Site and capable of supporting great crested newts. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6.

Policy DS3(HA67) 44 Hoby Road, Thruslington

We will support development proposals at site HA67 that:

- maintain and enhance grassland habitats and utilise sustainable drainage systems to enhance the habitat value of the site and its connectivity with the village pond; and
- 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 setting, including:
 - the protection of the setting of the Conservation Area; and
 - the use of a bespoke design approach that is informed by the Conservation Area Character Appraisal, particularly in relation to street layout.

HA68 Land off Old Gate Road, Thruslington

2.124. Site HA68 Land off Old Gate Road, Thruslington is located close to a number of nationally and locally listed buildings and the Thruslington Conservation Area

Policy DS3(HA68) Land off Old Gate Road, Thruslington

We will support development proposals at site HA68 that are accompanied by a Design and Access Statement, or similar document, that demonstrates how the development will maintain and enhance the significance of the heritage assets, within and adjacent to the site, and their settings including:

- the protection of the setting of the heritage assets within and adjacent to the site through appropriate screening;
- making use of a bespoke design approach that is informed by the Conservation Area Character Appraisal; and
- making use of the topography of the site and walking and cycling routes through it to enable the village's heritage assets to be appreciated by people using those routes.

HA69 The former Rectory and Land at Thurcaston

- 2.125. Part of site HA69, the former Rectory and Land at Thurcaston is within the Thurcaston Conservation Area and the remainder of the site is adjacent to the Conservation Area. The site is also adjacent to a listed building (Thurcaston Grange).

Policy DS3(HA69) The former Rectory and Land at Thurcaston

We will support development proposals at site HA69 that 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 within and adjacent to the site and their settings including:

- responding positively to the character of the Conservation Area in terms of its design, layout and materials and make use of a design approach that relates well to the wooded, parkland landscape, and enhances the setting of the Conservation Area and listed building;
- for the part of the site that is within the Conservation Area, make use of a bespoke design approach that is informed by the Conservation Area Character Appraisal; and
- retain the form and footprint of the rectory and the trees within the garden.

Employment Allocations

- 2.126. Our spatial strategy includes employment allocations made up of existing commitments and an additional allocation at Shepshed which evidence shows will meet the requirements of businesses and communities in Charnwood. These employment allocations will provide sufficient land, choice and flexibility in supply over the plan period to meet our strategic objectives and the wider aims of sustainable development.
- 2.127. 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.

Policy DS4: Employment Allocations

We will make provision for employment land needs in accordance with Policy DS1. We will support employment development on the following sites ~~listed in this policy. We will support development that:~~

- 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.

The following sites are allocated for employment, as outlined on the Policies Map:

SITE REF	EMPLOYMENT SITE (ES) DESCRIPTION	SITE LOCATION	AREA (ha)
LSEP LUC3	Loughborough Science and Enterprise Park in accordance with Policy LUC3	Loughborough	73

SITE REF	EMPLOYMENT SITE (ES) DESCRIPTION	SITE LOCATION	AREA (ha)
ES1	Employment land off Sileby Road – Neighbourhood Plan allocation	Barrow upon Soar	2.3
ES40 LUA2	Employment land at the North East of Leicester Sustainable Urban Extension in accordance with Policy LUA2	Thurmaston	13
ES2 LUA3	Employment land at the North of Birstall Sustainable Urban Extension in accordance with Policy LUA3	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 Extension in accordance with Policy LUC2	Loughborough	16
ES1	Employment land off Sileby Road - Neighbourhood Plan allocation	Barrow upon Soar	2.3
ES2	Employment land at The Warren, for industrial uses and small warehouses	East Goscote	3.95
ES5 3	Employment land at Dishley Grange	Loughborough	9
ES6 4	Employment land at Rothley Lodge, for industrial uses and small warehouses	Rothley	3.35
ES7 5	Employment land at Loughborough Road, for industrial uses and small warehouses	Rothley	2.2
ES8 6	Employment land off Fairway Road (see also Policy DS3(HA30))	Shepshed	5
ES9 7	Employment land at Watermead Business Park	Syston	12
ES10	Employment land at the North East of Leicester Sustainable Urban Extension in accordance with Policy LUA2	Thurmaston	13
			154.8

Design of Development

- 2.128. Achieving high quality design is one of the main elements of our vision for the Borough. This aim is supported by the NPPF, which makes clear a high standard of design is a key part of sustainable development and a means to make development acceptable to communities.
- 2.129. The Government's National Design Guide, preparation of a National Design Code and establishment of the Building Better, Building Beautiful Commission show a commitment to improving design nationally. The 2020 Housing Design Audit for England also identifies a need for improvement as the East Midlands continues to be the worst performing English region in terms of design quality of new developments.

- 2.130. High quality design is not just about how development looks; it is also about how it responds to the site and the environment around it. High quality design creates environments where people want to live, work and visit and which are safe, long lasting and adaptable to changing needs. High quality design can also respond effectively to a wide range of issues such as tackling climate change, improving local biodiversity, enhancing a sense of place and providing healthier and more active places. The Covid-19 pandemic has shown the importance of some of these aspects of design, such as the benefits to people of having green spaces within walking distance of their homes. Important design considerations therefore feature in other policies in this plan, particularly in relation to heritage, biodiversity, flood risk, sustainable construction and sustainable transport. Being able to respond appropriately to all of these considerations and understanding how they interact is a key part of achieving high quality design. A successful response in relation to one component is unlikely to overcome defects in the response to others.
- 2.131. While the principles of good design are well-established, there are many ways of describing how it can be achieved. For example, the NPPF sets out six characteristics of well-designed places, the National Design Guide sets out ten characteristics (loosely grouped under three themes), and there is useful guidance produced by specialist organisations in relation to specific design issues. These include:
- Sport England's Active Design Guidance and The Ten Principles of Active Design;
 - Historic England's Good Practice Advice on The Setting of Heritage Assets;
 - Designing Out Crime published by the Design Council; and
 - Manual for Streets.
- 2.132. Both the NPPF and National Design Guide are material considerations in decision making but we encourage applicants to also make use of available specialist guidance and consider the two pillars to good design set out below.

Pillar One: Responding to Place

- 2.133. We will require new development proposals to make a positive contribution to local character, including its heritage, biodiversity and overall sense of place. Because of the importance we place on this, and also on maintaining the individual identity of settlements and their surrounding countryside, we will expect the way in which developments on the edges of settlements are designed to be given particular attention. We will also recognise the role that appropriately innovative and original designs can play in helping to reinforce local distinctiveness and achieve a high standard of architectural quality.
- 2.134. Charnwood has a diverse natural landscape and history of human settlement; this has meant that our towns, villages and different areas of countryside have distinct identities and characters. Successfully designed schemes will draw inspiration from this local distinctiveness. The plan contains place-based policies that set out the key features of different parts of the Borough. The first pillar of our approach to good design is that those policies, along with adopted neighbourhood plans, village design statements and conservation area character appraisals, should be the starting point for identifying the key aspects of place that will inform how development is designed. This approach will be enhanced when development proposals are informed by local engagement in advance of planning applications being made.

Pillar 2: Design Tools

- 2.135. Our approach to the process of design is based upon Building for a Healthy Life (BfHL). BfHL is a widely used design tool and its latest edition was prepared in partnership with Homes England, NHS England and NHS Improvement, and endorsed by the Home Builders Federation. We recognise the usefulness of BfHL in communicating important design considerations to applicants through illustrations and prompts. Although it is not place specific, we wish to see it used, alongside the place-based prompts described above, as the other major pillar supporting good design in Charnwood.
- 2.136. There are plenty of examples of well-designed new developments in the Borough, as shown in the Charnwood Design Awards' winners and nominees. However, these examples are predominantly small-scale developments. Research has shown that successful application of BfHL principles by major housebuilders in the East Midlands remains generally poor with many new developments failing to score highly against the questions that were the basis for Building for Life 12.



Storkit Meadows, Wymeswold: Shortlisted for the 2019 Charnwood Design Awards

- 2.137. We recognise that larger developments raise a wider range of design considerations, particularly regarding how groups of buildings and areas of open space relate to each other and how they are connected. Good design choices about the location and integration of services and facilities within larger developments can also increase the number of times that they are visited and enable sustainable modes of travel to be used to visit them. The structuring of BfHL around three themes of Integrated Neighbourhoods, Distinctive Places and Streets for All is therefore particularly relevant to improving design quality in larger developments.
- 2.138. For those developments that require a Design and Access Statement, we will expect those statements to clearly set out how these two pillars have been addressed and how the design of the development has responded to the issues that have been identified.

This should cover not just the architectural style and materials of buildings but their layout and arrangement in relation to open spaces, and the pattern and grain of the street network.

Independent Design Reviews

- 2.139. For developments of a significant scale and those on sites which we identify as being in sensitive locations, such as those that form a gateway to a settlement or area within a settlement, we want to see design excellence showcasing the very best use of urban design principles, setting a benchmark for achieving high quality design elsewhere in the Borough and across the region. Independent design reviews can be a helpful tool to influence the design process for these types of developments.
- 2.140. We will require developments of a significant scale and those in sensitive locations to undertake an independent design review, especially the following:
- Land South East of Syston (Site HA1) because of the scale of development;
 - Land at Gynsill Lane and Anstey Lane, Glenfield (Site HA12) because of its scale and impact upon the Green Wedge;
 - Land south of Loughborough (Site HA15) because of the scale of development;
 - West of Anstey (Site HA43) because of the scale of development;
 - Laburnum Way, Loughborough (Site HA16) because of the potential impact on the Charnwood Forest; and
 - Moat Farm, Land south west of Loughborough (Site HA17) because of the potential impact on the Charnwood Forest.
 - We want independent design reviews to be constructive and lead to better placemaking. They can for example provide a positive opportunity for both the local planning authority and the applicant to consider a range of design solutions that result in good placemaking.
- 2.141. To be effective, design reviews need to be incorporated at an early stage of the design process so that any amendments suggested by them can be incorporated into development proposals. It may be necessary for the review process be undertaken several times as development proposals evolve.
- 2.142. The Council will assess development proposals to determine whether an independent design review is appropriate due to their scale or location on a case-by-case basis. It is more likely that a design review will be required on unallocated sites than for those allocated in the local plan as they have not met the combination of characteristics in terms of minimising or mitigating harms, and achieving benefits, for inclusion in our development strategy.
- 2.143. Any design reviews that are required by the Council will be funded by the applicant.

Other considerations

- 2.144. Good design encompasses a wide range of considerations. The following sections highlight matters that should be used in interpreting our policy and is non-exhaustive.

Design Guidance

- 2.145. Guidance to be used in planning decisions, particularly with respect to house extensions, amenity, car parking and crime prevention is set out in Appendix 4. This guidance should be considered alongside the other aspects of good design, particularly the need to respond to local context.

Amenity

- 2.146. The amenity of a place relates to the positive characteristics that combine to make up its character and the way it is enjoyed by people, particularly those who live there. Good design will add to the amenity of an area and protect existing amenities, for example by enhancing its sense of place and protecting its tranquillity.

Retail Centres

- 2.147. Our retail centres (Town Centres, District Centres and Local Centres) perform a number of functions in terms of the services they provide and are places where people come together to meet. In order to support these functions it is important that the design of developments in and near these locations supports this character, for example by incorporating active frontages, which add interest, life and vitality to the public realm, and responding positively to the grain and vertical and horizontal rhythms (e.g. the building widths, the proportion and scale of windows and doors etc.) of the surrounding townscape.

Equalities Act 2010

- 2.148. The Council has a duty under the Equalities Act 2010 to have due regard in its decision making to achieve certain objectives for people with protected characteristics. These objectives include eliminating forms of discrimination, advancing equality of opportunity and fostering good relations between persons with and without protected characteristics. The contribution a development proposal makes to the achievement of objectives of the Equalities Act will form part of the consideration of planning proposals.

Neighbourhood Planning

- 2.149. We expect neighbourhood plans to continue taking a strong lead on the type of design they expect for their area. We have made clear that adopted neighbourhood plans and village design statements will be key starting points for understanding places and their character and therefore of achieving good design. We will encourage those communities who wish to prepare a neighbourhood plan to provide local design guidance which reflects and accords with Building for a Healthy Life principles. Many villages also have a village design statement, and we will continue to work with our communities who wish to influence the design of new buildings using this type of document.

Design Codes

- 2.150. We will be preparing our own design codes for the Borough. We also encourage their use by applicants, alongside other tools such as masterplanning and development briefs, as an effective way of developing and communicating the design ideas for proposed developments.

Policy DS5: High Quality Design

We will require new developments to make a positive contribution to Charnwood, by responding positively to the local distinctiveness of the area and providing attractive and functional places where people will want to live, work and visit. We will specifically require new developments to:

- respect and enhance the character of the area, having regard to scale, density, massing, height, landscape, layout, materials, access arrangements, and heritage assets and their setting;
- protect the amenity of people who live or work nearby and those who will live in the new development;
- be built to last and add to the quality of the area, not just in the short term but over the lifetime of the development;
- provide attractive, safe and well managed public and private amenity spaces which support active lifestyles;
- provide well-defined, legible and multi-functional streets and spaces that support all users and encourage social interaction; **and**
- reduce their impacts upon, and be resilient to, the effects of climate change in accordance with Policy CC4; **and**
- **conserve, restore and enhance our natural environment in accordance with Policy EV6.**

An independent design review should be carried out for strategic or sensitive development proposals. We will determine on a case by case basis whether an independent design review is required based on the scale of the proposals and the sensitivity of their location.

Any design reviews that are required by the Council will be funded by the applicant.

Planning permission will be refused for developments that are not well designed, especially where appropriate design methods to achieve well-designed places, such as Building for a Healthy Life, appropriate place-based reference points and engagement with the local community, have not been used.

Chapter 3 Place Based Policies

Leicester Urban Area

- 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, the North East of Leicester Sustainable Urban Extension and the North of Birstall Sustainable Urban Extension 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.
- 3.2. There is an area south of the A46 in Anstey parish, and a small residential area adjacent to Hamilton, to the north east of the city, within Charnwood which also form part of the Leicester Urban Area but are not settlements in their own right.
- 3.3. Leicester has significant housing needs yet the opportunities to satisfy this need are constrained within its administrative boundary. Many of the strategic opportunities available within the city are to the north and north west close to Charnwood. There is also growth being delivered in Blaby and Harborough district areas to the north west and north east of the city. A key part of supporting Leicester in its role as 'central city' will be ensuring a joined-up approach to delivering growth in this wider area.

Background

- 3.4. Leicester is one of the oldest cities in England with its origins in the Iron Age. The city has a rich heritage from Roman, Saxon, and Norman times, and became one of the most significant centres for textile and hosiery manufacturing in the UK. The city has grown significantly over the last few decades and now forms part of a continuous urban area which goes beyond its administrative area and is home to 650,000 people.
- 3.5. The proximity of Thurmaston, Birstall and Syston to Leicester has always been a key factor in their growth and development. All were originally Saxon standalone settlements, however, over the years, improving transport links with Leicester allowed new businesses to develop while also giving people the opportunity to travel to work in Leicester. From the 18th century onwards local industries in Syston included framework knitting and shoe manufacture. Later in the 20th century, Syston along with Thurmaston, experienced significant growth of jobs and housing.
- 3.6. The area is influenced by a series of natural and man-made features which have shaped development. The River Soar and Grand Union Canal stretch from the centre of the city into Charnwood and provide recreational opportunities along their length, notably at Watermead Country Park. There are also several major arterial routes, such as the A6, A607 and Anstey Lane which run into the city from the A46 in Charnwood, north of Leicester. The Midland Main Line railway runs northwards from the city to Loughborough and beyond, with the route east to Peterborough branching off at Syston junction. The Great Central Railway also passes through the area with this popular heritage line starting in Birstall and travelling north to Loughborough.

- 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 travel in to work, 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. Our evidence shows that growth in the Borough will have cross-boundary transport impacts with neighbouring areas, including the City.
- 3.8. In addition to having very good public transport connections into the city, Thurmaston, Syston and Birstall also individually provide a full range and choice of services and facilities to residents. These settlements all have a secondary school and more than one option available to residents for a range of services including food shops, primary schools, doctor's surgeries, pharmacies and cash machines. Thurmaston and Syston has the highest concentrations of employment outside the urban centres with between 8-9% of the Borough's total employment located in each of these settlements. Almost certainly related to this, these settlements also have a relatively high level of self-containment for travel to work journeys compared to other settlements.
- 3.9. Thurmaston is home to some of the most deprived households in the Borough, with some areas worsening in deprivation ranking over the last 5 years. Part of Thurmaston borders the Watermead Country Park and is within the South Charnwood Priority Neighbourhood. Our evidence shows pockets of deprivation where there are low levels of income among older people, low levels of education, skills and training and a poor-quality living environment. Community cohesion is also restricted by the physical barriers of the A607 and Midland Mainline railway. The opportunity to benefit the community by linking Thurmaston to Watermead Country Park and the Grand Union Canal has been supported in the past, but none of these initiatives as yet have successfully come forward to impact upon deprivation.

Environmental Context

- 3.10. The Leicester Urban Area sits largely within the Soar Valley landscape character area, with Syston lying within the Wreake Valley area. It also has a relationship with the Charnwood Forest to the west and High Leicestershire to the east. These landscape character areas are an important part of the character and local distinctiveness of the individual urban settlements and their setting.
- 3.11. Many of the locations allocated for new development on the edge of Leicester are situated on sites with sloping topography and are prominent in views from a variety of locations in surrounding countryside. Screening focussed on the edge of such sites is unlikely to successfully integrate development into its landscape setting, as more central parts of new development may still be conspicuous. The allowance for significant planted areas which allows trees with large canopies to mature is likely to be a more successful long-term solution to integrating new development into the landscape. This will require careful attention not just to design and layout, but to long term management and maintenance of public open spaces.

- 3.12. Also important to local distinctiveness are the historic centres of Thurmaston, Birstall and Syston. Conservation Areas have been designated within Birstall and Syston and for each there are nationally and locally listed buildings within and adjacent to the Conservation Area. Whilst not within the Leicester Urban Area, the setting and heritage of the Barkby Conservation Area and the Scheduled Ancient Monument of Hamilton Deserted Medieval Village will also be relevant to the delivery of development in this area.
- 3.13. The River Soar and Grand Union Canal provide a broad green corridor between the city centre and the countryside in Charnwood. This is a green lung which is important for wildlife, visitors and the tourist economy. We will work with partners on a joined-up approach to the River Soar and Grand Union Canal for ecology and leisure purposes and together with Watermead Country Park these are a significant element of our strategy for this important corridor.
- 3.14. Watermead Country Park is the most significant area of open space serving Syston, Thurmaston and Birstall and provides a large area of natural and semi natural green space totalling 144 hectares. It is an important recreational asset for surrounding communities based on a network of old mineral workings and artificial lakes that run north to south along the path of the river. A key issue in this area is the need to improve the connectivity between Thurmaston, Birstall and Wanlip and the Watermead Country Park and to make the most of this high-quality environment as part of supporting the regeneration of Thurmaston Local Centre.
- 3.15. Green Wedges are a long-standing policy designation used by the city of Leicester and the districts that surround it to manage urban growth. The aim of Green Wedges is to guide development form, to provide a 'green lung' into the City and ensure that, as the urban area grows, it is accompanied by open areas for people and for wildlife and to safeguard the identities of communities within and around urban areas. Our strategy is to extend the Leicester Hamilton Green Wedge as part of delivering the North East of Leicester Sustainable Urban Extension.
- 3.16. Our strategy, informed by wider sustainability considerations explained in Section 4, includes development in areas that have previously been identified as Green Wedge. Development in these locations will require careful planning to ensure that the effect upon the separate identities and landscape setting of distinct towns and villages is mitigated and to ensure that linked areas of open space can be maintained into the urban area of Leicester. We will work closely with Leicester City Council to ensure a coordinated approach to the delivery of new development to include areas where the functions of Green Wedge can be maintained. We will use the opportunities brought by new development to provide significantly improved recreational opportunities.
- 3.17. In forming part of the urban area of the city, the communities of Barkby, Birstall, Rothley, Syston, Thurmaston, Thurmaston and Wanlip have increasingly been concerned about their identities as separate places. Our strategy seeks to protect the identity of places and prevent the coalescence of urban settlements and settlements outside urban areas by introducing new Areas of Local Separation.

- 3.18. Our evidence shows us that that there was a quantitative shortfall in the provision of parks and gardens in Syston, Thurmaston and Birstall. Both Syston and Thurmaston have quantitative shortfalls of allotments, and Thurmaston also has an under provision of children's play and facilities for teenagers. In delivering our development strategy, opportunities to provide new open space and recreational facilities will be sought.

Development Strategy for Leicester Urban Area

Homes and Jobs

- 3.19. Our development strategy directs development to the edge of Leicester as a sustainable location that has a range and choice of services and facilities that meet the day to day needs of residents and which functionally forms part of the Leicester Urban Area. The focus of development at the edge of Leicester reflects our commitment to the economic and social success of the city, which is essential to the success of the wider Housing and Economic Market Area of Leicester and Leicestershire and reflects the Leicester and Leicestershire Strategic Growth Plan's aim to enhance Leicester's role as the central city at the heart of the county.
- 3.20. Our strategy allocates most of the Leicester Urban Area growth to two Sustainable Urban Extensions (SUE); one to the north east of Leicester and the other north of Birstall, both of which have planning permission. The two SUEs are the subject of specific policies in this plan which will guide their implementation to ensure they make a positive contribution to sustainable development.
- 3.21. Our strategy allocates a further ~~2,404~~ 2,114 new homes to the Leicester Urban Area through smaller allocations (of which 2,054 are expected to be delivered in the plan period). 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 local Highway Authorities (City and County respectively), ~~Highways England and National Highways~~ to deliver a Transport Strategy for the area under Policy INF2. We will also work with the two Education Authorities to ensure the provision of the necessary education infrastructure. Our strategy includes provision for a new primary school on Land South East of Syston.
- 3.22. The south of Charnwood provides significant job opportunities within our Borough, as well as supporting and supplementing the major centre for employment in Leicester. We have identified strategic employment sites at the two SUEs to reflect the need for additional provision close to the city. Land is also allocated for employment close to Watermead Country Park, providing a highly accessible and attractive site for inward investment. This will create jobs close to our Priority Neighbourhood in South Charnwood.

Regeneration

- 3.23. The high-quality recreational opportunities of the Watermead Country Park provide an opportunity for wider regeneration of this area. Development also provides the opportunity to address the severance of the community by major transport corridors and connect the community with the adjacent County Park and heritage canal frontage. Any development close, or with a relationship, to Thurmaston Waterfront or Watermead County Park must support regeneration of this area and protect and enhance the area's

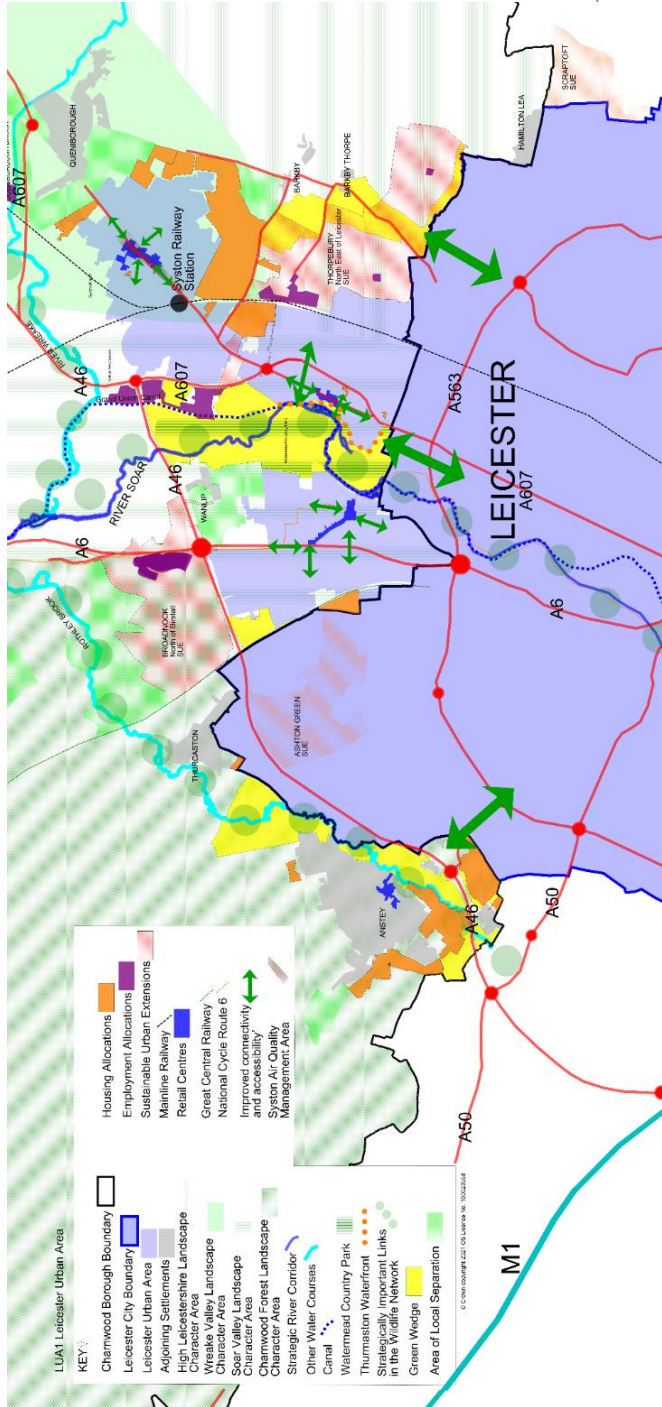
valuable landscape, tranquillity and biodiversity. We also want to make sure that this area continues to act as a Green Wedge and contributes to community identity on the fringe of the city.

Sustainable Travel

- 3.24. The edge of Leicester enjoys a relatively good transport network connecting our settlements to both the city and Loughborough. As with any large conurbation, the road network can suffer from congestion at peak times in areas such as the A46 Leicester Western Bypass; Melton Road, Syston; and, Anstey Lane, Leicester. However, there are often walking and cycling opportunities available and bus services are good, including a park and ride service at Birstall, although journeys that require more than one bus can be inconvenient. The area is a highly accessible location, and our evidence has identified strategic transport advantages over many other locations in Charnwood.
- 3.25. 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 we 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 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. 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.

Retail

- 3.26. Whilst the city of Leicester is the focus for higher order services and facilities in areas such as retail, leisure and cultural activities in the south of Charnwood, there are also town and village centres which provide a focus for communities in the Borough by offering goods and services close to where people live.
- 3.27. Syston District Centre contains national retail chains as well as independent local retailers and provides a strong and varied shopping and service offer. Birstall also has a healthy District Centre with a strong convenience offer and a variety of other retail and service provision that meets the needs of the local community. Melton Road, Thurmaston provides a Local Centre for day to day needs and acts as a focal point for its community. We want to see new development within this Local Centre not only to support its role as a Local Centre but to help our priority for the regeneration of Thurmaston. We want to ensure that development proposals around the edge of Leicester supports the vitality and viability of these centres. We want these centres to continue to provide for day to day needs of their local communities and we will support town centre uses provided this development is consistent with their position in our retail hierarchy.
- 3.28. Thurmaston Shopping Centre, to the north of Thurmaston, provides an out-of-centre retail and leisure offer in Charnwood, and is a popular destination for shoppers drawing custom from outside the Borough. This centre does not form part of our hierarchy of centres for town centre uses.



Policy LUA1: Leicester Urban Area

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:

- 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 **and address cumulative impacts, including with coordination across authority boundaries as necessary in accordance with Policies INF1 and INF2, and including**
- **contributing to the measures to be identified through the Transport Strategy for the North of Leicester to be prepared under Policy INF2**
- **improves has a particular focus upon improving connectivity and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, particularly by walking, cycling and public transport, capitalising on the accessibility of the Leicester Urban Area, in accordance in with Policy CC5;**
- ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in accordance with Policy EV2;
- provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Soar Valley, Wreake Valley, Charnwood Forest or High Leicestershire, in accordance with Policy EV1;
- protects the predominantly open and undeveloped character of Areas of Local Separation, in accordance with Policy EV3;
- protects and enhances the strategically important links in the wildlife network, including the Great Central Railway, River Soar, Grand Union Canal, Green Wedges and locations which provide connectivity between strategically important habitats, in accordance with Policies EV5 and EV6;
- protects and enhances heritage features and positively supports local distinctiveness, in accordance with Policy EV8;
- responds positively to the high quality, tranquil setting of Watermead Country Park;
- improves connectivity and accessibility between Watermead Country Park, Thurmaston Waterfront and the wider community; and
- contributes to the regeneration of Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal.

Leicester Urban Area Strategic Allocations

North East of Leicester Sustainable Urban Extension

- 3.29. The North East of Leicester Sustainable Urban Extension (SUE) is allocated on land adjacent to the Leicester Urban Area to the east of Thurmaston and north of Hamilton (in Leicester).
- 3.30. 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 detail 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. It should be noted that site HA7 lies within the boundary of LUA2 North East of Leicester Sustainable Urban Extension, however, it is a separate housing allocation and will be subject to separate planning permissions from the SUE.

- 3.31. Delivery of the SUE is a key part of delivering the plan's overall spatial strategy. The site is a commitment and is allocated in the local plan to provide a policy framework and certainty around delivery in the long term. We will work with landowners, developers, and other stakeholders to support the delivery of the SUE over the plan period.
- 3.32. We have prepared a vision for the North East Leicester Sustainable Urban Extension in partnership with the developers, Leicestershire County Council and Leicester City Council. The vision is outlined below:

A Vision for the North East of Leicester Sustainable Urban Extension

The North East of Leicester Sustainable Urban Extension will be a locally distinctive, sustainable and thriving new community that is well integrated and has excellent connections with Thurmaston and Leicester. It will assist in realising regeneration opportunities for Thurmaston and north east Leicester and create a new focus for the community east of the railway line but maintain a physical separation from Syston, Barkby and Barkby Thorpe.

It will provide a balanced mix of high-quality housing as well as diverse employment opportunities and an excellent network of green infrastructure which connects into existing areas of environmental value and includes an extension of the Leicester Hamilton Green Wedge. It will have vibrant centres that provide a heart to the community and accessible community, shopping and business facilities.

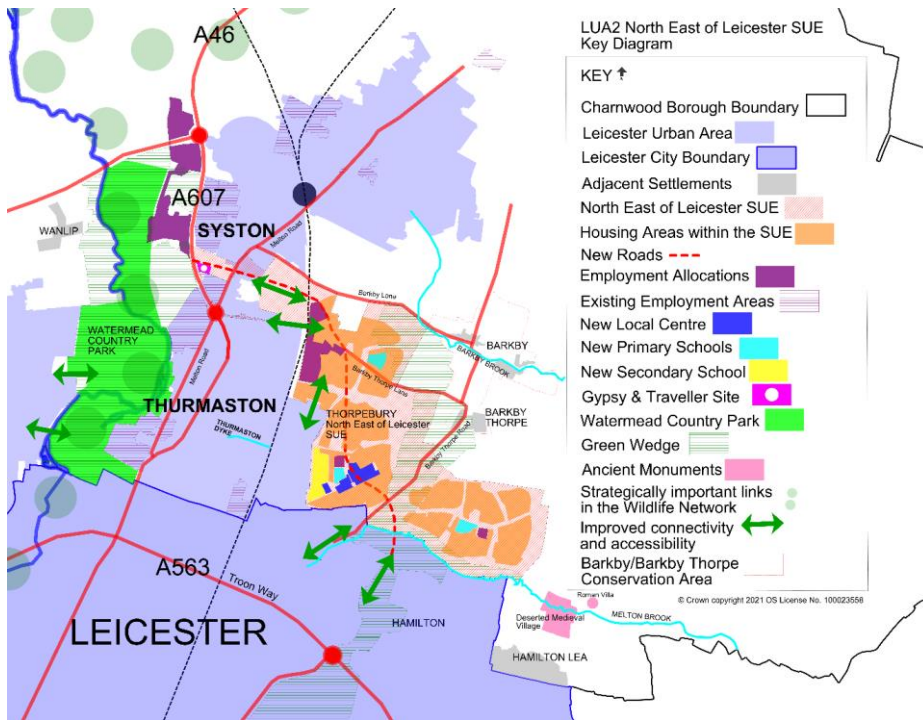
Growth will be planned in a sustainable manner and have regard to the protection and enhancement of valuable built and natural resources. Design will be locally distinctive and create attractive, usable and adaptable development that meets high environmental standards, is resilient to climate change and optimises opportunities for sustainable transport choice. Development will deliver a place that is well connected with safe and attractive neighbourhoods that provide opportunities and benefits to existing communities and stimulate investment by new residents, visitors and businesses.

- 3.33. The scale of the SUE requires a comprehensively planned scheme that takes the opportunity to create distinct character areas that respond to the scale, layout and density of the existing neighbourhoods to ensure the new community relates appropriately to neighbouring areas, including Thurmaston. This will mean a mixture of homes and densities to meet the needs of our community and provide a high-quality environment.
- 3.34. We also expect an appropriate mix of business uses that reflect the needs of the local economy and maximises the opportunity to work locally. We want to ensure provision for new and developing business.

- 3.35. We want the SUE to connect new residents to employment, schools, shops, leisure facilities, open spaces and other community facilities both within the development and beyond. Whilst the SUE will include a range of uses to meet day to day needs, residents will also enjoy good connections with the Leicester city centre, Watermead Country Park and the centres of Thurmaston, Syston and Hamilton where additional services and facilities are available.
- 3.36. The topography rises from Hamilton and Thurmaston to Barkby Thorpe, with Barkby on a plateau to the north. We expect the design of the SUE to protect the identities of Syston, Barkby and Barkby Thorpe and respond to the landscape. This should include avoiding development on the higher ground and ensuring that important views are protected and, where appropriate, used to full effect.
- 3.37. There are features in the local area which are of historic value. The Roman Villa and deserted medieval village of Hamilton are Scheduled Monuments. Historic England has identified the Roman Villa as at risk from ploughing. The conservation areas of Barkby and Barkby Thorpe are also nearby and there is potential for unscheduled archaeology in the area. Although these historic features are outside the development site, we expect their wider setting to be carefully considered at the start of the design process. It will be particularly important to protect views of historic buildings and spaces and consider the impact of access arrangements.
- 3.38. The site of the SUE is currently farmed. There are however two strategically important links in the wildlife networks along the Melton Brook and Barkby Brook which have the most biodiversity value in the area. The development will be expected to respect and enhance these two strategically important links in the wildlife networks supporting the Water Framework Directive and, where appropriate, create new wildlife networks. There are opportunities to create a network across the landscape along on the north-south and east-west axis. Activities that have the potential to disrupt wildlife should be focused elsewhere in the site.
- 3.39. We want the SUE to be designed so that it is resilient to climate change. Our evidence suggests that there is a need for appropriate run-off management and prevention of any increase in flood risk downstream. This should include investigating opportunities to reduce flood risk associated with the Thurmaston Dyke and reduce flood risk in Syston and Barkby through storage options on the site. Appropriate assessment of flood risk was undertaken in support of the approved outline planning application for the SUE.
- 3.40. The SUE is well related to the River Soar and the Watermead Country Park. We want the development to complement and maximise the opportunity for access to this wider Green Infrastructure Network.
- 3.41. We want to see the necessary physical and social infrastructure being delivered at the right time for the new community to foster sustainable lifestyles. Key infrastructure items and when they are expected to be delivered are included in the Infrastructure Schedule in Appendix 3.
- 3.42. Where appropriate and necessary we will use compulsory purchase orders to deliver the SUE in line with the vision.

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.

Title above key to be amended to 'LUA2 North East of Leicester SUE Key Illustrative Diagram'



Policy LUA2: North East of Leicester Sustainable Urban Extension

Land is allocated to north east of Leicester, as shown on the Policies Map, as a sustainable urban extension to deliver a community of approximately 4,500 homes. The development will make a significant contribution to meeting our housing needs by delivering approximately 3,205 homes by 2037 and the remaining homes beyond the plan period.

The sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. We will do this by:

Housing

- seeking 30% affordable homes to meet local needs in accordance with Policy H4;
- seeking a range of tenures, types and sizes of homes in accordance with Policy H1;

- supporting extra care housing where it meets the needs of our ageing population in accordance with Policy H2; and
- requiring a permanent site for Gypsies and Travellers of at least 4 pitches and a site of at least 4 plots for Travelling Showpeople in accordance with policy H9

Employment

- providing up to 13 hectares of employment land to help meet our strategic and local employment needs in accordance with Policy E1;

Community Facilities

- providing three primary schools and one secondary school, as appropriate to meet the need for school places, as focal points for the new community, in locations that are accessible to both the new and existing communities;
- providing one main accessible Local Centre delivered as part of an early phase of development that is accessible to both new and existing communities, including as a minimum, local shops and a supermarket, small scale employment and a range of non-retail and community facilities and services in accordance with Policy T1;
- including opportunities, where appropriate, for additional smaller centres where they complement the main centre, are well related to a school and meet community needs in accordance with Policy T1; and
- supporting the provision of superfast broadband networks for all homes and businesses in accordance with Policy E3;

Transport

- requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CC5;
- requiring the retention of existing walking, cycling and road connections with Thurmaston and where possible the creation of new links in accordance with Policy CC5;
- requiring a comprehensive package of transport improvements in accordance with Policies CC5 and INF2 and including:
 - new and improved cycling and walking routes, well related to the Green Infrastructure network, connecting to existing and new employment areas and centres, Syston train station and Thurmaston Waterfront;
 - new and enhanced bus services connecting both the western part of the development and eastern part with local employment opportunities and Syston, Thurmaston and Leicester City Centre, as identified through a Transport Assessment;
 - a new main road through the development from Barkby Thorpe Lane at the north to Sandhills Avenue at the south, performing the function of a high street where it passes through the new main centre;
 - appropriate capacity improvements to Barkby Thorpe Lane and the A607/Barkby Thorpe Lane roundabout and if necessary, a new road link from the development to Melton Road and the A607; and
 - other network improvements as identified by an appropriate Transport Assessment;

Environment

- protecting the separate identities of Syston, Barkby and Barkby Thorpe and their Conservation Areas;
- requiring the development to respond to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies DS5 and EV1;
- protecting historic and archaeological features including the setting of Hamilton Deserted Medieval Village and the Roman Villa in accordance with Policy EV8;
- requiring the development to protect and enhance existing wildlife corridors and, where appropriate, provide new corridors to create a coherent biodiversity network in accordance with Policy EV6;
- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CC4;
- requiring the development to deliver buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CC4;
- requiring development that provides appropriate sustainable drainage systems and flood alleviation measures and where possible reduces flood risk in Thurmaston, Syston and Barkby in accordance with Policy CC1 and CC2;
- protecting and enhancing water quality;
- providing an extension of the Leicester Hamilton Green Wedge including access to and long-term management of a formal parkland as part of an accessible, comprehensive and high-quality network of multi-functional green spaces in accordance with our open space standards in accordance with Policies EV9, EV10 and INF1.

We will do this by working with our public and private sector partners and will require the following to support a planning application:

- a Development Framework including delivery and phasing arrangements and a masterplan informed by an independent Design Review Panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension;
- a Green Infrastructure Strategy to inform the development of detailed proposals and long-term management; and
- a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

In the event that further outline planning permission is sought, before planning permission is granted, we will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

North of Birstall Sustainable Urban Extension

- 3.43. The North of Birstall Sustainable Urban Extension (SUE) is allocated on land north of Birstall, to the north of the A46, west of the A6, east of the Great Central Railway and to the south and west of the Broadnook Spinney.
- 3.44. The site now benefits from a hybrid planning permission, which was granted in November 2020 which secured outline permission for the SUE and the first phase of development. The planning permission is structured around a detailed Design and Access Statement, parameter plans and a series of framework and strategy documents, which together guide

how development will come forward by establishing a design framework. The detail in these documents are secured by planning conditions and a legal agreement.

- 3.45. Delivery of the SUE is a key part of delivering the plan's overall spatial strategy. The SUE is a commitment and is allocated in the local plan to provide a policy framework and certainty around delivery in the long term. We will work with landowners, developers, and other stakeholders to support the delivery of the SUE over the plan period.
- 3.46. This location provides an opportunity to create a new garden suburb to reflect the pioneering work started during the early part of the twentieth century along the Great Central Railway. During the early part of the twentieth century homes were built to Garden Suburb principles along the route of the Great Central Railway. This is particularly evident at the Ridgeway in Rothley, part of the unfinished Rothley Garden Suburb, which was strongly influenced by Hampstead Garden Suburb. The plan included individually designed houses with good sized gardens.
- 3.47. Garden Suburbs are a development of the Garden City movement which sought to combine all the advantages of the town by way of accessibility and all the advantages of the country by way of environment without any of the disadvantages of either.
- Garden Suburb principles include:
 - strong vision, leadership and community engagement;
 - land value capture for the benefit of the community;
 - community ownership of land and long-term stewardship of assets;
 - high quality, imaginative design including homes with gardens;
 - mixed tenure homes which are affordable for ordinary people;
 - a strong local jobs offer, with a variety of employment opportunities well related to homes;
 - generous green space linked to the wider countryside, well managed and high-quality gardens, treelined streets and open spaces with opportunities for residents to grow their own food;
 - access to strong local, cultural, recreational and shopping facilities in walkable neighbourhoods; and
 - integrated and accessible transport systems.
- 3.48. We expect the development to continue the tradition of Garden Suburb housing associated with the Great Central Railway.
- 3.49. We have prepared a vision for the North of Birstall Sustainable Urban Extension in partnership with the developers, Leicestershire County Council and Leicester City Council. The vision is outlined below:

Vision for North of Birstall Sustainable Urban Extension

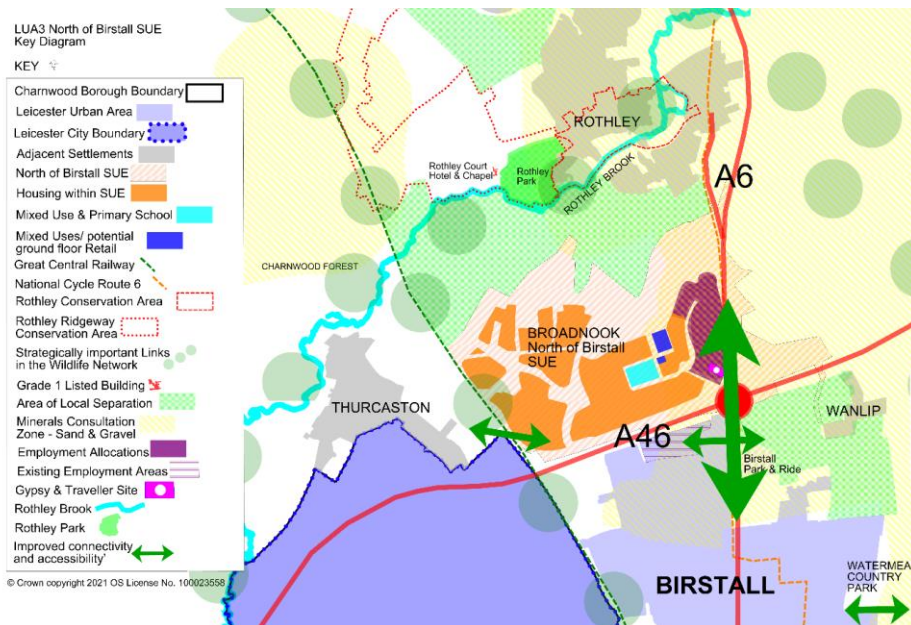
The North of Birstall Sustainable Urban Extension will be known for its reputation as a Garden Suburb. It will combine the benefits of excellent access to Leicester for work and leisure with the benefits of the countryside such as green open space, fresh air, tranquillity and beautiful character. It will have been comprehensively planned to offer an excellent quality of life for its community. The range of homes, jobs, community facilities and shops will meet the day to day needs of the people who live there. Community uses will provide a focus of civic pride.

- 3.50. We expect the SUE to meet the employment needs of the new community in accordance with garden suburb principles. However, given the area's excellent connections and relationship with Leicester there is also an opportunity for new jobs that contribute to our wider employment requirements. We will carefully assess any employment development through the masterplanning process. In total, this direction of growth may deliver up to 15 hectares of general employment land as part of this SUE.
- 3.51. We want this new community to benefit from access to a wide range of services and facilities including schools, shops, new or expanded health facilities and community facilities such as a place of worship and a community centre. We expect new facilities to be delivered as part of the centre within the development. This will reduce the need to travel for the people who live in the new homes and also increase access for the existing community.
- 3.52. We want the SUE to connect new residents to employment, schools, shops, leisure facilities, open spaces and other community facilities both within the development and beyond. Whilst the SUE will include a range of uses to meet day to day needs, they will also enjoy good connections with the City Centre, Watermead Country Park, Charnwood Forest, Loughborough and Birstall District Centre where additional services and facilities are available.
- 3.53. We will expect the development to make the most of opportunities for high quality walking and cycling routes and high frequency bus services. We want the new development to be accessible and connect the community to services and facilities, National Cycle Route 6 and the Park and Ride facility in Birstall.
- 3.54. Whilst we will maximise the opportunities to walk and cycle there will still be a need for new roads to serve the new development, provide links to the wider road network, support high frequency bus services and to avoid adverse impacts on neighbouring communities. This SUE will be next to the A6 and A46 which are the main transport corridors connecting Leicester to Loughborough and the area to the M1 motorway. We will work with our partners to understand the impact of more detailed development proposals on these corridors, the A46/A6 interchange and the wider network and develop a package of transport measures to support the development.
- 3.55. The SUE will provide a garden suburb, a high-quality environment, respecting and responding to the landscape, ecology and heritage in this area.
- 3.56. The topography in this location is partially lower lying on either side of the A6 and rises towards the south west. Rothley is located to the north of this location, beyond the Broadnook Spinney, whilst Wanlip is to the south east of the A6/A46 roundabout. We expect the design of the SUE to protect the identities of Rothley and Wanlip and respond to the landscape. This should include ensuring that important views are protected and, where appropriate, used to full effect.
- 3.57. There are a number of features in the local area which are of historic value. The nearby Rothley Conservation Area and Rothley Park are home to historic buildings including the Grade I listed Rothley Court Hotel and Chapel. There is also potential for unscheduled archaeology in the area. Although these historic features are outside the development location, we expect their wider setting to be borne in mind at the start of the design process.

- 3.58. The site of the SUE is currently farmed. There are however two important wildlife corridors associated with the Broadnook Spinney and the Great Central Railway which have the most biodiversity value in the area. The development will be expected to respect and enhance these wildlife corridors and, where appropriate, create new wildlife networks. This includes considering opportunities to create a network across the landscape along on the north-south and east-west axis to help enhance connections to the River Soar. In particular, activities that have the potential to disrupt wildlife should be focused elsewhere in the site.
- 3.59. The SUE is well related to the River Soar and the Watermead Country Park. We want the development to complement and maximise the opportunity for access to this wider Green Infrastructure Network for recreation and leisure to the benefit of the existing and new communities.
- 3.60. The eastern part of this location lies within a sand and gravel Minerals Consultation Area and there is potential for minerals resources to be sterilised. We will expect the policies in the Leicestershire Minerals Local Plan to safeguard minerals from sterilisation to be applied and further detailed investigation undertaken to assess the resources that could be affected and the necessary mitigation.

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 diagram is reproduced as part of the Policies Map and the diagram on page 79 and has the same illustrative purpose.

Title above key to read 'LUA3 North of Birstall SUE Key Illustrative Diagram'



Policy LUA3: North of Birstall Sustainable Urban Extension

Land is allocated to the north of Birstall as shown on the Policies Map as a sustainable urban extension to deliver a garden suburb of approximately 1,950 homes. The development will make a significant contribution to meeting our housing needs by delivering approximately 1,950 homes by 2037.

The sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. We will do this by:

Housing

- seeking 30% affordable homes to meet local needs in accordance with Policy H4;
- seeking a range of tenures, types and sizes of homes in accordance with Policy H1;
- supporting extra care housing where it meets the needs of our ageing population in accordance with Policy H2; and
- requiring a site of at least 4 plots for Travelling sShowpeople ~~in accordance with Policy H9;~~

Employment

- providing up to 15 hectares of employment land to help meet our strategic and local employment needs in accordance with Policy E1;

Community Facilities

- providing a primary school as appropriate to meet the need for school places, as a focal point for the new community;
- contributing to the provision of secondary school places as appropriate to meet the need for school places;
- providing one accessible Local Centre delivered as part of an early phase of development, including as a minimum, local shops and a small supermarket, small scale employment and a range of non-retail and community facilities and services including a community centre in accordance with Policy T1;
- supporting the provision of superfast broadband networks for all homes and businesses in accordance with Policies E1 and E3; and
- supporting development that maximises the opportunities to create strong social links with Birstall;

Transport

- requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CC5; and
- requiring a comprehensive package of transport improvements in accordance with Policies CC5 and INF2 and including:
 - new and improved cycling and walking routes, well related to the Green Infrastructure network, connecting to existing and new employment areas and centres, the Birstall Park and Ride, Watermead Country Park and Charnwood Forest;

- bus service enhancements connecting the new community with local employment opportunities and Birstall, Leicester City Centre and Loughborough, as identified through a Transport Assessment;
- a new roundabout on the A6, north of the A46 interchange;
- appropriate access arrangements including a connection to the A6 and Rothley;
- appropriate capacity improvements at the A46 interchange; and
- other network improvements as identified by an appropriate Transport Assessment;

Environment

- protecting the separate identity of Wanlip, Rothley and Rothley Conservation Area;
- requiring the development to respond to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies DS5 and EV1;
- protecting historic and archaeological features including the setting of Rothley Park and Rothley Conservation Area in accordance with Policy LP24;
- requiring the development to protect and enhance existing wildlife corridors and, where appropriate, provide new corridors to create a coherent biodiversity network in accordance with Policy EV6;
- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CC4;
- requiring the development to deliver buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CC4;
- requiring development that provides appropriate sustainable drainage systems and flood alleviation measures and where possible reduces flood risk associated with the Rothley Brook in accordance with Policy CC1 and CC2;
- requiring the development to provide an accessible, comprehensive and high-quality network of multi-functional green spaces in accordance with our open space standards, set out in Policies EV9, EV10 and INF1; and
- requiring the development to respond to the minerals safeguarding policies in the Leicestershire Minerals Local Plan.

We will do this by working with our public and private partners and will require the following to support a planning application:

- a Development Framework, including delivery and phasing arrangements and a masterplan informed by an independent design review panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension;
- a Green Infrastructure Strategy to inform the development of detailed proposals and long-term management; and
- a Sustainability Assessment that identifies the development's response to carbon emissions reduction and climate change resilience.

In the event that further outline planning permission is sought, before planning permission is granted, we will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

Loughborough Urban Centre

Background

- 3.61. Loughborough dates back to the Saxon period and in 1221 was granted a Royal Charter by King Henry III to hold a weekly market and an annual fair. By 1600, the hosiery industry was starting to develop and Loughborough Canal opening in 1778 improved connections to London and Birmingham via the Grand Union Canal. The invention of steam operated machinery supported growth, attracting bleach and dye works and other industries including the John Taylor Bell Foundry, The Falcon Works (steam trains and cars), and the Empress Works (cranes). Further expansion of the town took place with the Great Central Railway arriving in 1840. Large mill and industrial buildings were located along the canal with many dye works across the town. The textile and hosiery industries continued to thrive peaking in the 1960s and attracting many immigrants from India and Bangladesh.
- 3.62. Loughborough Urban Centre is the largest settlement in the Borough located in the north west of Charnwood and providing the economic, cultural and social focus for a significant proportion of the Borough. Together with Shepshed it provides the main focus for homes and jobs in the Borough. While Loughborough and Shepshed have separate identities and characteristics they have close inter-relationships and function as a wider urban area. Loughborough is centrally positioned between the cities of Nottingham, Derby and Leicester at the very heart of the UK and the Midlands Engine: an area that is recognised as the 'engine room' of the UK economy
- 3.63. The Leicester and Leicestershire Strategic Growth Plan identifies Loughborough as a market town and a location for managed growth with aspirations for continued town centre regeneration and better services. It also highlights that the town has a close relationship with the Leicestershire International Gateway, providing an attractive and accessible place for workers to live. It also recognises the contribution Loughborough makes to the wider Leicestershire economy, being the location of two sites within the Loughborough & Leicester Science & Innovation Enterprise Zone.
- 3.64. Loughborough is the largest market town in the County with a population of over 67,000 and predicted to exceed 80,000 by the end of the plan period. Loughborough's population is younger and has a stronger skills and occupational profile than county, regional and even England averages. By 2043 its Old Age Dependency Ratio will still be below the England average as it is today. This youthful, skills-rich profile is epitomised by the University with over 17,000 enrolled students and the College with over 10,000.
- 3.65. Loughborough has a range of employment opportunities and high order services that meet all of the day-to-day needs of residents and are accessible to the surrounding area. However, the town's economy under performs and there is a need to level it up with other higher performing economies and balance the gap between its knowledge-based sectors and low skills levels particularly in areas of deprivation.
- 3.66. Our vision for Loughborough town centre aims to capitalise on its rich history, to support the town centre, and for the town to be the main economic, social and cultural heart of the Borough.

Economic Context

- 3.67. Half of the Borough's jobs are located in Loughborough and 53% of the economically active people living in Loughborough work in the town, meaning the town is by far the most self-contained settlement in Charnwood. Loughborough's economy is based on a range of service and manufacturing businesses. Whilst there has been a national decline in heavy and electrical engineering industries, they continue to make an important contribution to the prosperity of Charnwood. In more recent years, as traditional industry has declined, Loughborough has become well known for science and innovation activity in areas such as advanced engineering, bioscience and pharmaceuticals.
- 3.68. Whilst the industrial areas are concentrated in the east of the town, one of the largest employers is Loughborough University, which is located on the western side of the town. The University is home to one of the largest science parks in the UK and is a significant driver of economic prosperity for the Borough and the wider area and its students make up approximately a fifth of the town's population. Loughborough College is located in close proximity to the University and makes a similarly important contribution to the town's education sector.
- 3.69. The multi-site Loughborough and Leicester Science and Innovation Enterprise Zone includes two sites in Loughborough. Charnwood Campus is a Life Sciences Opportunity Zone offering state of the art laboratory space for research and development supporting bio-medical and pharmaceutical industries. Loughborough Science and Enterprise Park (LSEP) is home to knowledge-based businesses specialising in advanced engineering and manufacturing, high value research and development, and energy and low carbon technology. It benefits from the close links it has with Loughborough University and is an important location for the training and development of elite athletes, research into sports science, and provides a base for a number of sports governing bodies.
- 3.70. The 2019 Indices of Multiple Deprivation ranked two of the Lower Super Output Areas (LSOA) of the town in the top 10% of England's most deprived areas. The Bell Foundry and Warwick Way LSOAs sit close to the town centre and have the highest deprivation statistics for the town. Other neighbouring LSOAs are also in the top (meaning worst) 25% of the IMD data for the country. Two Priority Neighbourhoods have been established in East and West Loughborough due to the high levels of deprivation in these areas. The neighbourhoods variously suffer from low incomes, high unemployment, low educational attainment levels, poor health and high crime rates. The east of Loughborough also has pockets of derelict and neglected land.
- 3.71. The shape and pattern of the town centre has remained largely unchanged since the mid-20th century. The two shopping centres, The Carillon Court Shopping Centre (opened in 1972) and the more recent Rushes Centre (opened in 2002), together with a large food store on Ashby Road and the adjacent Regent Place Retail Park reflect the national trend for retail development in the last 30 years, with purpose built units for national retail chains.
- 3.72. More recently, many of the national chains have ceased trading or consolidated their outlets in fewer locations in the country and Loughborough has not been immune to this.

Nevertheless, there remain a high proportion of independent traders in the town centre and the challenge will be to maintain this offer against the backdrop of increasing online trading and the town's proximity to the three cities and motorway accessible centres like Fosse Park. Vacancy rates, especially in secondary and peripheral areas, are high and we expect rates to increase post-Covid-19. The changing nature of retailing introduces the opportunity to strengthen the role of the town centre as a place where commercial activity can sit alongside community space and housing; and to take advantage of its unique heritage, open spaces and tourism that the town centre has to offer.

- 3.73. Loughborough's strengths are clustered towards the outskirts of the town rather than in a vibrant centre. This means key components of Loughborough's current success look outwards rather than inwards to the town. Loughborough University, the College and Loughborough Science and Enterprise Park are located very close to Junction 23 of the M1 motorway, an area which will also host the large West of Loughborough Sustainable Urban Extension (SUE). Charnwood Campus is just off the A6 on the road to East Midlands Airport. Loughborough Railway Station, only 70 minutes from London and therefore a potential attractor of inward investment, is 15 minutes walking distance east of the town centre, creating a long east-west primary spine from there through the town centre to the college, university, Science and Enterprise Park and SUE.
- 3.74. Loughborough benefits from a good walking and cycling network and there are good commercial bus services to Leicester and other centres. The town is, however held back by structural weaknesses in its local internal connectivity, which will only be exacerbated as it grows outwards away from the centre. While it is a walkable town with good accessibility for pedestrians and cyclists, there are key routes that are not attractive or safe. There are opportunities to improve connectivity, improve health benefits through more walking and cycling and improve the inclusion of deprived communities. Future regeneration projects will aim to enhance connectivity including improving walking and cycling routes between the town centre and the University and College, and to create stronger links between the railway station, the town centre and the heritage quarter.
- 3.75. Loughborough Railway Station has direct and regular services to Leicester, Nottingham, London and other destinations around the country. We are working with our partners to explore the potential to reopen the Syston Chord to passenger traffic, which would connect the Midland Mainline to the Birmingham/ Stanstead Line. This would connect Melton to Nottingham and could provide a direct connection between Loughborough and Cambridge, two renowned centres for research.
- 3.76. Loughborough also benefits from good access to the local and strategic road network. The M1 motorway lies to the west and improvements to the capacity of Junction 23 and the A512 as part of our growth at Shepshed and Loughborough has recently been completed. However, there is congestion at peak hours on key routes in the town including the A6 and along Epinal Way.

Environmental Context

Landscape

- 3.77. The western part of the town lies within Charnwood Forest landscape character area which provides a wooded landscape setting to the town, part of its local distinctiveness.

The main routes to the west of the town provide gateways to the Charnwood Forest Regional Park. The eastern area of Loughborough sits within the Soar Valley landscape character area, the flat wide floodplain has significantly constrained the growth of the town to the east and therefore future projects to address flood risk in Loughborough will be supported. There is a small area of land between Loughborough and Shepshed that lies within the wider Langley Lowlands character area. Although it adjoins other landscape character areas around Loughborough, it shows transition features of its neighbouring landscapes. These landscape character areas are an important part of the character and local distinctiveness of Loughborough and its setting.

- 3.78. Many locations allocated for new development on the edge of Loughborough are situated on sites with sloping topography and are prominent in views from a variety of locations in surrounding countryside, including the Charnwood Forest. Screening focussed on the edge of such sites is unlikely to successfully integrate development into its landscape setting, as more central parts of new development may still be conspicuous. The allowance for significant planted areas which allows trees with large canopies to mature is likely to be a more successful long-term solution to integrating new development into the landscape. This will require careful attention not just to design and layout, but to long term management and maintenance of public open spaces

Biodiversity

- 3.79. The way Loughborough grows needs to take account of the strategically important natural resources of the Charnwood Forest to the south west along with the River Soar/Grand Union Canal to east and it needs to maintain the important Green Infrastructure connections between them. The gaps between Loughborough and surrounding settlements are narrowing, and the diagram shows strategically important links in the wildlife networks to the south and to the north of Loughborough which require protection and enhancement.
- 3.80. Loughborough, whilst predominantly urban in character, contains a variety of green spaces that provide places for recreation and also for wildlife. Within the built-up area to the west there are the ancient woodlands of Holywell and Burleigh Woods. These sites are part of an ecological network providing stepping stones for wildlife and contribute to the quality of place for local residents. The need for development has been balanced with the impact upon wildlife habitats and appropriate mitigation is factored into the capacity of sites.

Watercourses

- 3.81. Several tributaries to the Soar also run through Loughborough. They include Black Brook (also a Local Wildlife Site), Burleigh Brook and Wood Brook. These continue to support a range of wildlife despite being heavily canalised and culverted in some sections. Where they form part of managed open space they contribute significantly to the public realm. These watercourses are a valuable environmental and recreation asset to the town however, they require careful management to preserve their quality and value, and to manage flood risk. The Woodbrook runs through the town centre, partly in a culvert and flows near a number of allocated sites. Our Level 2 Strategic Flood Risk Assessment states that these sites are developable but detailed consideration would need to be given

to the impact of both fluvial and surface water flood risk as part of a detailed local flood risk assessment. Developers should also ensure that they enter meaningful engagement with the Environment Agency at pre-application stage to understand the most up to date assessment and the types of mitigation measures that will be required including any limitations on development.

Settlement Identity

- 3.82. Quorn, Hathern and Woodthorpe are settlements in close proximity to Loughborough where communities have increasingly been concerned about their identities as separate places. We have identified Areas of Local Separation south and north of Loughborough to maintain the predominantly open and undeveloped character of the gaps between Loughborough, Hathern and Quorn. In planning for site HA16 South of Loughborough it will be important to ensure that Woodthorpe retains its immediate landscape setting in order to maintain the historical visual association that the hamlet has with agriculture.

Open Spaces

- 3.83. There is a good network of open spaces in Loughborough including parks and gardens and amenity green space and the town benefits from having the Charnwood Forest and River Soar corridor within a short walk from the urban edge. Our evidence tells us that the urban nature of some Loughborough wards means that demand for space is significantly higher than elsewhere in the district due to the population particularly in Garendon and Hastings Wards. In delivering our development strategy, opportunities to provide new recreational facilities will be sought and where this is not possible, we will seek to maximise the quality of existing sites and improving their accessibility.

Heritage

- 3.84. There are 90 Listed Buildings, 2 Ancient Monuments and 8 conservation areas in Loughborough. Garendon Park, to the west of the town, is a Registered Park and Garden containing many historical features including the Triumphal Arch (Grade I) and the Temple of Venus (Grade II*). The historic environment in Loughborough is essential in creating a distinctive place in which to live and work and needs to be safeguarded from inappropriate development. It is important that growth in Loughborough is managed carefully to strike a positive balance between safeguarding the natural and built environment and ensuring the future prosperity of the town.

Air Quality

- 3.85. There are two Air Quality Management Areas (AQMA) in Loughborough, the Loughborough AQMA in the town centre focused along A6 Derby Road and A512 Ashby Road (road traffic emissions) and the Great Central Railway AQMA (steam train emissions). There are two site allocations close to the Loughborough AQMA at Devonshire Square and Baxter Gate, which may have the potential to impact on air quality in and around the town centre. These locations are also within the boundary of the Loughborough East Priority Neighbourhood. We will therefore require sustainable transport modes to be prioritised in the planning for these developments to minimise the impact on air quality in these areas.

Development Strategy for Loughborough

Homes and Jobs

- 3.86. Our development strategy directs development to Loughborough as the location in Charnwood which provides the best access to jobs, services, infrastructure and sustainable travel options. The scale of development directed to Loughborough reflects our commitment to the town as the main economic, social and cultural centre of the Borough whilst recognising the need to respond to the environmental context of the town.
- 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~~ 2,322 new homes including a mixture of urban and greenfield sites of varying sizes. Sites have been identified in and close to the town centre to assist with our ambition to make the best use of redundant land and buildings, regenerate the public realm and to support its social and economic role. The growth directed to the edge of Loughborough takes account of landscape constraints, notably Charnwood Forest and settlement identity, and the transport and education infrastructure required to support growth. Our strategy includes provision for a new primary school to the south of Loughborough to support growth and developments will be expected to contribute towards the costs of education needs arising from their developments.
- 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. The development at Dishley Grange will require the retention of the existing sports club, Loughborough Football Club, or its relocation, to a site which is suitable and appropriate for the club's long-term development requirements. We will support the Council's vision for Loughborough to be recognised for its role in the region's knowledge-based economy with the Loughborough Science and Enterprise Park and Loughborough University at the heart of Loughborough's brand as a centre for excellence. Our strategy allocates 73 hectares of land adjacent to the University for the continued long-term expansion of Loughborough Science and Enterprise Park for knowledge-based businesses.
- 3.89. We will continue to work with our partners at Loughborough University and Loughborough College to further develop learning, creativity and innovation and assist in the commercialisation of research. This includes supporting the growth of Loughborough University by providing for the expansion of the University campus and providing opportunities which encourage our graduates to remain employed or set up their own business within the Borough and to deliver support for entrepreneurship in the community.
- 3.90. In parallel we will work with the promoters of Charnwood Campus to capitalise upon the legacy of world class buildings and laboratories vacated by a major research establishment to regenerate the facility as a centre for life sciences and biomedical research and development. This will consolidate the role of Loughborough as a centre for high technology and knowledge-based businesses.

Town Centre and Regeneration

- 3.91. The continued vitality and viability of Loughborough town centre is key to our regeneration strategy for the town. Loughborough's town centre includes a historic Market Place, a variety of shops and services but faces competition from larger centres like Leicester, Nottingham and Derby, along with new models of internet based shopping and other forms of online commerce.
- 3.92. The area to the east of the town centre is identified as Loughborough's Industrial Heritage Quarter. Many of the former industrial premises are now underused or in a poor state of repair offering an opportunity for the delivery of new homes and businesses. Regeneration opportunities including the redevelopment of redundant and underused land and property will be supported where they retain and enhance the remaining heritage assets.
- 3.93. The Tourism Blueprint for Charnwood recognises the tourism potential of our industrial past and its key heritage attractions such as the Great Central Railway, the Grand Union Canal and Taylor's Bell Foundry and Museum and the opportunity for a heritage trail is being investigated.
- 3.94. The Great Central Railway is an established heritage railway that runs between its main base in Loughborough and Birstall and is expanding its successful events programme and on-site offer. We will support development and investment in the infrastructure necessary to enhance the railway's appeal as a major tourism destination.
- 3.95. The River Soar and Grand Union Canal Partnership's vision for the delivery of improvements to the canal corridor will be supported in association with the regeneration of the Loughborough Industrial Heritage Quarter and the opportunities for enhanced linkages between the water way and the town centre.
- 3.96. The Loughborough Bell Foundry Trust is restoring key parts of the historic Grade II* Listed Taylor's Bell Foundry to enhance the commercial operation and attract more visitors.
- 3.97. The former landfill site at Allsopps Lane is currently neglected and could provide a major informal recreational area for the local community. We want to see it reclaimed for new green space and have identified it as a priority project in our Open Spaces Strategy.
- 3.98. Nottingham Road provides a direct route between the Loughborough Railway Station and the town centre and passes close to these heritage assets. There have been recent improvements to the public realm around the station; however, these have not been continued along Nottingham Road. We will encourage and support improvements to the public realm which enhances the walking and cycling experience from the station and link these to the heritage trail and wider connectivity improvements within Loughborough.
- 3.99. The Council will continue to work with partners and seek opportunities for funding to support our regeneration priorities for Loughborough. Several regeneration projects relating to the town centre have been initiated in order to enhance the economic, social and environmental prospects of the town. Proposals that support the aims of these and other regeneration projects will be supported, including:

- improving the public realm including the retail centre, heritage assets, key open spaces and to make it is easier for people to move between the railway station, the town centre and the education sector/enterprise park to the west of the town;
 - unlocking the town's potential in terms of careers, enterprise, community projects and key development sites;
 - specific public realm projects such as the Bedford Square Gateway; Nottingham Road, the Lanes and Links and Parish Green;
 - culture and heritage projects such as Loughborough Bell Foundry; the Great Central Railway and the Riverside Regeneration; and
 - projects to address flood risk in Loughborough including a flood defence scheme for the town centre which in turn would help to unlock development sites within the town that are currently constrained by flood risk.
- 3.100. The longer-term effects of the Covid-19 pandemic are unknown, but it is anticipated that it will accelerate trends for more shopping to be carried out online and may alter how people use town centres. Given these uncertainties, a more flexible and innovative approach to planning for Loughborough town centre is likely to be needed if our vision and objectives for the town centre are to be achieved. Uses which provide a reason for people to visit, spend time and which support economic activity in Loughborough town centre will be encouraged.
- 3.101. The Council's spatial vision expressed through the Loughborough Town Centre Masterplan is that:

Loughborough Town Centre Masterplan Vision

Loughborough Town Centre will be a successful and vibrant place with a strong identity that stems from its role as a market town and home to Loughborough University. It will be an attractive destination with a diverse retail and leisure offer, a mix of housing and a wide range of employment opportunities.

The town will be easy to access with a well-connected network of vehicular and pedestrian routes. Activity in the town will be supported by a range of events and innovative marketing, business and promotional strategies that will make Loughborough a great place to be.

- 3.102. The Masterplan identifies opportunity sites that are currently under-utilised and offer potential for development to strengthen the town centre offer and improve the townscape and sense of space.
1. Baxter Gate;
 2. Aumberry Gap;
 3. Devonshire Square;
 4. Sainsbury's store on Ashby Road; and
 5. Loughborough University School of Art and Design building.
- 3.103. The site at Baxter Gate, which is located to the south of the Baxter Gate leisure complex and to the north of Pinfold Gate, was the only one of the five sites identified as suitable for significant retail development. Having regard to the amount of retail development that is needed in the plan period, the network of centres and the strengths and weaknesses

of Loughborough town centre, the Baxter Gate site is considered to be the most appropriate site for accommodating the Borough's need for retail floorspace. A mixed-use scheme on this site will be supported where this assists the vitality and viability of Loughborough town centre. The Council will be flexible in its approach to town centre uses on this site, given the uncertainties that might arise in a post Covid-19 world.

- 3.104. Following on from the successful redevelopment of Aumberry Gap, we will support the redevelopment of the other opportunity sites and any other town centre developments, where this supports the vitality and viability of the town centre and responds to the Loughborough Town Centre Masterplan.
- 3.105. We are also working with our partners to secure a Loughborough Town Deal Scheme with a shared vision that *'Loughborough will be a great place to live, learn, work, and grow – offering residents, communities, businesses, the university and college, opportunities to participate fully in the town's development. It will be digitally, culturally and physically connected, providing industries for the future, cherishing its heritage, with healthy neighbourhoods and opportunities for all.'*
- 3.106. The Loughborough Town Deal Board includes the Borough Council, Loughborough University, Loughborough College, Love Loughborough, Leicestershire County Council, the Leicester and Leicestershire Enterprise Partnership, Charnwood Together Economy and Skills Group, local businesses and the Loughborough MP. The Board have identified projects that will bring about social and economic improvements to the town. The Town Deal Investment Plan proposes a range of projects which will:
- improve skills levels to boost job prospects;
 - redefine the town centre to ensure it is well-used and vibrant for the future;
 - improve links between the east and west sides of town, from the railway station through to the town centre through to the Loughborough Science and Enterprise Park;
 - improve flood defences for the town;
 - reduce carbon emissions by encouraging more walking and cycling;
 - unlock areas prime for development for housing, leisure and commercial use;
 - build on Loughborough University's reputation as a centre for innovation, research and sport;
 - showcase the town's unique heritage to attract more visitors to the area by supporting Taylor's Bell Foundry, Great Central Railway and improving the canal environment; and
 - improve job prospects and life skills for 5,000 young people from disadvantaged background.
- 3.107. The Towns Fund has already provided £750,000 in forward funding to deliver the Skills and Enterprise Hub in the town centre.
- 3.108. We will also continue to work closely with the Loughborough Town Team and the Love Loughborough Business Improvement District to support smaller interventions which can deliver local and immediate change at relatively low cost, such as themed events, pop up shops, public realm interventions and support for existing community projects.

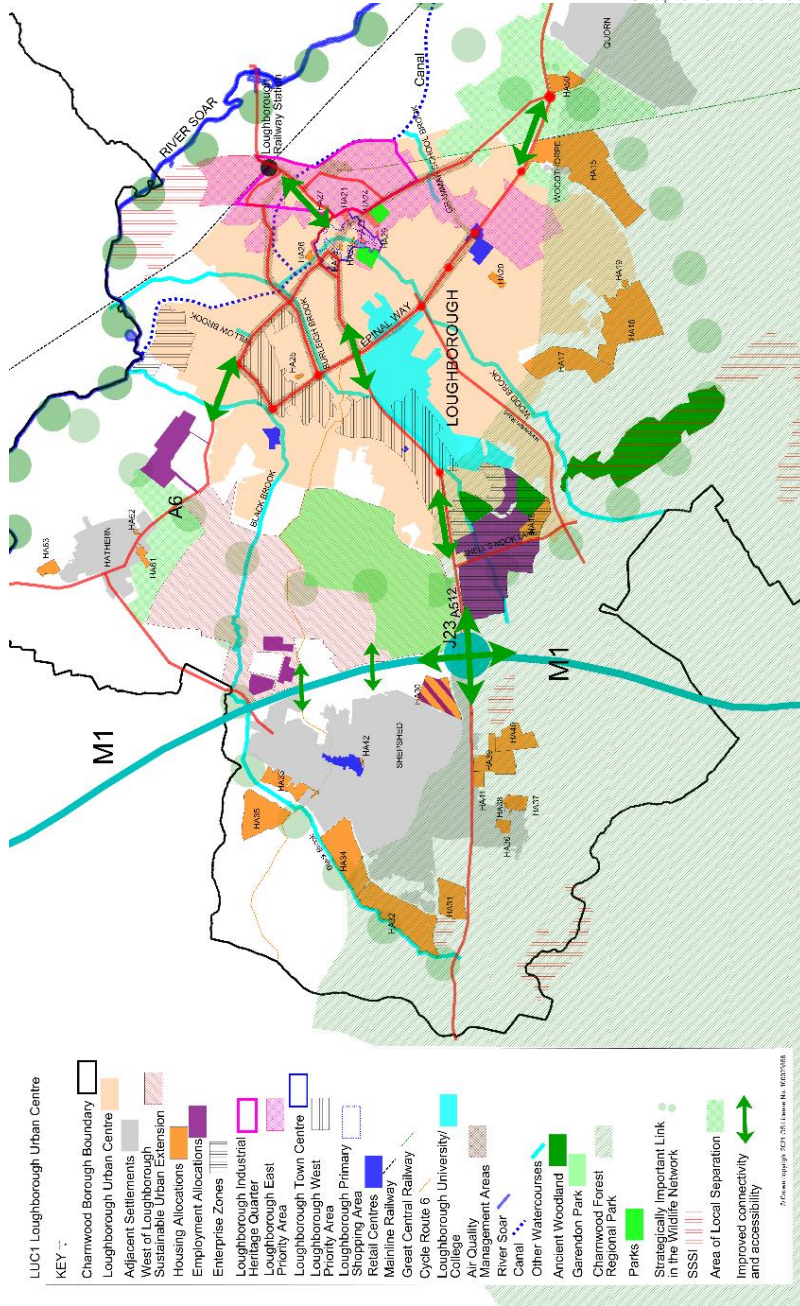
- 3.109. Public realm improvements are underway in the town centre and will be completed within the plan period. We will support the implementation of continued improvements including those identified through the development of the Loughborough Lanes Strategy. This aims to improve the overall experience of the town centre for people and enhance retail loops to increase footfall for businesses by encouraging improvements to the large number of lanes and alleyways that play an essential role in linking many of the town's important destinations. Other public realm projects that enhance the public realm of the town centre and provide better linkages between it and the knowledge-based sector to the west of the town, therefore broadening resident access to this growing employment sector, will be supported.
- 3.110. We also recognise that encouraging people to live in the town centre and supporting flexible workspaces/offices and commercial uses beyond the traditional retail offer, will support and complement Loughborough's vitality and viability.

District Centres

- 3.111. Loughborough has two District Centres at Gorse Covert and Shelthorpe and a Local Centre at Sharpley Road. These District and Local Centres support their local communities and are well-used. We want these centres to continue to provide for day to day needs of their local communities and we will support development for town centre uses that is consistent with their position in our town centre hierarchy.

Sustainable Travel

- 3.112. Car usage is much lower in Loughborough than other parts of the Borough and there is an opportunity to encourage this further and increase the number of journeys made by sustainable transport modes. There is a comprehensive cycling and walking network to the west of the town centre providing routes from the edge of the town, past the University to the town centre.
- 3.113. ~~We will work with our local partners to improve connectivity across the town and will produce~~ 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. In Shepshed we will work with our local partners to set out proposals for a public realm scheme.
- 3.114. Making areas, such as Loughborough town centre, more accessible by foot and bicycle will also help to revitalise and further improve our local economy and regenerate the physical fabric of the town and its heritage assets. We will seek to improve the connectivity of Loughborough and exploit the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The busy road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in Loughborough.



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:

- 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 and address cumulative impacts, in accordance with Policy INF1 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.
- improves connectivity and accessibility within Loughborough and to surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5 and identified through the Loughborough Area Local Cycling and Walking Infrastructure Plan;
- provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, in accordance with Policy EV1;
- protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3;
- protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife networks which connect them, in accordance with Policy EV6;
- supports measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Woodbrook or other water courses flowing through or adjacent to the town;
- secures the redevelopment of the opportunity sites, following the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; and
- conserves and enhances the heritage and tourism value of Loughborough's Industrial Heritage Quarter and its heritage assets, including the Great Central Railway, Grand Union Canal and Taylor's Bell Foundry, in accordance with Policy EV8 including:
 - proposals to reconnect the northern and southern sections of the Great Central Railway and associated infrastructure;
 - requiring development adjacent to the Grand Union Canal to provide an active waterfront with public access; and
 - supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access.

Loughborough Town Centre

We will make a significant contribution to the regeneration and continued vitality and viability of Loughborough by supporting and encouraging retail, leisure, office, professional services and other town centre development in the Town Centre.

Non main town centre uses, including homes, will be supported where they form part of a mix of uses that provide activity throughout the day and evening and complement the main retail attractions of the town centre.

We will support development in the Town Centre that:

- **reinforces and enhances the compact, legible and walkable character of Loughborough town centre maintaining the Market Place at its heart;**
- **maintains continuous street frontage activity within the Primary Shopping Area;**
- **makes a significant improvement to the character and appearance of Loughborough town centre, particularly at points of arrival into the town centre;**
- **makes a significant improvement to pedestrian and cycle connections within the town centre, including to surrounding public open spaces;**
- **provides improvements to the infrastructure for markets and events; and**
- **is designed to address public safety and wider security, particularly in areas where large numbers of people congregate.**

Our additional need for non-food retail floor space will be met as part of a mixed-use development of allocation HA22 at Baxter Gate/Pinfold Gate. We require a coordinated and integrated approach to the redevelopment of this key opportunity site that:

- **includes a retail parade, major new car park and housing and health centre as necessary in consultation with the Clinical Commissioning Group;**
- **follows the design principles set out in the Loughborough Town Centre Masterplan unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme;**
- **takes account of the Air Quality Management Area; and**
- **prioritises sustainable modes of transport.**

Loughborough Urban Centre Strategic Allocations

3.115. We have prepared a vision for the West of Loughborough Sustainable Urban Extension and Loughborough Science and Enterprise Park in partnership with the developers, landowners and Leicestershire County Council. The vision is outlined below:

A Vision for the West of Loughborough Sustainable Urban Extension and Loughborough Science and Enterprise Park

The West of Loughborough sustainable urban extension and Science & Enterprise Park will provide the opportunity to put local connectivity at the centre of the vision for growth in the north of the Borough. Connectivity to employment, services and open space for the benefit of new and existing residents, reducing the need to travel by car.

It will create a connected urban system of Loughborough and Shepshed with a historic park at the centre. Whilst the separate identities of the towns will remain, there will be an improved level of connectivity to and between Loughborough and Shepshed.

There will be a network of walking and cycling routes and bus services providing excellent connectivity to facilities, services and open spaces.

The sustainable urban extension will be a new community with its own character. It will be of mixed density and provide a variety of homes to meet the needs of all sections of the community including older people. The Local Centre will be a vibrant place day and night, providing a heart to the community.

The sustainable urban extension and Science and Enterprise Park will provide residents with a variety of employment opportunities. There will be excellent links between employment areas north east of Loughborough, within the sustainable urban extension and at the University and Science & Enterprise Park. The Science & Enterprise Park will support the needs and aspirations of the University for growth, whilst reinforcing the knowledge-based focus of Loughborough.

There will be a resilient biodiversity network that links Charnwood Forest to the River Soar Valley. Existing ecological sites and wildlife corridors such as the Black Brook and Burleigh Brook will be enhanced, and ecological sites will be reconnected.

Garendon Registered Park and Garden will be opened up for public access and the monuments and parkland will be restored and managed for the benefit of our community.

The design of the development west of Loughborough, will be strongly informed by the unique local character and the historic setting provided by Charnwood Forest and the Garendon Registered Park and Garden. Urban design of the development in this growth area will weave the local style into the development as well as introduce new innovative and creative solutions.

West of Loughborough Sustainable Urban Extension

- 3.116. The West of Loughborough Sustainable Urban Extension (SUE) is allocated on land to the west of Loughborough, north of Garendon Registered Park and Garden and west of the A6 to the north of the town.
- 3.117. The site benefits from planning permission granted in 2018 which secured outline permission for the SUE. The planning permission is structured around a detailed Design and Access Statement, parameter plans and a series of framework and strategy documents, which together guide how development will come forward by establishing a design framework. The detail in these documents are secured by planning conditions and a legal agreement.
- 3.118. Delivery of the SUE is a key part of delivering the plan's overall spatial strategy. The site is a commitment and is allocated in the local plan to provide a policy framework and certainty around delivery in the long term. We will work with landowners, developers, and other stakeholders to support the delivery of the SUE over the plan period.

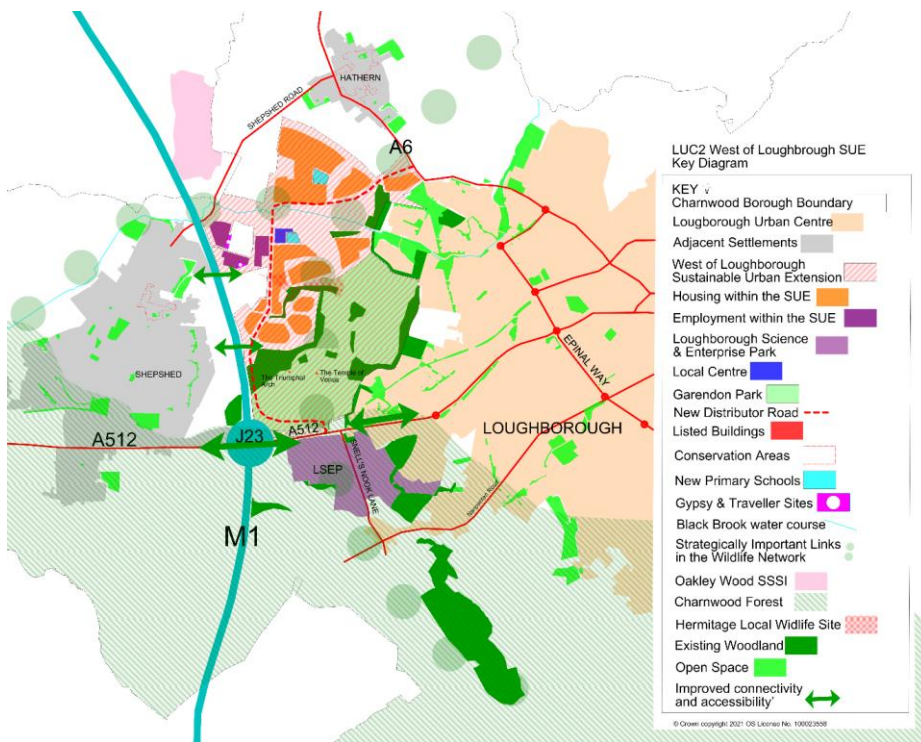
- 3.119. The scale of the SUE requires a comprehensively planned scheme that takes the opportunity to create distinct character areas that respond to the scale, layout and density of the existing neighbourhood to ensure the new community becomes a part of Loughborough. This will mean a mixture of homes and densities to meet the needs of our residents and provide a high-quality environment.
- 3.120. We expect the SUE to include employment development so that people living in the development and nearby have the opportunity to live close to work as part of our plans to reduce commuting.
- 3.121. An essential part of a sustainable community is to have a centre that acts as a focal point for the community providing goods and services close to where people live. Our evidence suggests that the development should include one new Local Centre that provides a mixture of small-scale employment and local shops, a supermarket and a range of non-retail services such as a cafe or a public house. The scale of 'town centre' uses within the new Local Centre should support our strategy for the regeneration of Loughborough Town Centre and Shepshed District Centre and to protect the vitality and viability of surrounding centres, whilst also responding to the lack of provision for food shopping in the west of Loughborough.
- 3.122. To ensure that people living in this new community have services close to where they live it may be appropriate to have an additional smaller centre that complements the main centre. We expect any smaller centre to be well related to the school to provide a focus for the community and reduce the need to travel by car.
- 3.123. We want the SUE to connect the new residents to employment, schools, shops, leisure facilities, open spaces and other community facilities both within the development and beyond. Whilst the SUE will include a range of uses to meet day to day needs, they will also enjoy good connections with Loughborough town centre along with Shepshed and Gorse Covert District Centres where additional services and facilities are available.
- 3.124. We will expect the SUE to make the most of opportunities for high quality walking and cycling routes and high frequency bus services. We want the SUE to be accessible and connect the community to services and facilities, Loughborough Railway Station, Charnwood Forest and provide safe routes across the M1 motorway in support of our regeneration priority for Shepshed District Centre.
- 3.125. Whilst we will maximise the opportunities to walk and cycle there will still be a need for new roads to serve the new development, provide links to the wider road network, support high frequency bus services and to avoid adverse impacts on neighbouring communities. The SUE will deliver a new strategic distributor road, from the A512 to the A6 north of Loughborough. This will run through Garendon Registered Park and Garden, aligned closely with the M1 motorway. Through the Park, this will have the character of an estate road and be designed sympathetically to help reduce impact on the heritage assets. This strategic distributor road will include a link to Hathern Road which connects the development to Shepshed and Hathern.
- 3.126. The duelling of the A512 together with improvements to Junction 23 of M1 have already been undertaken in anticipation of additional traffic generated by the development.

- 3.127. The SUE will also include a new road designed to function as a high street for the development which will be a focus for community and commercial uses. A high-quality environment respecting and responding to the landscape, ecology and heritage in this area will also be delivered in association with the development.
- 3.128. The topography in this location rises from the site southwards up to the Temple of Venus in the Registered Park and Garden and then falls into a shallow bowl before ascending once again northwards towards a second the ridgeline located to the south of Hathern. We expect the design of the SUE to protect the identities of Hathern and Shepshed and respond to the landscape including the relationship the site has with Charnwood Forest. This should include avoiding development on the ridgeline south of Hathern and ensuring that important views are protected and, where appropriate, used to full effect.
- 3.129. The SUE is located to the north of Garendon Registered Park and Garden. The Park includes the remains of a Cistercian Abbey and Mansion, with fishpond and mound which is a scheduled monument. It also includes a Grade I listed building called the Triumphal Arch, a Grade II* listed building called the Temple of Venus and other Grade II listed buildings. Historic England has registered the park and garden because of its importance and identifies the registered park, Triumphal Arch and Temple of Venus as being at risk due to their condition, maintenance and uncertain future. There is also potential for unscheduled archaeology in the area.
- 3.130. The development provides the opportunity to restore the Park and Garden and its monuments and provide appropriate public access for the first time, securing its long-term future. We expect these opportunities, together with careful design, to inform a comprehensive strategy to mitigate the impact of development on the Park.
- 3.131. The area includes strategically important links in the wildlife network which are part of the ecology network connecting the Charnwood Forest to the Soar Valley. These corridors include the Black Brook, Hathern Drive, a series of woodlands along the western edge of Loughborough, a disused railway line and connect to the Hermitage Local Wildlife Site.
- 3.132. We expect the development to respect and enhance these strategically important links in the wildlife network for their important biodiversity value and, where appropriate, create new wildlife networks. There are opportunities to create a network across the landscape along the north-south and west-east axes. There is an opportunity to re-connect isolated ecological assets, such as the Site of Special Scientific Interest at Oakley Wood. Activities that have the potential to disrupt wildlife should be focused elsewhere in the site.
- 3.133. The M1 motorway runs along the site's western boundary. We expect the layout and design of the site to mitigate the impacts of noise and pollution associated with the M1 motorway.
- 3.134. The SUE will provide appropriate public access to Garendon Registered Park and Garden. This will provide a formal park, including recreation and leisure space in keeping with the character of the historic park

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.

*Title above key to read 'LUC2 West of Loughborough SUE Key **Illustrative** Diagram'*



Policy LUC2: West of Loughborough Sustainable Urban Extension

Land to the west of Loughborough is allocated as a sustainable urban extension to deliver a community of approximately 3,200 homes by 2037. The development will make a significant contribution to meeting our housing needs.

The sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. We will do this by:

Housing

- seeking 30% affordable homes to meet local needs in accordance Policy H4;
- seeking a range of tenures, types and sizes of homes in accordance Policy H1;

- supporting extra care housing where it meets the needs of our ageing population in accordance Policy H2; and
- requiring a permanent site for gGypsies and tTravellers of at least 4 pitches and a site of at least 4 plots for Travelling sShowpeople in accordance with Policy H9.

Employment

- providing up to 16 hectares of employment land to help meet our strategic and local employment needs and support the regeneration of Loughborough and Shepshed in accordance with Policies DS1, LUC1 and SUA1;

Community Facilities

- providing two primary schools as appropriate to meet the need for school places, as focal points within the new community;
- contributing to the provision of secondary school places if necessary to meet the need for school places;
- providing one accessible Local Centre, delivered as part of an early phase of development, including as a minimum, local shops and a small supermarket, small scale employment and a range of non-retail and community facilities and services in accordance with Policy T1;
- including opportunities, where appropriate, for an additional smaller centre where it complements the main centre, is well related to the school and meets community needs in accordance Policy T1; and
- supporting the provision of excellent electronic communications networks for all homes and businesses in accordance with Policy E3.

Transport

- requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CC5;
- requiring the retention of walking, cycling and road connections with Loughborough and Shepshed and where possible the creation of new links in accordance with Policy CC5;
- requiring a comprehensive package of transport improvements in accordance with Policies CC5 and INF2 and including:
 - new and improved cycling and walking routes, well related to the Green Infrastructure network, connecting to new and existing employment areas including the Science & Enterprise Park and Dishley Grange, new and existing centres and Garendon Registered Park and Garden;
 - new and enhanced bus services linking the new community with local employment opportunities, Loughborough Town Centre, Shepshed District Centre and Loughborough Railway Station;
 - a new road providing the function of a high street where it passes through the new main centre;
 - a new strategic distributor road through the development to connect to the A512 at the south and the A6 (south of Hathern) to the north;
 - a new road link from the distributor road to Hathern Road;

- dualling of the A512 between Snell's Nook Lane and M1 motorway J23;
- capacity improvements to M1 motorway J23; and
- other network improvements as identified by an appropriate Transport Assessment.

Environment

- protecting the separate identities of Hathern and Shepshed and their Conservation Areas;
- responding to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies DS5 and EV1;
- protecting and mitigating impacts on historic and archaeological features including Garendon Registered Park and Garden, the scheduled monument and listed buildings within the Park in accordance with Policy EV8;
- protecting and enhancing existing strategically important links in the wildlife networks and where appropriate, provide new links to create a coherent biodiversity network in accordance with Policy EV6;
- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CC4;
- delivering buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CC4;
- requiring development that provides appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in Loughborough in accordance with Policy CC1 and CC2;
- including appropriate measures to mitigate any noise and air quality impact from the M1 motorway;
- provide public access to, restoration and long-term management of Garendon Registered Park and Gardens as a public park and heritage assets consistent with their significance; and
- provide an accessible, comprehensive and high-quality network of multi-functional green spaces in accordance with our open space standards in accordance with Policies ENV9, ENV10 and INF1.

We will do this by working with our public and private sector partners and will require the following to support a planning application:

- a Development Framework, including delivery and phasing arrangements and a masterplan informed by an independent Design Review Panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension;
- a Heritage Strategy to inform the detailed mitigation proposals for the restoration and long-term management of heritage assets;
- a Green Infrastructure Strategy to inform the development of detailed proposals and long-term management; and
- a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

In the event that further outline planning permission is sought, before planning permission is granted, we will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

Loughborough and Science and Enterprise Park

- 3.135. The teaching and research expertise of Loughborough University is of regional and national importance, particularly in sports sciences and performance. The University is the Borough's largest employer, with more than 3,500 staff, and 17,000 students.
- 3.136. The Loughborough Science and Enterprise Park, located alongside the University, is one of the largest science parks in the UK with a diverse range of potentially high growth businesses within the knowledge-based and high technology manufacturing sectors. The initial phases of the Science and Enterprise Park has been successful and makes a significant contribution to our economy. On that basis the allocated extension to the Science and Enterprise Park is carried forward from our Core Strategy to support its continued expansion and enable long term planning of the Science and Enterprise Park beyond the plan period to recognise its lasting importance to the wider regional economy.
- 3.137. The Science and Enterprise Park remains central to our vision for Charnwood and its extension will help achieve a strong, responsive and competitive economy in the Borough. Exploiting the full commercial and research potential of the University is a priority we share with our partners, including the University, the Leicester and Leicestershire Enterprise Partnership and Leicestershire County Council.
- 3.138. The importance of the Science and Enterprise Park to not only Charnwood, but also the wider region, is highlighted by its inclusion as one of three sites within the Loughborough and Leicester Science and Innovation Enterprise Zone designated in April 2017. The dynamic innovation community, a world-class research base and graduate supply along with the offer of financial incentives and the priority partnership working available will help drive job creation and business growth.
- 3.139. We have identified the best strategy to enable high technology manufacturing and knowledge-based businesses alongside the University's core business needs. We will work with our partners to sustain the momentum of that development to drive the delivery of the Loughborough Science and Enterprise Park. This will provide a positive framework for inward investment and business interest within and beyond the plan period.
- 3.140. Our evidence suggests that future demand for space on the Science and Enterprise Park is expected to come from four main sources and we have identified a demand for space from:
- start-ups and very small companies requiring small units and shared facilities in a multi-occupancy facility;
 - existing technology-based firms, predominantly drawn from the Derby/Nottingham and Leicester triangle;
 - larger corporate companies with research and development related projects from other parts of the UK and abroad requiring a site to develop their own facilities; and

- major new University-related research and development projects which cannot easily be accommodated in the existing University facilities.

3.141. The extension of the Loughborough Science and Enterprise Park complements the new homes and local jobs in the adjoining SUE and makes the best use of new and existing infrastructure. The Loughborough Science and Enterprise Park will be expected to contribute towards infrastructure in conjunction with the SUE.

Business and Innovation

3.142. We do not want to see the Loughborough Science and Enterprise Park used for general industrial development or warehouses. The Loughborough Science and Enterprise Park concept is based on providing land for businesses within the knowledge-based sector. Knowledge-based businesses are those which are based on their intensive use of technology and/or human capital. While most businesses are dependent in some way on knowledge as inputs, knowledge-based businesses are particularly dependent on knowledge and technology to generate revenue, they rely on the creation, evaluation and trading of knowledge. These types of businesses include high and medium technology manufacturing, communications technology, financial and professional services, creative and cultural industries and employment in education and health care. We do not want to see the Loughborough Science and Enterprise Park used for general industrial development or warehouses.

Knowledge Based Sector

“The knowledge-based economy” is an expression coined to describe trends in advanced economies towards greater dependence on knowledge, information and high skill levels, and the increasing need for ready access to all of these by the business and public sectors. (OECD Definition)

3.143. However, we want to continue the relationship between business innovation and learning. For that reason, the Loughborough Science and Enterprise Park makes provision for University uses, including teaching and research activities, student accommodation and sports infrastructure where this doesn't diminish the main focus of the site for knowledge-based businesses.

3.144. We wish to ensure that the uses within the Loughborough Science and Enterprise Park maintain its unique character as a place for knowledge-based activity (both University, commercial and other research activities) and that a strong “community of innovation” is built. This can be achieved by the establishment of a clear and robust gateway policy, in conjunction with the University and other partners, such as the Leicester and Leicestershire Economic Partnership. The operation of such a policy will provide an important control mechanism for the occupiers and the uses they carry out in the Science and Enterprise Park; and help to attract similar occupiers by giving them an assurance that the Park will continue as a high quality, specialist facility.

3.145. The policy will be designed to guarantee that all companies and organisations on the Science and Enterprise Park will be:

- engaged in knowledge-based activities that complement the academic activities of the University (or be specialist organisations engaged in the support of such businesses); and
- willing to engage on an on-going basis in discussion of mutually beneficial joint activities across the spectrum of teaching, research, and knowledge exchange.

Landscape

- 3.146. The landscape to the west of the University provides a particularly attractive approach to Loughborough. It is an attractive area which forms the north-eastern part of Charnwood Forest Regional Park together with the National Forest and as such the requirements of Policy EV4 will apply. It includes important habitats, such as the ancient woodlands at Holywell Wood and Burleigh Wood, both of which are Local Wildlife Sites. The opportunity should be taken for the development to create and improve habitats, reflecting the established character. To the south of the shallow valley of the Burleigh Brook the land rises towards the Outwoods, providing an open foreground to the elevated areas of Charnwood Forest. The landscape is bisected by Snell's Nook Lane.
- 3.147. The landscape will need to be planned for carefully. Early phases of the Science and Enterprise Park have maintained a parkland setting by retaining 40% of the development site as open and undeveloped. The extension to the Science and Enterprise Park within this attractive landscape setting is only considered acceptable because of its outstanding economic advantage and the expectation that high quality buildings can be developed in a similar landscaped parkland setting.
- 3.148. There is around 31 hectares of land to the east of Snell's Nook Lane. With around 40% of the site being retained as parkland we expect to see around 18.5 hectares developed. There is around 42 hectares of land to the west of Snell's Nook Lane, within the National Forest; with around 40% of the site being retained as parkland we expect to see around 25 hectares developed.
- 3.149. The development's scale, form, character and design must respect the site's topography, natural features and setting. As a gateway to Loughborough the site provides an opportunity to provide landmark buildings on prominent frontages in support of our vision for high quality design set out in Policy DS6. We have worked with our partners to develop a concept masterplan and design principles that responds to the landscape and our vision. This is intended to provide an illustrative example of how the development of the Science and Enterprise Park could be delivered in the future rather than a restrictive framework which is rigidly enforced. As such we would welcome any adaptations which reflect our aims for the science park and will assist in its delivery.
- 3.150. The Science and Enterprise Park offers the potential to reduce our carbon footprint through design, including the careful layout and orientation of buildings. The development must achieve high standards of sustainable construction and design.
- 3.151. We want the Science and Enterprise Park to be designed so that is it resilient to climate change. We expect the development to maintain a greenfield run-off rate, protect and enhance water quality, in support of the Water Framework Directive. We have worked with our partners to explore opportunities to reduce flood risk. Our evidence suggests

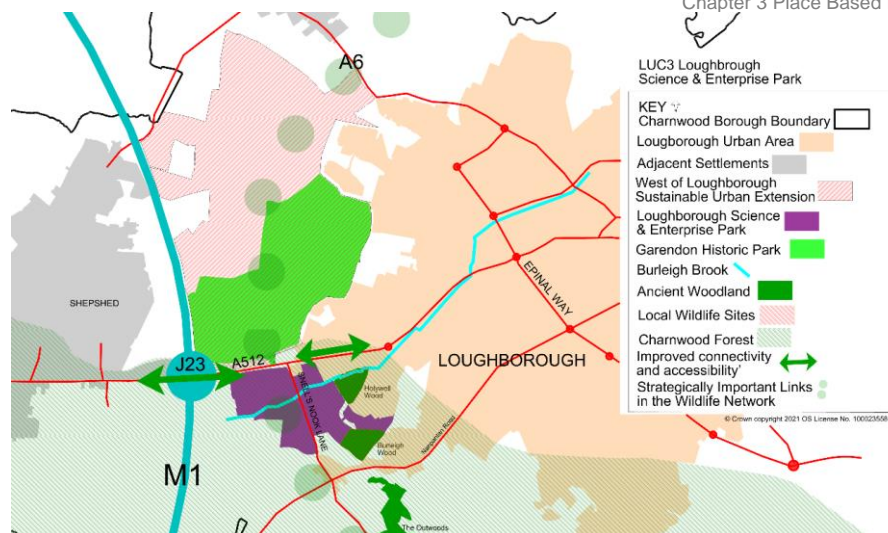
that there is a need for appropriate run-off management and consideration of storage options to prevent any increase in flood risk downstream. This should include investigating opportunities to reduce flood risk associated with the Burleigh Brook and reduce flood risk in Loughborough.

Access and Travel

- 3.152. The development should be fully accessible and legible, supported by facilities that encourage walking and cycling. The site is well served by existing bus services providing direct connections to the town centre, Leicester, Nottingham and Coalville, along with destinations in between. The potential for a significantly increased customer base will support improvements to those services delivering wider benefits across the public transport network.
- 3.153. We will expect the Development Framework, masterplan and development proposals to be informed by a Transport Assessment in accordance with Policy INF2.

Delivery

- 3.154. We will work with our partners to seek public and private funding and inward investment. The demand for development to support knowledge-based business is difficult to predict. We want to be ready for global inward investors and will also pursue schemes to support business start-ups and growth. A successful Science and Enterprise Park will have major benefits for the economy of Leicestershire and the East Midlands.
- 3.155. The advantages of its unique location and quality landscape will demand a phased approach capable of both promoting appropriate development and responding positively to opportunities as they arise.
- 3.156. We do not want to see ad hoc and poorly related development take place on the Science and Enterprise Park. A concept masterplan has been developed to evidence how a positive framework for an integrated development could be provided. We will support any similar cohesive framework which would achieve a similar comprehensive development.
- 3.157. The provision of infrastructure will be timed to service the needs of the relevant phase of development. We will expect to see a phasing strategy as part of the early parameter plan that establishes the timing of infrastructure.
- 3.158. We are working with our partners, including the University, to maximise the opportunities for local employment and businesses to benefit from the Loughborough Science and Enterprise Park. We will produce a joint Economic Development Strategy which will show how new jobs and other training opportunities that arise from the Science and Enterprise Park will be targeted towards local people. Training, apprenticeships, education and supply-chain opportunities for local businesses will be promoted during construction and through the operation of the Science and Enterprise Park.



Policy LUC3: Loughborough Science & Enterprise Park

We will allocate 73 hectares of land to the west of Loughborough University for an extension to the Science and Enterprise Park.

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.

By 2037 the Science and Enterprise Park will have delivered suitable knowledge-based business space in a landscaped campus that:

- 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 temperature, drought and flooding, in accordance with Policy CC4;
- 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; ~~and~~
- makes a positive contribution to the provision of highway infrastructure as identified through a Transport Assessment in accordance with Policy CC5 and INF2 and
- 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.

We will do this by working with our public and private sector partners, including Loughborough University, to:

- prepare a gateway policy to ensure the Loughborough Science and Enterprise Park maintains its unique character as a place for knowledge-based activity;
- agree a flexible Development Framework, including delivery and phasing arrangements and a masterplan that sets parameters and a phasing strategy for the delivery of a cohesive development;
- establish an economic development strategy to capture the wider benefits of the development; and
- support the University in the development of management and marketing practices that assist the delivery of the Loughborough Science and Enterprise Park.

We will require the flexible Development Framework and detailed planning applications to be informed by a Green Infrastructure Strategy and a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

Shepshed Urban Area Settlement

3.159. Shepshed is located in the north west of the Borough on the west side of the M1 motorway. It is the second largest settlement in Charnwood and together with Loughborough it provides the main focus for homes and jobs in the Borough. While Loughborough and Shepshed have separate identities and characteristics they have close inter-relationships and function as a wider urban area.

3.160. The town lies within an area identified by the Leicester and Leicestershire Strategic Growth Plan as the Leicestershire International Gateway. This is an area of land focused around the northern parts of the A42 and M1 motorway that includes East Midlands

Airport, the East Midlands Gateway (a strategic rail freight terminal) and other land and settlements in North West Leicestershire.

- 3.161. Our vision and objectives for Shepshed are to support the Leicestershire International Gateway, through the provision of new homes and jobs, to secure its regeneration and to make the most of its location on the edge of the Charnwood Forest.

Background

- 3.162. The development of Shepshed since the medieval period has been influenced by the wool industry, linked to the nearby Charnwood Forest to the south and the Cistercian Abbey at Garendon to the east. The town centre remains focussed around the marketplace but the pattern of nineteenth and twentieth century expansion has resulted in the town centre now being located in the northern part of the town. The key routes from the Market Place lead to the north (Hathern and Long Whatton) and south to the Charnwood Forest. The A512 linking Shepshed to Loughborough and Ashby-de-la-Zouch is located a mile south of the town centre, leaving the centre somewhat disconnected from main through routes as a result.
- 3.163. Following the decline of framework knitting as a key source of employment, the economy of Shepshed was focussed on small manufacturing businesses. The majority of Shepshed's factories have now closed and their sites have been redeveloped, mainly for homes. Shepshed continues to have significant employment areas, particularly in the area to the north of the A512 Ashby Road, and after Loughborough is the second most self-contained settlement in the Borough, with 20% of those living in the town also working there. However, the majority of Shepshed residents work elsewhere, including the 27% who work in Loughborough, and the town has fewer jobs than the smaller settlements of Syston and Thurmaston.
- 3.164. Many of the new homes that have been built on old factory sites have been to the south of the town centre, locations where access to the town centre is difficult due to a lack of walking and cycling links. As a consequence, many residents choose to shop elsewhere and Shepshed town centre has declined over the last 30 years with closures exacerbating the fragmented character of the main shopping streets.

Environmental Context

- 3.165. Shepshed lies within two landscape character areas: the Langley Lowlands area, with a rolling landform of gentle slopes, to the north, and the Charnwood Forest to the south. The part of the Charnwood Forest character area that includes the southern part of the town and the area immediately south of it has a gently rolling character of mixed farmland. Further south the land rises significantly to Ives Head where it has an elevated upland character.
- 3.166. About a third of the built-up area of Shepshed lies within the boundary of the Charnwood Forest Regional Park. The area to the south west of Shepshed includes a number of wooded areas, including several ancient woodlands, which also form part of the Charnwood Forest. These are important habitats and are also of historical and cultural value in terms of the forest landscape and Shepshed's past. These landscape character

areas are an important part of the character and local distinctiveness of Shepshed and its setting.

- 3.167. The historic centre of Shepshed has been designated as a Conservation Area and there are several nationally and locally listed buildings within and adjacent to the Conservation Area. Historic England has identified the Conservation Area on its Heritage at Risk Register describing its condition as poor and declining. Our approach to regeneration in Shepshed aims to have positive benefits for the Conservation Area as well as the District Centre. Through positive engagement with the local community and Historic England and using the Conservation Area Character Appraisal we will seek opportunities to improve the condition of the Conservation Area with the aim of securing its removal from the Heritage at Risk Register over the course of the plan period.
- 3.168. The Black Brook is a tributary to the River Soar and flows around the west and north of the town. It is part of the town's Green Infrastructure network but also forms part of the Borough's network of strategically important links in the wildlife network. We have therefore carefully considered the impact that new development in this area and will require that any developments, including site allocations, result in an enhancement in biodiversity and address how water flow will be managed as part of that enhancement and to reduce flood risk.
- 3.169. Shepshed generally has sufficient provision of Green Infrastructure and open space. New development will have to ensure that provision keeps pace with the needs of a growing population. Development also provides an opportunity to maintain and enhance networks of open spaces that provide biodiversity and health benefits. These are particularly important in Shepshed and in some cases have the potential to support our objectives for improving connectivity within the town.
- 3.170. Air quality is generally good and improving in the Borough, however, a combination of road traffic and industrial sources of pollution could have an impact on communities in Shepshed that are more deprived and therefore more vulnerable to the effects of pollution. As our strategy directs a significant amount of new growth to Shepshed it is important that the issue of air quality is carefully considered so that opportunities to mitigate impacts and improve air quality can be identified. Whilst the impacts of individual developments in isolation are not significant, it will be necessary to consider the cumulative impacts of proposed development, including the allocations set out in this plan, to avoid an overall significant impact on air quality.

Development Strategy for Shepshed Urban Area Settlement

Homes and Jobs

- 3.171. Our strategy directs development to Shepshed as a sustainable location for growth. It has a range and choice of services, facilities and employment opportunities that meet the needs of residents and benefits from its close relationship with the Loughborough Urban Centre. Our strategy identifies sites for ~~4,878~~ 2,016 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.

- 3.172. The housing sites identified in this plan include significant development on the west side of the town, which will also be the location for new infrastructure including a new primary school. Additional demands on GP surgeries will also be addressed through joint working with the Clinical Commissioning Group and local GP Practices. This is likely to result in enhanced provision at existing surgeries or the provision of a satellite surgery.

Regeneration

- 3.173. In planning terms there is a hierarchy of retail centres and in Charnwood this comprises a Town Centre in Loughborough, several District Centres and smaller Local Centres. Using these terms Shepshed provides the functions of a District Centre despite Shepshed being a town.
- 3.174. Addressing the structural issues in the District Centre and its poor accessibility requires a concerted effort from different agencies to implement the regeneration strategy already agreed. We have worked with the Leicester and Leicestershire Enterprise Partnership and have already committed substantial funds to commence the improvement of the public realm in the Market Place and Bullring areas. However, more needs to be done to ensure the town is re-vitalised as the focal point for the community and the first choice for day to day needs and services. An important strand of our strategy is to ensure that new development contributes to the regeneration of the town and District Centre through public realm works and accessibility improvements.
- 3.175. There are opportunities at the Leicestershire International Gateway to use the environmental assets of the Charnwood Forest to support sustainable development including supporting investment in tourism and leisure and the wider health and well-being agenda, and using existing and newly planted trees to enhance the physical fabric of the town and respond to its forest setting. There are also regeneration benefits from securing good transport links, including by sustainable transport modes, between Shepshed and the International Gateway's key employment locations.
- 3.176. With our partners we have already produced a strategic vision to improve the overall economic health and vitality of the current centre through the Shepshed Town Centre Masterplan and Delivery Framework. They focus on interventions around complementary activities combining public realm improvements with strategies to relate character and identity to the town's retail function. The Council's spatial vision expressed through the Shepshed Town Centre Masterplan is that:

Shepshed Town Centre Masterplan Vision

Shepshed is to be a District Centre for local people, based on support for, and expansion of, independent traders, repairing the physical fabric of the town and thereby making it more attractive to visitors.

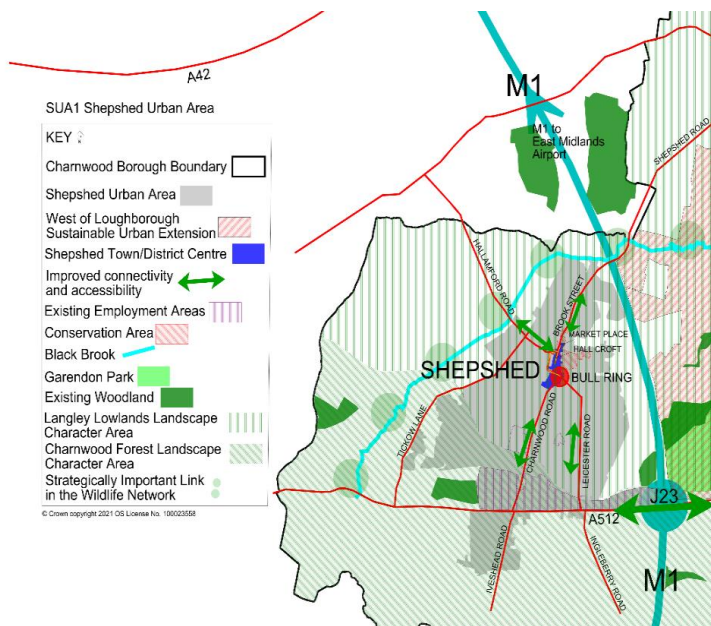
- 3.177. Work is underway to improve the Bull Ring, Market Place and Hall Croft, financed by developer contributions, the Borough Council and Leicester and Leicestershire Enterprise Partnership. We will continue to work with Shepshed Town Council, the Town Team and other stakeholders to deliver the Shepshed Town Centre Masterplan and Delivery Framework.
- 3.178. There is evidence that the investments that have already been made and improvements made by businesses and the local community are starting to have a positive effect, as shown in lower shop vacancy rates and shorter re-letting times. New retailers have moved to the town, adding to the range of the town's retail offer, and there has been a recent growth in the Shepshed Market as people have made more use of shopping locally during the Covid-19 pandemic. These improvements need to be consolidated and built on to deliver the Masterplan in full and the opportunity exists to do so. There are also opportunities to build on the growth of the market to further raise its profile and secure its future.

Shepshed District Centre

- 3.179. The continued vitality and viability of Shepshed District Centre is key to our regeneration strategy for the town and to ensuring that development in Shepshed is sustainable. The Shepshed Town Centre Masterplan and Delivery Framework has been produced to consider the opportunity to improve the overall economic health and vitality of the centre. The Framework identifies a number of issues related to shopping patterns, accessibility of the centre, public realm and services available.
- 3.180. We want to support Shepshed District Centre to improve its overall economic health and vitality and viability, and in continuing to provide for resident's day to day needs. This will mean supporting developments which address these issues. Proposals for town centre uses, out of the District Centre, will require careful assessment of the impacts, particularly given our understanding of the health of Shepshed District Centre and our strategy to address this.
- 3.181. In order to consolidate the improvements to the District Centre and deliver our vision of increasing its vitality and viability, opportunities to improve car parking facilities will be considered. This forms part of our overall strategy of improving access to the District Centre as the focus for retail and other services in the town. Whilst we wish to enable more people to use sustainable transport modes to access the District Centre, we recognise the need to ensure sufficient car parking facilities are available.
- 3.182. Our development strategy for delivering new homes at Shepshed will seek to encourage footfall and spending in Shepshed District Centre by ensuring new homes are well connected to, and contribute to the regeneration of, the centre. Where appropriate, this may include developer contributions for supporting improvements to connectivity, the public realm, landscaping, and heritage assets, the provision of public art and the repurposing of buildings for commercial or community use

3.183. In addition, we would support innovative proposals which seek to complement this approach with more transformative solutions. These would need to respect Shepshed's heritage but could include seeking to open up links and create new gateways between the District Centre and the rest of the town, creating greater coherence between the different elements of the centre, or identifying new complementary uses for sites within the centre that build on its role as the town's meeting place.

Key title to be amended to 'Shepshed Urban Area Settlement'



Policy SUA1: Shepshed Urban Area Settlement

We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:

- 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, and address cumulative impacts, in accordance with Policy INF1 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;
- improves connectivity within Shepshed, particularly between new developments and the District Centre; and improves connectivity also 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 (including to Loughborough Railway Station) 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;
- provides an urban edge which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest and Langley Lowlands, in accordance with Policy EV1;
- enhances biodiversity in the strategically important links in the wildlife network of the Black Brook, in accordance with Policy EV6 including addressing how water flow will be managed to enhance biodiversity and reduce flood risk in accordance with Policies CC1 and CC2;
- mitigates impacts on air quality, taking account of cumulative effects, including those from significant industrial sources in the area, and where possible contributes to improvements in air quality, in accordance with Policy EV11;
- contributes to improving the condition of Shepshed Conservation Area, having regard to the Conservation Area Appraisal in accordance with Policy EV8;
- secures financial contributions to improve the public realm, landscaping, community facilities, public art and heritage of the town and particularly for the Bull Ring, Hall Croft, Field Street and Market Place; and
 - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including:
 - opening up links and creating new gateways between the District Centre and the rest of the town;
 - creating greater coherence between the different elements of the centre;
 - identifying new complementary uses for sites within the centre that build on its role as the town's meeting place, including repurposing vacant buildings for community and commercial uses; and
 - providing managed workspace and small business start-up space.

We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help meet the increased demands on local GP practices.

Service Centres

Background

- 3.184. Service Centres are larger settlements with a good range of services and facilities to meet the day to day needs of residents or have good accessibility to services not available within the settlement. Five Service Centres are located in the Soar Valley: Barrow upon Soar, Mountsorrel, Quorn, Rothley and Sileby, while the other Service Centre, Anstey, is located close to the boundary with the city of Leicester, Hinckley and Bosworth and Blaby in the south west of the Borough.
- 3.185. Our vision and objectives for the Service Centres is to ensure there is a network of centres, so residents have access to a range of shops, services and facilities and also to protect and enhance the identity of the Borough's locally distinctive towns and villages.

- 3.186. Each Service Centre has origins which date back many centuries. Anstey, Barrow upon Soar, Rothley and Sileby were all recorded in the Domesday Book, and are thought to be of Saxon origin while Sileby's name indicates its Danish origin. Quorn and Mountsorrel's origins postdate the Domesday book, but have histories dating back to 12th century.
- 3.187. The Service Centres developed during the 19th century through manufacturing; notably through framework knitting. Quorn and Mountsorrel's historical development is linked to the quarrying of local stone; an industry that remains today. All of the Service Centres saw significant residential expansion in the 20th Century, a trend that has continued until the present.
- 3.188. All of the Service Centres generally have a good range of local facilities including convenience shops, pubs and community buildings. All have at least one primary school which provide a focal point for their communities, serving the majority of children living in the village, and with the exception of Rothley, all have a GP surgery. District and Local Centres are in reasonable health and some centres have a strong restaurant and bar offer too.
- 3.189. These facilities serve not only the villages themselves but a hinterland of smaller settlements and surrounding countryside. All Service Centres have good road and public transport links to larger settlements for access to employment and higher order goods and services. While there is a degree of self-containment in terms of travel to employment for residents of the Soar Valley Service Centres, a large majority travel to other locations for employment. For Barrow upon Soar, Mountsorrel and Quorn, Loughborough is a major destination for employment, whereas for Anstey, Rothley and Sileby, Leicester is more of a focus for employment opportunities.
- 3.190. Our Service Centres have a population ranging from 5,056 in Rothley to 8,849 in Sileby. The population of all Service Centres has increased significantly in recent years with the largest increases being in Rothley, Quorn and Barrow upon Soar. Together they are home to slightly less than a quarter of the Borough's population and the location of 14% of the borough's jobs. Local employment opportunities can help to reduce out commuting and bring sustainability benefits for the centres and the wider community.
- 3.191. The Service Centres' proximity to the large urban areas of Loughborough and Leicester and attractive countryside, has created a strong market demand for housing which has been one of the key reasons for their significant expansion in recent years. This expansion has often been unplanned and as a consequence there have only been incremental improvements made to the infrastructure. Schools in particular have limited options available for further expansion and there has also been pressure on doctors' surgeries and the local road network.
- 3.192. All Service Centres are recognised for having a strong sense of community identity, and this is reflected by the strong engagement in neighbourhood plan preparation encouraged by proactive parish councils and their local communities.

Environmental Context

- 3.193. Our Service Centres lie within the Soar Valley landscape character area, but also extend into Charnwood Forest and Wolds character areas. Anstey lies within the Charnwood Forest character area.

- 3.194. All of our Service Centres have historical cores, defined by conservation areas, which have developed close to the River Soar, or the Rothley Brook in the case of Anstey. All Service Centres lie in areas of significant flood risk and that has affected the pattern of development. Significant growth in recent years has meant that development now extends well beyond these original cores, extending up valley sides into adjoining landscape character areas, with a pattern of development that often contrasts strongly between old and more recent development. New development will need to be carefully planned to integrate with the unique settlement pattern and landscape setting of the Service Centres.
- 3.195. As our Service Centres have grown, the gaps separating them have become smaller. This has contributed to an increase in concern about settlement identities and the importance of settlements remaining distinct and separate places. We have identified Areas of Local Separation adjoining our Service Centres as well as a Green Wedge to the south of Anstey to manage the growth of Anstey and Leicester.
- 3.196. The Soar Valley on which five of the Service Centres lie is a strategically important part of the Borough's ecological network. In addition, the Charnwood Forest also has one of the highest concentrations of designated ecological sites in Leicestershire. The further narrowing of the gaps between Service Centres, particularly on the western side of the River Soar has the potential to isolate our most important wildlife networks. Our development strategy seeks to ensure that connectivity is maintained between the River Soar, Rothley Brook and the broader ecological network.
- 3.197. All the Service Centres are located on the edge of the Charnwood Forest and/or next to the River Soar/Grand Union Canal Corridor, which are major recreational assets. A key priority in our Open Space Strategy is to link areas of open space through Green Infrastructure Corridors, particularly throughout the Soar Valley and Charnwood Forest. There are also railway stations at Quorn/Woodhouse and Rothley on the Great Central Railway with potential to support a visitor economy.
- 3.198. The Charnwood Open Space Strategy 2018 – 2036 identifies shortfalls in provision for a range of typologies of open space in terms of quantity, accessibility and quality. The most common deficiencies in all six of the service centres were the number of parks and gardens followed by allotments where a shortfall was recorded in all but Quorn and Rothley. There was a shortfall of natural and semi natural open space in Barrow upon Soar, Quorn and Sileby. The Soar Valley is generally well-provided with playing pitches for all pitch sports and age groups.

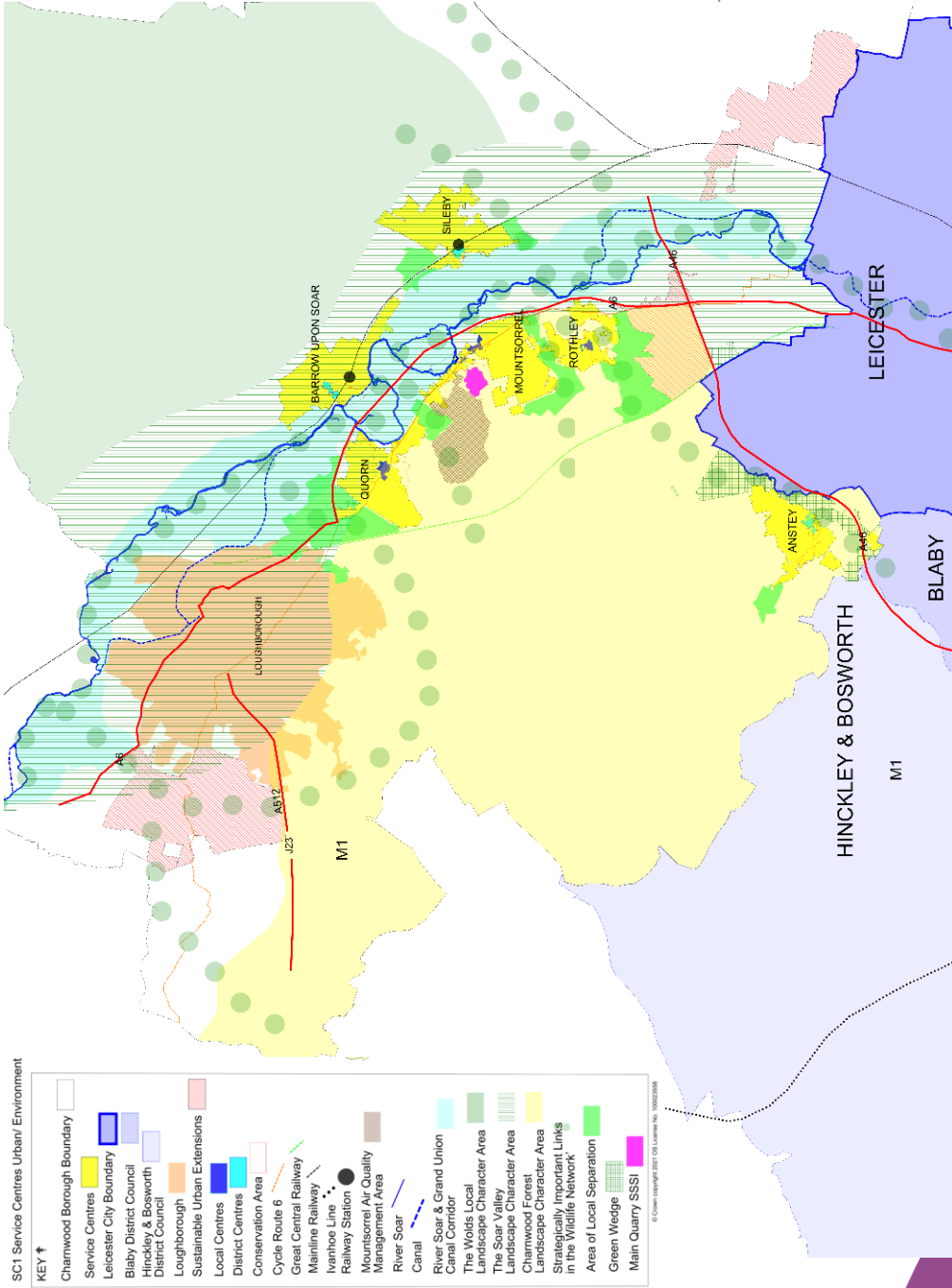
Development Strategy for the Service Centres

- 3.199. Our Service Centres are the most sustainable locations for growth outside Loughborough ~~our uUrban eCentres and the uUrban areas~~ Settlements, but growth needs to be planned carefully in these villages to respond to their key characteristics and constraints as outlined in this chapter.
- 3.200. Our development strategy identifies sites for ~~4,849~~ 1,978 homes as part of the overall distribution for meeting the Borough's needs over the plan period.

- 3.201. Our strategy is to support employment development in the Service Centres in accordance with the pattern of development outlined in Policy DS1, where this would contribute towards meeting our borough wide need for employment land and would reduce out commuting in service centres.
- 3.202. We will encourage development which supports the vitality and viability of the Local and District Centres and seek to enhance their unique characteristics in terms of their heritage and diversity of uses.
- 3.203. One of the key issues for our Service Centres is the provision of homes within a safe walking distance of a primary school. Primary schools in the Service Centres are at or nearing capacity with no or limited opportunity for future expansion. It is therefore important that development in these settlements can deliver new or extended schools to ensure the future sustainability and cohesion of these communities. The housing sites identified are largely focused in three of the Service Centres to ensure that new or extended primary schools can be secured as part of new development.
- 3.204. The Infrastructure Schedule identifies the Service Centres where new or extended schools are required to support new housing growth. Development in these areas will be expected to contribute to the costs of education facilities in accordance with Leicestershire County Council's Developer Contributions Policy. The locations for new facilities are:
- A new 1 Form Entry Primary School, land west of Anstey (HA43)
 - A new 1 Form Entry Primary School, land off ~~Cotes~~ Willow Road, in Barrow upon Soar (HA489)
 - A 0.5 Form Entry Extension to Cossington Primary School, land to the Rear of Derry's Garden Centre (HA59), which would also serve housing growth in Sileby
- 3.205. Between 70% and 90% of journeys to work in the Service Centres are made by the private car, but car usage is lower than in rural parts of the borough, in the Wolds and the Charnwood Forest. All Service Centres benefit from access to frequent public transport services to larger urban areas of Leicester and Loughborough. The proximity to larger centres also means that cycling can be an option, making use of National Cycle Route 6, a long-distance route passing through the Soar Valley.

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.

Our development strategy allocates new development within 800m of public transport which provides at least a 30-minute frequency to a larger urban area or where there is the potential to achieve this. Our evidence has also identified a need for additional off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.



Policy SC1: Service Centres

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:

- 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 and address cumulative impacts, with coordination across authority boundaries as necessary in accordance with Policy INF1 and INF2 including:
 - contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school capacity at Cossington to serve Sileby; and
 - 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;
- is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres;
- protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3;
- protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife network which connect them, in accordance with Policies EV4 and EV5.
- improves connectivity and accessibility within Service Centres and to higher order settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5;
- seeks to provide new development within 800m of public transport with at least a 30-minute frequency to a larger urban area;
- provides employment opportunities in accordance with Policy DS4 and which reduces out commuting from Service Centres;
- contributes to the vitality and viability of the Mountsorrel, Quorn and Rothley Local Centres and Anstey, Barrow upon Soar and Sileby District Centres and which builds upon the unique characteristics of these centres in terms of their heritage and their diversity of uses, in accordance with Policy T1; and EV8.
- provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need.

Other Settlements, Small Villages and Hamlets

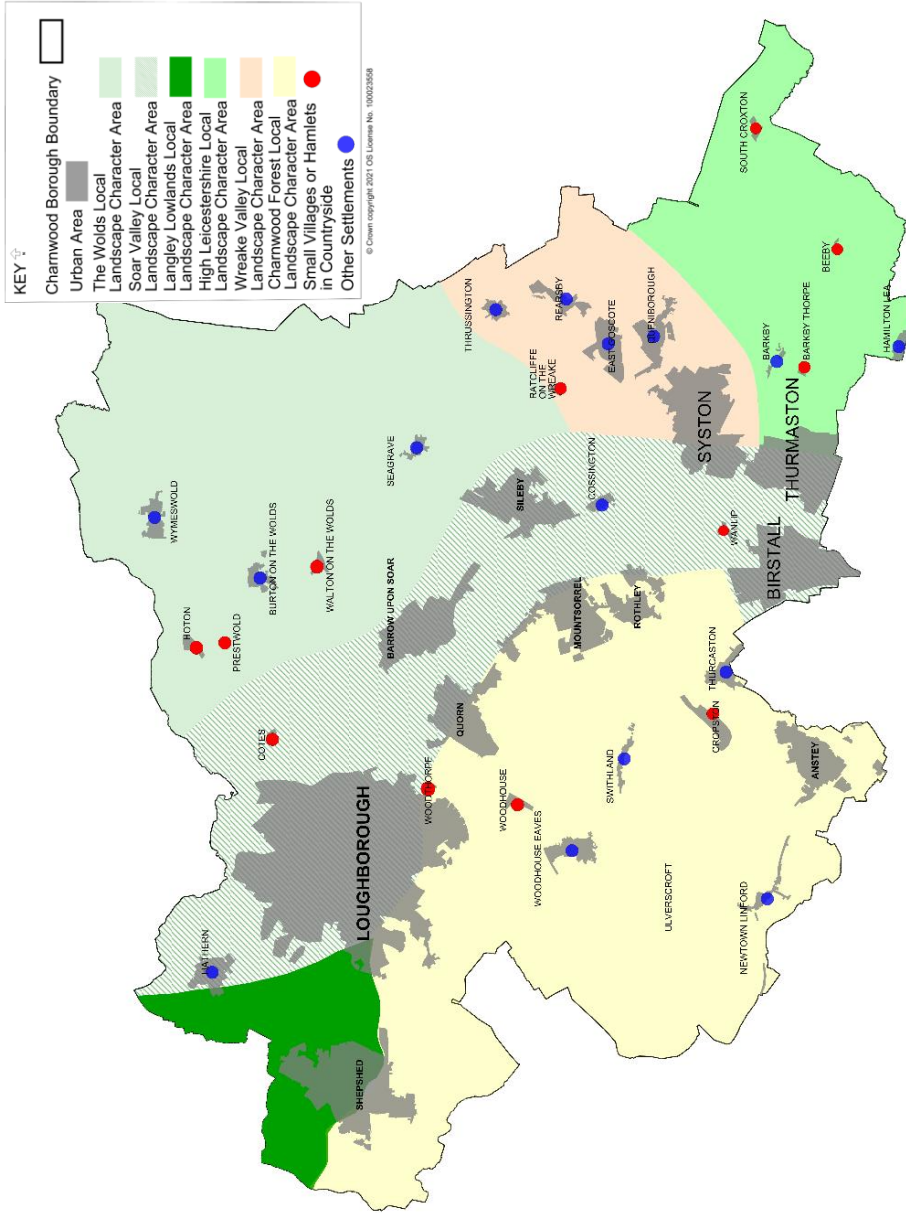
3.206. Charnwood is characterised by a mix of urban and rural environments: from the edges of the city of Leicester to hamlets and the wider countryside. Although the majority of the Borough's population live in larger settlements, smaller settlements are more numerous, and the countryside occupies most of the Borough's area. In all there are ~~39~~ 40

settlements in the Borough and only 42 11 of these are classified as an Urban Centre Areas Urban Settlements or Service Centres.

- 3.207. Our vision and objectives for the Borough's smaller settlements seek to maintain their identity and to protect the special and distinctive qualities of the Borough's landscapes. As with all places we want the people who live in these areas to have good access to jobs, services, facilities and opportunities for recreation, with greater opportunities to do so by walking, cycling and public transport. Appropriately located and designed development can help to deliver these objectives.
- 3.208. Our Settlement Hierarchy Assessment identifies 14 Other Settlements in the Borough. Although forming a recognisable tier in the settlement hierarchy there is also a significant degree of variation between them. They range in size from East Goscote (population 2,866) to Swithland (217) but all have a primary school and some of the other services and facilities required to meet the day to day needs of residents. Our Other Settlements are Barkby, Burton on the Wolds, Cossington, East Goscote, Hathern, Newtown Linford, Queniborough, Rearsby, Seagrave, Swithland, Thrusington, Thurstaston, Woodhouse Eaves and Wymeswold.
- 3.209. The Settlement Hierarchy Assessment also identifies a further 13 Small Villages and Hamlets which have few or no local facilities and range in population from Hoton (353) to Cotes (29). Most of these settlements do not have a parish council of their own and are served by a parish meeting or form part of a larger parish. Our Small Villages and Hamlets are: Barkby Thorpe, Beeby, Cotes, Cropston, Hoton, Prestwold, Ratcliffe on the Wreake, South Croxton, Ulverscroft, Walton on the Wolds, Wanlip, Woodhouse, and Woodthorpe.
- 3.210. 5.7% of the Borough's jobs are found in Other Settlements, Small Villages and Hamlets and Countryside. While the number of jobs per economically active person is greater here than in our Service Centres, the more limited range of employment opportunities that are available means that only between 4 and 6% of economically active people in these areas work in the electoral ward in which they live. Most of these settlements have access to only infrequent public transport services to the employment opportunities and higher order goods and services offered by Service Centres and our urban areas. The distances and routes involved also makes walking and cycling not a suitable option for these journeys. This particularly affects settlements further away from the Soar and Wreake valley corridors and includes some settlements that would otherwise be large enough to be considered sustainable locations, e.g. Newtown Linford, Woodhouse Eaves, Burton on the Wolds and Wymeswold, all of which had populations recorded in excess of 1,000 in the 2011 census. As a result of these factors, in the middle super output areas covering the Charnwood Forest and the Wolds, 86% of journeys to work are by private car.
- 3.211. Prior to the Covid-19 pandemic, 5% of the people in employment worked mainly at home, a further 1% worked in the same grounds or buildings as their home, such as farmers or people with a shop attached to their home, and another 8% used their home as a base while undertaking self-employed work on site at varying locations. The response to the pandemic resulted in the number of people working from home increasing to nearly 50%. While this potential for homeworking is not evenly distributed between different sectors of the economy and poses challenges for our retail centres, it provides an opportunity to improve the sustainability of smaller settlements by reducing the number of journeys to work made by car. We will therefore respond positively to proposals to improve superfast

broadband infrastructure, on which homeworking relies, in rural areas and to modifications to homes which facilitate homeworking.

OS1 Other Settlements, Small Villages & Hamlets



Environmental Context

3.212. Our evidence has identified six distinct landscape character areas in the Borough. The following map shows the location of all of our smaller settlements in relation to those landscape character areas. This shows:

- the distribution of settlements within the Charnwood Forest is mainly to the east of the highest land;
- the sparse settlement distribution in the High Leicestershire area, particularly further to the east;
- that although the Soar Valley is dominated by larger settlements, there are also five smaller settlements located in this area;
- the importance of the topography of the Wolds for the location of settlements with most nestled within small valleys around the 75m contour line, and
- the dense distribution of settlements in the Wreake Valley particularly in the west of this area.

3.213. The historic centres of most Other Settlements have been designated as Conservation Areas. The exceptions to this are Burton on the Wolds and East Goscote.

3.214. East Goscote was built as a new settlement in the 1960s and 1970s whilst Burton on the Wolds only significantly grew following the demise of the Burton Hall estate in the 1950s.

3.215. Many of our smaller settlements have not grown significantly beyond their historic centres and in some cases, for example Barkby, Newtown Linford and Seagrave, the Conservation Area extends over the vast majority of the built-up area. In the case of Swithland, Woodhouse and Woodhouse Eaves, the Conservation Area extends to include buildings and settings beyond the village itself.

3.216. Our countryside has been heavily influenced by human activity and contains evidence of the history of human settlement in the area. These include a Bronze Age/Iron Age hill fort at Beacon Hill, a Roman villa at Hamilton, deserted medieval villages at Cotes and Hamilton, monastic and aristocratic estates at Bradgate, Garendon and Prestwold and the settlements that remain part of the rural landscape today.

3.217. Our evidence shows that there is a strong link between the form and character of our smaller settlements and the surrounding landscape. Examples of this include:

- the significance of views of church spires and towers in several areas;
- the use of local stone and slate in the construction of buildings in the Charnwood Forest and the importance of stone walls as boundaries;
- the presence of farms within settlements and green lanes in High Leicestershire; and
- the location of villages in the Wolds within their own small valleys which means that extension of those villages can have a significant impact on the landscape.

- 3.218. The sense of identity of our smaller settlements is one of their characteristics that we wish to maintain and enhance. This sense of identity is also reflected in neighbourhood planning: both in the community endeavour of preparing a plan and in the content of the plans themselves. Four neighbourhood plans have been made covering eight of our smaller settlements. A further three neighbourhood plan groups are working on plans relating to four settlements.
- 3.219. Our evidence shows that accessible natural and semi-natural green space is not evenly distributed across the Borough, with limited provision east of the River Soar. This means that only 25% of the smaller settlements in the Borough have any accessible natural and semi-natural green space within their parish. This is in part a further reflection of the different character of the Wolds and High Leicestershire landscapes which lack the extensive woodlands of the Charnwood Forest and the meadows of our river valleys. It also demonstrates the importance of maintaining and enhancing the public right of way network as a means of enabling people to have access to and benefit from the countryside.

Strategy for Other Settlements

- 3.220. Protecting our landscape character while allowing sustainable development that supports our rural areas is a delicate balance. There is a close relationship between protecting our landscape and our support for the agricultural and tourism sectors of the rural economy. Our strategy and policies also support our rural communities' needs for affordable housing, facilities and services.
- ~~3.221. As part of our strategy we have made a number of allocations in Other Settlements that will provide 755 888 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.~~
- 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. In this context, small-scale development will generally be minor development. This infill and will be is expected to be well-designed and enhance local character and distinctiveness.

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.

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:

- 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; and, as appropriate, to transport improvements identified through the three Transport Strategies set out in Policy INF2;
- 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.

Strategy for Small Villages and Hamlets in the Countryside

- 3.223. Our Small Villages and Hamlets have few or no services and facilities, and the people who live in these settlements rely on larger ones for their day-to-day needs. They are therefore generally poor locations for new development, and we have made no allocations in these places.
- 3.224. We have only defined Limits to Development for Other Settlements, Service Centres and Urban Areas on the Policies Map. As a consequence, our Small Villages and Hamlets are within the Countryside when it comes to making planning decisions. Our approach to development in the Countryside is set out in Policy C1 and our policy in relation to rural exception sites to meet affordable housing need is set out in Policy H5.

Strategy for the Countryside

- 3.225. 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.
- 3.226. Land designated as Countryside is identified on the Policies Map. Our Smaller Villages and Hamlets as defined in the settlement hierarchy do not have Limits to Development and are considered part of the Countryside when it comes to making planning decisions.

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).

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.

- 3.227. 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. Any 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.

Countryside # 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 of our towns and villages.

- 3.228. Countryside is the location of many rural enterprises, notably agriculture, forestry and horticulture. Whilst protecting the Countryside from most development, it is important to support these rural enterprises and make provision for development that has a strong relationship with their operational requirements. This includes considering new isolated homes in circumstances where there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the Countryside. Where locational requirements are required for equalities reasons, exceptions to the policy will be considered under the public sector equalities duty.
- 3.229. Where an independent expert assessment is required to assess the viability of rural businesses or the requirement for a worker to be housed at or near their rural place of work the costs of this will be charged to the applicant.

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.

3.230. Within land designated as Countryside there are other designations which have their own purposes in guiding development and delivering sustainable development. These are set out in our policies on Green Wedges (EV2) and Areas of Local Separation (EV3).

Policy C1: Countryside

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:

- 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 and
- 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.

The development of isolated homes in the Countryside will be supported if one or more of the following circumstances apply:

- there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
- the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
- the development would re-use a redundant or disused building and enhance its immediate setting;
- the development would involve the subdivision of an existing residential dwelling; or
- the design is of exceptional quality, in that it:
 - is truly outstanding or innovative, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and
 - would significantly enhance its immediate setting and be sensitive to the defining characteristics of the local area.

Chapter 4 Housing

- 4.1. Our development strategy meets the Borough's identified housing needs in terms of the number of new homes required for our growing and changing communities. The following policies address the need to ensure that the new homes that are delivered provide an appropriate mix of types, tenures and sizes of homes including affordable housing for those who cannot afford market rents and purchase prices. By seeking an appropriate mix of housing, we will act positively to ensure that new homes best meet the changing needs of the population and create mixed and balanced communities.
- 4.2. Our priority is that over the plan period enough homes are built to meet our identified housing needs and that their size, tenure, adaptability and type also meet people's needs.
- 4.3. We will encourage our communities through neighbourhood plans to make decisions on what type of housing they need in their local area, where it should be built and who should occupy it. Supported by evidence, neighbourhood plans can include policies around affordability, local lettings and retaining homes as community assets in perpetuity. They can also identify specific sites for housing and specify a proportion of them to be affordable and available to local people.

Housing Mix

- 4.4. A range of house sizes is required to cater for a diverse housing market and provide levels of affordability. Our evidence shows that the suggested mix of market dwellings should be largely split between 2-and-3-bedroom dwellings, for which there is demand from both newly forming households and older households wishing to downsize but retain the ability for friends and family to come and stay. There is also a small need for 1-bedroom dwellings, and some 4-bedroom dwellings reflecting the lack of turnover in larger dwellings and the number of larger households in the Borough.
- 4.5. The overall need is similar for affordable housing but with a greater need for smaller properties and less need for larger ones. The following table sets out the most appropriate mix for new affordable and market homes to meet our needs over the plan period. This takes account of the particular need for smaller affordable home ownership properties to assist people getting onto the housing ladder. It also takes into account the existing high number of 1-bedroom social rented homes available in the Borough and the priority need for larger affordable rented homes for families with children.

Table 6: Preferred Overall Mix of New Housing by Size and Tenure

Preferred Overall Mix of New Housing by Size and Tenure				
	1 bedroom	2 bedroom	3 bedroom	4+ bedroom
Market	Up to 10%	20-30%	45-55%	15-25%
Affordable home ownership	10-20%	35-45%	30-40%	5-15%
Affordable housing (rented)	60-75%		20-30%	Up to 10%

- 4.6. The preferred mix of affordable housing is also influenced by the need to ensure that the best use is made of the housing stock to ensure that properties are both affordable and provide stability for low income households to meet housing needs. For example, 1-bed properties offer limited flexibility for changing household circumstances and Registered Providers prefer not to acquire additional one bed properties which may result in fewer 1-bed affordable rented properties being sought. We have therefore chosen to present the preferred proportion of 1-bed and 2-bed affordable homes for rent as a combined figure. Local evidence from the housing register and discussions with Registered Providers will be used to inform the appropriate mix of homes.
- 4.7. It is also important to consider the types of affordable homes to ensure what is provided best meets the needs of households and ensures a Registered Provider can be successfully secured to manage the homes. On this basis we will generally seek to avoid the following:
- rented affordable flats for families with children;
 - large numbers of one bedroom rented affordable flats on an individual site;
 - one-bedroom intermediate affordable homes; and
 - intermediate affordable flats.
- 4.8. Our approach is also to seek to ensure affordable homes are designed to accommodate the following number of people to reflect how homes will be allocated to those on the housing register:
- 1 bed affordable rented homes need to accommodate 2 people;
 - 2 bed affordable rented homes need to accommodate 4 people;
 - 3 bed affordable rented homes need to accommodate a minimum of 5 people; and
 - 4 bed plus affordable rented homes need to accommodate a minimum of 7 people.
- 4.9. Like many other parts of the country, Charnwood has seen an increase in the size of the private rented sector over the last 20 years. Our evidence shows there is a sufficient supply of homes in the private rented sector and no demand for Build to Rent properties has been identified. Issues in relation to rented houses in multiple accommodation and purpose-built student accommodation are dealt with later in this chapter.
- 4.10. Our evidence has also considered differences in the existing housing stock and housing market in different parts of the Borough. While differences exist, these are not significant enough to warrant different policies in relation to housing mix being applied in different parts of the Borough.
- 4.11. The policy supports the deliverability of development and seeks to adopt a flexible approach that uses our evidence in relation to housing mix to guide development over the course of the plan period rather than being a requirement for each development. We will therefore consider evidence that is provided that could justify a particular housing mix on a site.

Policy H1: Housing Mix

We will seek a mix of house types, tenures and sizes that meet the overall needs of the Borough in line with our most up to date evidence. We will do this whilst having regard to the extent to which those needs have already been met by other development, local housing needs and housing market evidence, economic conditions, viability and site-specific circumstances.

Housing for Older People and People with Disabilities

- 4.12. People are living longer and the proportion of older people in the population is increasing. This means there will be an increase in the number of people with long-term mobility and health problems as people age. Our evidence also shows that the number of people aged 65+ with mobility problems and dementia is increasing more quickly than the total number of people in this age category.
- 4.13. There is therefore likely to be an increased requirement for specialist housing options for older people, whether in the form of sheltered housing or extra care housing. There are also younger people who have needs for adapted or specialist accommodation. We wish to encourage enhanced provision of these types of housing in both the market and affordable sectors.
- 4.14. The Borough Council owns 14 sheltered housing schemes across the Borough comprising nearly 450 units. The Council is already undertaking a phased sheltered housing review which aims to provide high quality housing in self-contained accommodation, addressing tenants' needs and expectations, and where residents may live independently with support.
- 4.15. Bungalows can also provide more appropriate accommodation for those with limited mobility and we will therefore support their provision on appropriate sites. While bungalows may require a greater plot size, affecting the density of development, there may also be situations where bungalows are the most suitable house type for a particular site or part of a site, taking account of the site's constraints or context.
- 4.16. Our policy is to encourage an adequate supply of accessible housing through the provision of homes which can provide greater accessibility, flexibility and adaptability to meet a diverse range of needs over time. Our approach focusses on increasing the supply of those properties that are accessible and adaptable (i.e. they meet Part M4(2) of the Building Regulations) so that people can more easily remain in their homes if their circumstances change.
- ~~4.17. 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 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.~~

Policy H2: Housing for Older People and People with Disabilities

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
- 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.

In seeking these this types of homes, 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.

We will also:

- support the provision of bungalows or other single level properties; and
- support the provision of specialist accommodation where it addresses the needs of older people in accordance with identified housing needs and care requirements, or of younger people with special accommodation needs.

Internal Space Standards

- 4.18. Living in a dwelling that is overcrowded or too small can cause health problems and be detrimental to well-being. Average dwelling sizes in the UK are amongst the smallest in Europe and the Government has introduced nationally described space standards to establish minimum standards and help bring consistency across the country. The Government has recently required these standards to be complied with for new homes delivered through permitted development rights.
- 4.19. Our evidence shows that the nationally described space standards are not consistently being met in new homes in Charnwood, particularly those relating to gross internal floorspace and the provision of built-in storage. We wish to balance the delivery of the number of homes needed with providing adequate living conditions for their occupiers and avoiding overcrowding. Delivering homes that meet the standards is also consistent with our wish that people can remain in their homes if their circumstances change. We will work with Registered Providers to balance meeting the space standards with other factors so as to maximise the delivery of affordable housing.

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 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. 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.

- 4.20. In order to provide certainty for developers, we will not apply this policy to reserved matters applications that relate to outline planning permissions granted before the adoption of this plan.

Policy H3: Internal Space Standards

We will seek compliance with the nationally described space standards, or any replacement standards produced by the Government, for all new homes (including those resulting from the change of use of existing buildings). We will do this while having regard to any evidence provided regarding viability or other site-specific factors.

For affordable housing we will respond positively to development proposals that are accompanied by a Design and Access Statement, or similar document that satisfactorily explains how any deviation from the nationally described space standards (or any replacement standards produced by the Government) will still meet the needs of occupiers.

Affordable Housing

- 4.21. The difference between house prices and household incomes makes it difficult for some people to afford to buy a home. Market rent levels can also be unaffordable for some people who are unable to or do not wish to purchase their home.
- 4.22. Evidence from the Land Registry shows that house prices in Charnwood have increased significantly over the last decade and have done so by more than the regional and national average. Household earnings have not kept pace with this increase in house prices. The generally accepted ratio for the amount of mortgage a household can borrow is 3 to 3.5 times household income and in Charnwood average house prices are over 7 times average earnings.
- 4.23. We wish to help people whose housing needs are not being met by the market by seeking the delivery of new affordable homes. These are usually homes that are made available to buy a share in, buy at a discount or rent through a Registered Provider such as the Council or a Housing Association.
- 4.24. The National Planning Policy Framework categorises affordable housing into four main types:
- (a) **Affordable housing for rent:** owned and managed by a Council or other Registered Provider with rent set at a level which does not exceed 80% of the local market rent or Social Rent set in accordance with the Government's rent policy.
 - (b) **Starter homes:** new dwellings which are available for purchase by qualifying first-time buyers and are sold at a discount of at least 20% of the market value, subject to a price cap and with restrictions on sale or letting.
 - (c) **Discounted market sales:** housing which is sold at a discount of at least 20% below local market value with eligibility determined by local incomes and house prices and with provisions to ensure housing remains at a discount for future eligible households.

- (d) **Other affordable routes to home ownership:** for those who could not achieve home ownership through the market including shared ownership, equity loans, low cost homes for sale and rent to buy.
- 4.25. There is an identified need for 476 new affordable homes for rent (category a) a year in Charnwood over the plan period to meet existing and newly arising needs. The majority of that need is for homes where rent is charged at the social rent level, which is less expensive than the affordable rent level. It is recognised that there is also a role for affordable rents and our evidence suggests that a significant proportion of the need for affordable homes for rent could be met by either affordable rent or social rent when access to housing benefits and the local housing allowance cap sought on affordable rents are taken into account. It is clear from our evidence that both tenures of homes are likely to be required in all areas of the Borough.
- 4.26. The National Planning Policy Framework states that major housing development proposals should make provision for at least 10% of the overall number homes to be available for affordable home ownership (categories b, c and d). This is more than sufficient to meet the need for affordable home ownership in the Borough.
- 4.27. First Homes are the Government's preferred discounted market tenure. First Homes are a specific kind of discounted market sale housing (category c) which are discounted by a minimum of 30% against the market value, sold to a person or persons meeting the First Homes eligibility criteria set out in the Planning Practice Guidance and cost no more than £250,000. When sold they must have a restriction registered on the title at HM Land Registry to ensure this discount and other restrictions are passed on at each subsequent title transfer. In accordance with national guidance, we will require at least 25% of all affordable homes delivered through developer contributions to be First Homes.
- 4.28. Our evidence shows that shared ownership is the most appropriate form of affordable home ownership to meet the needs of those most in need in the Borough due to the lower deposit requirements and lower overall costs. Once the First Homes requirement has been met, this will be the preferred affordable home ownership tenure
- 4.29. Our approach to meeting the need for affordable housing has also been informed by our viability evidence. This has informed the policy to seek 30% of all homes delivered as part of major developments to be affordable, with the exception of brownfield sites. We recognise that there are greater costs associated with bringing forward developments on brownfield sites than on greenfield sites. Informed by our evidence on viability we will therefore seek a minimum of 10% affordable housing from major developments on brownfield sites.
- 4.30. In order to meet the national requirement for 10% of the overall number of homes to be available for affordable home ownership on greenfield sites, we will seek a tenure split of 67% affordable housing for rent and 33% affordable home ownership (made up of 25% First Homes and 8% other affordable home ownership, preferably shared ownership). This is equivalent to 20%/10% of the total number of homes on the site. We will seek a 50%/50% split on brownfield sites to take account of our much greater need for rented affordable housing and the number of brownfield sites included in our development strategy as part of urban intensification. The 50% affordable home ownership will be

made up of 25% First Homes and 25% other affordable home ownership, preferably shared ownership.

- 4.31. In considering alternative tenure mixes the Council will balance the need to meet the objectively assessed needs of our communities with the need for flexibility to avoid delays to the delivery of housing. We will continue to work collaboratively with Registered Providers and housebuilders to consider alternative mixes where there is a clear justification.
- 4.32. In planning for affordable housing, we have taken account of viability to ensure development schemes are not rendered undeliverable as a result of excessive obligations and policy burdens. We have undertaken a whole plan viability study that includes the required level of affordable housing. Where a developer considers that the requirement for affordable housing is making a site financially unviable, the applicant will be required to provide a viability appraisal that meets the requirements set out in the Planning Practice Guidance and meet the cost of an independent assessment of that appraisal commissioned by the Council to inform a discussion of the appropriate development of the site.
- 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.~~ 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.
- 4.34. Affordable housing should be provided on site as part of sustainable and mixed communities. Where there is a lack of a Registered Provider willing to acquire or manage the affordable homes, the Council will also consider proposals for the affordable homes to be gifted to the Council to add to its own social housing stock. Exceptional circumstances may however justify alternative means of affordable housing provision such as the use of a commuted sum in lieu of provision on site. An example might be a preference from the local housing authority for local affordable housing need to be met in an alternative location.
- 4.35. We will work to ensure that housing proposals are delivered on all suitable sites and will invite interest from developers regarding providing new affordable homes for young first-time buyers at discounted prices on underused or unviable commercial or industrial sites not currently identified for housing, as part of our support for entry-level exception sites.
- 4.36. Our policy follows the National Planning Policy Framework in only seeking contributions from applicants of major developments and excluding small sites of less than 10 dwellings. However, developers are expected to make efficient use of land and attempts to deliberately circumvent the local plan thresholds through the inefficient use of land or subdivision of sites will not be acceptable. When considering whether a development meets the threshold for the provision of affordable housing the Council will consider the development potential of land adjacent to the site. Where the site forms part of a wider allocation or a larger area within the control of the applicant, which is suitable for development, this will be taken into account to ensure comprehensive development and avoid piecemeal development which does not make appropriate provision of affordable housing.

4.37. We will monitor the delivery of affordable housing in our Authority Monitoring Report.

Policy H4: Affordable Housing

We will seek 30% affordable housing from all major housing developments with the exception of brownfield sites where 10% affordable housing will be sought.

We will seek the following tenure mix:

	Total Affordable	% of Affordable Homes for Rent	% of Affordable Homes for Ownership
Greenfield	30%	67%	33%
Brownfield	10%	50%	50%

New affordable housing should be delivered on site and integrated with market housing unless there are exceptional circumstances which contribute to the creation of mixed communities.

A clear justification supported by an independent viability assessment will be required if the applicant considers that particular circumstances justify the need for a lower level of provision.

Developers are expected to make efficient use of land and attempts to artificially reduce the scale of development to below the threshold for providing affordable housing will not be acceptable.

Contributions will not be sought from sheltered housing, extra care housing self-build or custom housebuilding developments.

Rural Exception Sites

- 4.38. Our evidence shows that house prices and rents in rural areas are higher than in other parts of the Borough. This and a smaller stock of dwellings can restrict choice and lead to limited availability of affordable housing in rural areas. Our development strategy involves restricting the amount and scale of development in the Countryside, which includes Smaller Villages and Hamlets.
- 4.39. We wish to address the lack of affordable housing options in our rural areas by using a rural exception sites policy to meet local needs. Households with a local need are those who are either current residents or have an existing family or employment connection but are unable to access market housing. Our policy would allow developments that provide affordable housing that meets those needs to take place outside the Limits to Development of settlements where it would not otherwise be allowed.
- 4.40. Rural exception sites will be limited to our Other Settlements, Small Villages and Hamlets with a population of less than 3,000. Proposals for small scale rural exception sites will be expected to be adjacent, or otherwise well-related, to the existing village or hamlet so that they are accessible and within a short and safe walk. Developments should be appropriate in scale, character, and appearance. In terms of scale, sites should be less than 1ha in area or increase the number of homes in the settlement by less than 5% of the existing housing stock, whichever is the smaller. A high standard of design will be

expected which seeks to minimise the development's impact upon the landscape, the existing built form of the village or hamlet and its effect upon the role and function of the settlement.

- 4.41. The successful delivery of rural exception sites will require a partnership approach between the Borough Council, Parish Council, Registered Provider and the landowner. Neighbourhood plans provide a good opportunity for communities to identify the need and possible locations for rural exception sites.
- 4.42. Proposals must be supported by a Housing Needs Survey which demonstrates local housing need having regard to the Council's local lettings policy. The format, method of analysis and geographical extent of any survey should be agreed with the Council. Some market housing may be acceptable where it subsidises the delivery of rural exception schemes as part of the same development. We will only do this where there is clear and robust evidence of the needs being met and the financial justification for the market housing being proposed to deliver the scheme.
- 4.43. We will seek to address an identified local need in a single village/hamlet or where a combined need can be identified across a group of villages/hamlets. The affordable homes provided will be allocated in accordance with the Council's Housing Allocations Policy to ensure they meet the needs of current residents or those who have an existing family or employment connection to the village(s)/hamlet(s) but are unable to access market housing.

Policy H5: Rural Exception Sites

We will support the provision of small-scale developments in rural areas for affordable housing outside Limits to Development as an exception where:

- **the housing is demonstrated to meet an identified local need for affordable housing as set out in a Housing Needs Survey; and**
- **development is adjacent, or otherwise well-related, to an rural settlement other settlement, small village and hamlet, and respects the character of the settlement and its landscape setting.**

We will require, through a planning condition or legal agreement, that homes delivered as part of a rural exception site must remain available as affordable housing in perpetuity.

Self-build and Custom Housebuilding

- 4.44. Some people want to build or commission their own homes and we want to ensure our communities have the opportunity to do so as part of our strategy for meeting housing need. Such schemes can include individual family homes and community housing projects. The Council maintains a register of those interested in building their own home within Charnwood. Approximately half of these have no specific location in mind with the other half identifying an area of search.
- 4.45. Our evidence suggests that most of the demand in relation to these types of homes is for small sites in the countryside but that these are in limited supply, and that in terms of both

number and affordability they are insufficient to meet the demand. We will therefore support self-build or custom housebuilding in any location considered suitable for housing in accordance with our spatial strategy set out in Policy DS1 and Policy C1 on development in the Countryside. We will also encourage neighbourhood plan groups to identify suitable sites for self-build and custom housebuilding within their areas.

- 4.46. There is also potential for larger housing sites to include plots for self-build homes as a means of meeting the demand for this form of accommodation. Our evidence tells us a small proportion of self-build plots as part of larger schemes is unlikely to adversely impact the viability of those sites. Applying this as a requirement to all development sites could be disruptive to the build out process and may not meet the needs of self and custom housebuilders, thus making it ineffective. Instead, we will pro-actively encourage applicants to consider the potential for including plots for those wishing to build or commission their own homes as part of development proposals. We will focus on those areas where the demand can be identified from the register or other evidence, and on the largest sites where disruption will have a less marked effect.
- 4.47. Contributions for affordable housing will not be sought from plots used to develop self and custom-built homes.

Policy H6: Self-build and Custom Housebuilding

We will support proposals for self-build and custom housebuilding in locations considered suitable for housing in accordance with Policies DS1 and C1.

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.

We will seek the provision of at least five serviced plots for self-build and custom housebuilding on sites of more than 250 dwellings.

Where plots have been made available and marketed appropriately for at least for a 12 month marketing period and have not sold, the plots can be used to deliver general market housing.

Houses in Multiple Occupation

- 4.48. A house in multiple occupation (HMO) is a property in which 3 or more unrelated people live together and share facilities such as a kitchen and bathroom. There are two types of HMO:
- Small HMOs: shared houses or flats occupied by between 3 and 6 unrelated individuals who share basic amenities, classified as C4 in the Use Classes Order; and
 - Large HMOs: those with more than 6 people sharing, unclassified by the Use Classes Order and described as being sui generis (of their own kind).
- 4.49. The number of properties used this way has grown in recent years. Our evidence tells us that HMOs are meeting the needs of a range of social groups including students, low income households, young professionals, migrant workers, those going through a change

in family circumstances and those who select HMOs as a preferred choice of accommodation such as weekday accommodation returning to another home at weekends.

Concentrations of Houses in Multiple Occupation in Charnwood

- 4.50. Our evidence shows that there are two distinct dimensions to the local HMO market. The student HMO market is focused around the northern, eastern and southern edges of the Loughborough University campus, and in particular Storer Ward and Southfields Ward. The non-student HMO market is most marked in the eastern wards of Loughborough and to a lesser extent in other larger settlements in the Borough and some outlying villages. Traditionally, HMOs in Loughborough were considered to be mainly used by students who attend Loughborough University or Loughborough College. Our research has shown, however, that a high proportion (44%) is occupied by other groups in our community.
- 4.51. HMOs are an important part of the housing market which bring benefits to the community by providing affordable, flexible accommodation for those groups who otherwise may struggle to access housing and those that require short term housing options, including students. Our student population makes a significant economic, social and cultural contribution to our Borough, which is valued.
- 4.52. However, some communities in Loughborough with a high concentration of HMOs experience problems, including anti-social behaviour, noise, crime, poor maintenance of properties, lack of car parking, highway safety issues and an imbalance in the mix of the community which can leave community facilities under resourced.
- 4.53. Where there is a high proportion of HMOs occupied by students it can also lead to a sharp contrast between busy term times and quieter periods during the holidays which impacts on social interactions, surveillance, local services and facilities. In essence, an over concentration of HMOs can lead to a loss of community spirit as long-standing communities are replaced by transient populations with less stake in the community.
- 4.54. We will continue to work closely with our partners, particularly local residents' groups, Leicestershire County Highways, Leicestershire Police, Loughborough University and College and the Students' Union, as well as the Council's Private Sector Housing and Environmental Health Teams, to address issues arising from concentrations of houses in multiple occupation.
- 4.55. In recognition of the issues caused by the concentration of HMOs in Loughborough, special powers were granted to us by the Secretary of State under an Article 4 Direction to remove permitted development rights to convert a home into a small HMO. The Direction means that in Loughborough planning permission is needed to use a house as a small HMO. Planning permission has always been required for use as a large HMO and this remains the case for the whole of the Borough.

Use of Concentration Threshold in Loughborough

- 4.56. The development of sustainable, inclusive and mixed communities is a key planning objective which aims to ensure the needs of different groups in the community are met. While the impact of a single new HMO or the expansion of an existing HMO may not always be significant on its own, it can add to the cumulative impact of a concentration of HMOs on the character and amenity of an area and the sustainability of the local community.
- 4.57. In Loughborough, where the Article 4 Direction is in place, we will use a threshold approach to assess the cumulative impacts of HMOs on communities. This will measure whether there is already a high concentration of HMO accommodation within an area where a new HMO or expanded HMO is being proposed. The threshold approach will apply to:
- new small or large HMOs;
 - conversions of existing small HMOs (3-6 unrelated people) to large HMOs (more than 6 unrelated people); and
 - extensions to existing large HMOs where this would not result in a change in their use class but would intensify the use, e.g. the provision of additional bedrooms.
- 4.58. The policy will not apply to extensions to small HMOs which remain in the C4 use class. In those cases, the property can lawfully accommodate between 3 and 6 people as a small HMO. Where planning permission for an extension to an existing small HMO is required, the impact of the development on the amenity of people occupying the property and neighbouring properties, and on the character of the area will be considered in assessing proposals against other policies in the plan including Policies DS5 (Design) and H3 (Internal Space Standards).
- 4.59. In setting a threshold above which no further HMOs or expansion of existing HMOs will generally be granted planning permission, a balance needs to be struck. There is a need to maintain mixed and balanced communities, whilst not unnecessarily restricting the overall supply of HMOs across Loughborough and therefore limiting the housing available to meet the needs of the population as a whole. Studies have indicated that local communities become unbalanced if more than 10% of properties are HMOs. This is therefore the threshold that we will use.
- 4.60. Assessments of the current concentration of houses in multiple occupation in Loughborough will be undertaken using the following method.
- A 100m radius will be measured from the centre of the building to which the application applies.
 - The number of current HMOs will be measured as a proportion of the total number of residential properties within the area defined by the radius.
 - A property will be included in a calculation where the centre of the property falls within the area defined by the radius.
 - Each dwelling house within the area defined by the radius will be counted as a single property, regardless of the number of bedrooms.
 - Each HMO will be counted as a single property, regardless of the number of bedrooms.

- 4.61. The 10% threshold provides a measure of the concentration of HMOs and therefore the broad level of balance or imbalance in a community. It is important to note however that we will not adopt a rigid approach to decision making, and our policy identifies other factors that will also be taken into account when determining applications. These include factors that operate at the smaller scales of a house and its neighbours and the street, which can also be important in affecting the impact of development on the character and amenity of a residential area.

Local Geography in Loughborough

- 4.62. A number of factors relating to local geography will be considered in addition to the threshold in order to assess the impact of an additional or expanded HMO on community balance, and the character and amenity of the area. These may indicate that development in an area that exceeds the 10% threshold is acceptable or development in an area below the 10% threshold is unacceptable.
- 4.63. The number, location and size of large HMOs, and the presence of a halls of residence and purpose-built student accommodation within the area defined by the radius will be taken into account. This is because their proximity, the location of the main entrances and whether the facilities are managed could accentuate or diminish the cumulative impacts measured by the concentration of HMOs.
- 4.64. We will also consider the area in the immediate proximity of the property to which the application relates and assess whether the concentration of HMOs in the surrounding street/s is significantly different to the overall proportion in the area defined by the radius.
- 4.65. It may be appropriate in certain circumstances to exclude from the calculation parts of the area defined by the radius where the presence of any natural or other physical boundaries clearly separates them from the location of the proposed development.
- 4.66. Our evidence has identified an issue with residential properties being sandwiched between two HMO properties. In these circumstances negative impacts from HMO properties can be exacerbated for occupants of the non-HMO property. The residents of the non-HMO property may also feel isolated from other residential properties on the street. Our policy will resist an HMO where it would result in a residential property being sandwiched between two HMOs along the same side of a street. This would not apply where the properties are separated by an intervening road.
- 4.67. These matters expand upon the concentration threshold approach and therefore only apply to Loughborough.

Noise

- 4.68. HMOs can often be noisier than a family home because of the number of people living independently within the property. There is likely to be a greater number of journeys up and down stairs and entering and exiting the property. There is the potential for a greater number of electronic devices to be in use at the same time including TVs and radios and there can also be increased noise created by self-closing doors fitted for fire safety

reasons. Noise can adversely affect the amenity of neighbours and other local residents and the potential noise impact of a proposed HMO will need to be considered.

- 4.69. In Loughborough, these impacts have been considered as part of establishing the threshold approach to assessing cumulative impact.

Character and Amenity

- 4.70. The impact of proposed HMOs on the character and amenity of an area will differ depending on the nature of the area and the effects of existing HMOs. In Loughborough, these effects have informed the threshold approach used to assess cumulative impacts. Where available we will also consider other evidence including standards of property maintenance, parking issues, reported crime and anti-social behaviour including noise complaints, a fear of crime, accumulations of waste and rubbish, littering, fly-posting and the proliferation of letting signs to assess the existing impact of HMOs in a particular local area. In Loughborough this will enable local factors to form part of the consideration of applications. Outside Loughborough, where the threshold approach is not used, the evidence will enable an assessment to be made of the impact of existing HMOs on the area.
- 4.71. HMOs by their nature have the potential to increase the number of cars associated with a single property and therefore to increase the pressure on the on-street parking provision. This can lead to problems such as traffic obstructions (to pedestrians, emergency vehicles and refuse vehicles) and congestion. While highway safety will be an issue to consider for all applications, the harm to the residential amenity of the local area caused by the number of cars associated with new HMO developments will also be an important consideration in determining applications.
- 4.72. One way of addressing the issue is to seek adequate off-street parking and appropriate storage space for bikes. However, the removal of front gardens and curtilage features such as walls to provide additional off-street parking can also have a detrimental impact on the character and amenity of an area and so will need to be considered on a case by case basis.
- 4.73. The provision of secure, unobtrusive and accessible refuse and recycling storage away from the public highway but within easy access to the front of the property for collection can be beneficial in reducing the impact of new HMO development on amenity.

Policy H7: Houses in Multiple Occupation

We will support the well-being, character and amenity of our communities by managing the proportion of houses in multiple occupation.

We will support new houses in multiple occupation, conversions of small houses in multiple occupation to large houses in multiple occupation or extensions to large houses in multiple occupation in Loughborough where:

- **the concentration of houses in multiple occupation is less than 10% within the area defined by a 100m radius from the centre of the building to which the application**

relates, or the development would not otherwise result in an over-concentration of houses in multiple occupation taking into account local geographical factors;

- they do not result in a residential dwelling being sandwiched between two houses in multiple occupation; and
- they do not, either cumulatively with other houses in multiple occupation or in themselves, lead to:
 - adverse noise and disturbance which is detrimental to the amenity of the street or residential area;
 - on street car parking that would cause an unacceptable impact on highway safety, severe impacts on the road network, or cause detriment to the amenity of the street or residential area; or
 - damage to the social and physical character and amenity of a street or residential area.

We will support new or expanded large houses in multiple occupation outside of Loughborough that:

- do not, either cumulatively with other houses in multiple occupation or in themselves, lead to:
 - adverse noise and disturbance which is detrimental to the amenity of the street or residential area;
 - on street car parking that would cause an unacceptable impact on highway safety, severe impacts on the road network, or cause detriment to the amenity of the street or residential area; or
 - damage to the social and physical character and amenity of a street or residential area.

Campus and Purpose-Built Student Accommodation

- 4.74. Loughborough University and Loughborough College are important contributors to the local economy, both in terms of the number of people whom they employ and the investment that they attract into the town. The student population also contributes to the town's vitality.
- 4.75. Our evidence shows that the number of people studying at Loughborough University has continued to increase over the last five years, although more slowly than in the decade prior to that. Although the University has no plans to significantly increase the number of students, this trend is likely to continue. There has also been an expansion in the provision of purpose-built student accommodation both on the University campus and elsewhere in Loughborough in recent years. Loughborough College also provides some accommodation for its students.
- 4.76. The provision of new purpose-built student accommodation on the campuses of the University and College, or in other appropriate locations, meets the needs of students for this type of accommodation. It can also help reduce pressures on residential areas to accommodate students and, consequently, help meet the housing needs of other groups and address the issues associated with high concentrations of houses in multiple occupation.

- 4.77. Given the recent increase in the supply of campus and purpose-built student accommodation, our evidence concludes that there is no need to have a specific policy allocating sites for purpose-built accommodation in order to meet the needs of students. We will support new purpose-built student accommodation, both in the form of new buildings and the conversion of existing buildings, in appropriate locations.
- 4.78. We wish to see such developments generate the minimum number of vehicle movements through optimising opportunities for making use of sustainable modes of transport, for example through providing secure cycle storage as part of the development, and such measures as no car provisions in tenancy agreements.
- 4.79. The Loughborough Student Street Support Scheme provides welfare support to students and minimises night-time noise disturbance to local residents through providing street patrols on routes used by students. New off-campus student accommodation can result in changes to the pattern of pedestrian traffic between the campus, the town centre and the accommodation. It may be appropriate for new off-campus student accommodation to contribute to the additional costs of patrolling new routes or increased patrolling of existing routes associated with the development.
- 4.80. Providers of new purpose-built student accommodation are encouraged to respond positively to the needs of students in terms of providing an appropriate proportion of lower cost accommodation, providing 24-hour warden services, and adopting the ANUK/UNIPOL National Code.

Policy H8: Campus and Purpose-Built Student Accommodation

Additional student housing provision within the campuses of Loughborough University and Loughborough College will be supported.

Additional off-campus purpose-built student accommodation will be supported provided it:

- is located to be well-related to either Loughborough town centre or the campuses of Loughborough University and Loughborough College;
- has good access to suitable bus routes or is within easy cycling or walking distance of the campuses;
- minimises the vehicle traffic generated by the development;
- avoids damage to the social and physical character and amenity of the local area taking account of the cumulative impacts of the development and other similar uses; and
- contributes to the cost of the Loughborough Student Street Support Scheme, where the development will result in additional patrols.

Development proposals for off-campus purpose-built student accommodation should be accompanied by a Design and Access Statement, or similar document, that sets how issues of sustainable transport and the potential impacts of the development on the local community have been addressed.

Gypsies, Travellers and Travelling Showpeople

- 4.81. The Government has an overarching aim to ensure the fair and equal treatment of Gypsies and Travellers 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 Gypsies, Travellers and Travelling Showpeople's needs.
- 4.82. The Sustainable Urban Extensions North East of Leicester, West of Loughborough and North of Birstall include provision for permanent pitches for Gypsies and Travellers or plots for Travelling Showpeople to meet identified needs. These are being implemented as follows:
- Land for 4 Gypsy and Traveller pitches and 4 Travelling Showpeople plots as part of the North East of Leicester Sustainable Urban Extension;
 - Land for 4 Gypsy and Traveller pitches and 4 Travelling Showpeople plots as part of the West of Loughborough Sustainable Urban Extension;
 - 4 plots for Travelling Showpeople as part of the North of Birstall Sustainable Urban Extension.
- 4.83. We will monitor the delivery of plots and pitches, including those at the Sustainable Urban Extensions, to ensure they are provided within agreed timescales.
- 4.84. Our evidence shows that there are no additional needs for permanent pitches for ~~gypsies~~ Gypsies and ~~travellers~~ Travellers or and 8 plots for ~~travelling~~ Travelling showpeople 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, Gypsies and travellers, Travellers in the update to Annex 1 of the Guidance on Planning Policy for Traveller Sites (December 2023) to include all those of travelling background because no additional need for Gypsies and Travellers had been identified.

There remains a need for transit sites across the county, particularly in the north west of the county and the city of Leicester, and we are working with other local authorities in Leicester and Leicestershire to identify and bring forward sites in the areas of greatest need for transit provision.

Policy H9: Gypsies, Travellers and Travelling Showpeople

~~We will support sites for gypsies, travellers and travelling showpeople to meet an identified need that are:~~

To meet the needs of Gypsies, Travellers and Travelling Showpeople we will support new sites or extensions to existing sites that are:

- 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~~ create a positive relationship with the character, appearance and amenity of 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.

Chapter 5 Employment

Our Economy and Labour Market

- 5.1. Charnwood is centrally located in England and is the largest district by population in Leicestershire and one of the largest in the country. Leicester, Nottingham and Derby are within easy reach whilst the Midland Mainline railway, M1 motorway and East Midlands Airport provide good connections with more distant destinations, and this makes Charnwood an extremely attractive location for business.
- 5.2. Loughborough is a big driver for the local economy in the north of the Borough, with the high technology manufacturing and knowledge-based industries an important sector for the town. The Charnwood economy also has a strong relationship with Leicester and our economic fortunes are closely linked to the city. Businesses in the south of the Borough benefit from their proximity to the city and 15,000 residents living in Charnwood travel to work in the city.
- 5.3. We produced an Economic Development Strategy for Charnwood in 2018 and following the Covid-19 global pandemic we have been working with our partners to contribute to an Economic Recovery Strategy for the Leicester and Leicestershire area. Our 'in Charnwood' initiative aims to create a strong economy for the Charnwood area by working closely with other parts of the Council, businesses and with a wide range of partner organisations to encourage inward investment and business growth. Charnwood has significant economic growth potential, and our policies are designed to help facilitate that.
- 5.4. In 2019 there were around 79,000 jobs in Charnwood with our businesses producing goods and providing services worth £3.5 billion a year to the economy. The education sector and professional, scientific and technical activities are particularly well represented compared to the national average. This reflects the importance of Loughborough University and Loughborough College to the local economy. Despite a 35% decline in employment in manufacturing from 2000 to 2016, this sector is still substantially larger in Charnwood than the regional and national average.
- 5.5. The Borough's average wage is very similar to that of the East Midlands and the wider country whilst the number of our residents claiming out-of-work benefits is lower than the national average and that of the East Midlands. Unemployment levels are also lower than the national and regional average. However, there are still areas of Charnwood which suffer from higher unemployment, lower wages and lower levels of educational attainment, especially in our Priority Neighbourhoods of Loughborough East, Loughborough West, Mountsorrel and South Charnwood (part of Thurmaston and Syston).

Charnwood's Future Economy

- 5.6. We want to create a strong and lasting economy which will encourage the success of our businesses and in turn provide jobs and a better quality of life for all our residents.
- 5.7. Our development strategy sets out our approach to meeting employment needs in the Borough. We want to ensure that businesses in Charnwood can access suitable premises which enable them to thrive. We also want to attract new inward investment. Our aim is to encourage a flexible supply of land which can respond to a changing market

and working practices, encourage competition and maximise economic growth. We will help facilitate the supply of major employment sites and make provision for the supply of land and property which encourages the establishment and growth of small and medium sized businesses.

- 5.8. Innovation is important for value creation, growth, competitiveness and employment. We will capitalise on this by taking advantage of the presence of Loughborough University, the Loughborough and Leicester Science and Innovation Enterprise Zone sites, our existing businesses that are involved in innovation and leading-edge technologies and the excellent transport links in our Borough.
- 5.9. We will continue to support our Enterprise Zone sites of Loughborough Science and Enterprise Park and Charnwood Campus as centres for high value, knowledge-based businesses. We will seek opportunities to support the forward funding of infrastructure and buildings within the Enterprise Zone area through the use of future business rate receipts to ensure a significant boost to our economy. We will also use these receipts to support initiatives which help provide training and improve the skills required to establish, improve and grow businesses.
- 5.10. Just to the north of the Borough, East Midlands Airport and the East Midlands Gateway provide employment opportunities for some of our residents. The Leicester and Leicestershire Strategic Growth Plan has identified the Leicestershire International Gateway, focussed around these sites, as an area with the potential for further growth and employment. To promote the potential of this area we will work collaboratively with our partners on any major employment opportunities proposed outside Charnwood which contribute to the Leicestershire International Gateway and seek to improve access to them from Charnwood.
- 5.11. Shepshed has provided a focus for our housing growth and to support this development and our regeneration aims for the town, along with the International Gateway, we have allocated 5 hectares for employment on land off Fairway Road to provide the opportunity for new employment premises to be built in the town.
- 5.12. The economic relationship between south Charnwood and the city of Leicester provides an opportunity to encourage new manufacturing and small warehousing jobs within Charnwood to take advantage from business investment and expansion that may not be able to take place in the city.
- 5.13. Our evidence forecasts a growth in office related jobs to 2037. Around half of this growth will be focussed in professional services with the rest spread across a range of sectors. We recognise that the impact of the Covid-19 pandemic has altered the way many companies have operated and may well alter future working patterns for such jobs, and this will be monitored through the plan period as the economy settles. There has been a rise in homeworking over recent years, driven by improvements in technology which has accelerated during the pandemic. We will support opportunities for live/work units which consist of both commercial/office space and a residential component where this does not affect residential amenity or lead to conflict with commercial activities.
- 5.14. Development can provide opportunities for our communities through the provision of new jobs and training prospects. We will encourage developers to demonstrate how job and training opportunities can be made accessible to residents, particularly those from priority neighbourhoods, through planning obligations. The availability of new jobs can support

our local residents whilst the raising of skills levels will help increase the productivity and competitiveness of the Charnwood economy.

- 5.15. In the manufacturing sector, the decline in jobs is forecast to slow down compared to past rates and as a result manufacturing is likely to remain an important part of our local economy in future years and we will seek to support this. Alongside Covid-19, the departure of the United Kingdom from the European Union is also likely to have implications for our economy and how it operates in the future; however, these impacts cannot be defined with any great certainty at present and their precise nature is likely to remain unknown for several years.
- 5.16. To encourage the establishment of small and medium sized businesses we will ensure the provision of land and buildings to meet their needs whilst facilitating the supply of major employment sites and their delivery. Our evidence has also identified that there is a strong demand for smaller freehold industrial units and additional development for such units to meet this need will be supported provided it is in suitable locations.
- 5.17. Our evidence regarding employment land highlights that our existing land supply commitments are sufficient to provide choice and flexibility to meet our needs. The oversupply of land identified will allow us to respond to any changes in demand, including unmet employment needs from within the city of Leicester in the south of the Borough.
- 5.18. Amendments to the town and country planning regulations have established that Class E now covers a range of commercial, business and service uses. Where a proposal is meeting a demonstrable need in support of the local economy, we will consider using specific conditions to restrict permitted development rights within the new Class E.
- 5.19. To create favourable conditions for the growth of our economy requires good infrastructure and a built environment which suits the needs of businesses so they can thrive. We will support and influence infrastructure providers to meet the future needs of existing and new businesses.
- 5.20. Neighbourhood plans provide local communities with the opportunity to make decisions about employment for example stipulating the type of jobs needed, the scale of employment and its location. We will encourage our communities through neighbourhood plans and supported by appropriate evidence to identify employment opportunities in their local area.

Regeneration

- 5.21. We want to help all our towns and villages to thrive, and to revitalise and further improve our urban areas which will support our vision and objectives. We will encourage development which improves the urban environment and rejuvenates the economy. Our overall development strategy of urban intensification and concentration aims to support the vitality and viability of existing centres. We want to encourage people to live close to the urban centres in the Borough to promote the future success of those centres by boosting footfall and the local economy. We will support the regeneration of existing employment sites to support our urban areas and ensure the efficient use of brownfield land.
- 5.22. We have identified priorities for regeneration at Thurmaston in our place-based policies. We also recognise the importance of regenerating the centres of Loughborough and

Shepshed, as the major urban areas in the north of our Borough. We have developed Masterplans and identified place-based policies which will assist in their revitalisation.

Policy E1: Meeting Employment Needs

By 2037 we will meet the economic needs of our communities and continue to contribute to supporting the economic needs of Leicester. We will do this by supporting development that:

- contributes to delivering our employment needs, in accordance with Policies DS1 and DS4;
- supports the expansion of the Loughborough Science and Enterprise Park, in accordance with Policy LUC3;
- encourages a greater proportion of high technology and knowledge-based businesses in Loughborough;
- provides opportunities for manufacturing businesses to develop, re-locate and expand;
- supports proposals that provide flexible accommodation, including for offices and managed workspace;
- provides opportunities for small-scale, high quality business units and offices, including freehold industrial units;
- supports business and employment regeneration opportunities which support our Priority Neighbourhoods and existing urban areas;
- seeks to provide employment and training schemes to maximise local employment opportunities and help address skills deficits in the local population; and
- supports and promotes transport, power and broadband infrastructure which facilitates employment developments.

We will consider the use of planning conditions for applications which are for offices, research and development or light industrial uses (Use Class E (g)) to ensure that they remain within that use in perpetuity.

Protecting Our Existing Employment Sites

- 5.23. We want to prevent the loss of ~~good quality~~ our existing employment sites to alternative uses as our evidence identifies that these sites have low vacancy rates and are needed to maintain a supply of land and buildings for new and growing businesses. Employment uses are generally considered to fall within the B and E Use Classes along with some sui generis employment uses; however, we also recognise that there may be occasions when other employment generating commercial uses may be acceptable.
- 5.24. The Policies Map identifies the ~~good quality~~ employment sites which should be safeguarded, based on our evidence of their attractiveness to occupiers, accessibility and compatibility with their surroundings.
- 5.25. We will require any proposal involving the loss of commercial accommodation or land to demonstrate that there are no reasonable prospects that the site will be required for employment use in the future through proportionate marketing relevant to the site's circumstances and setting, and the market demand at that point in time.

- 5.26. We recognise that recent changes to the Use Classes Order and General Permitted Development Order will mean that some alterations to a building's function and operation may no longer be controlled by the planning system. However, to provide a range of employment sites and limit the need for development on greenfield land we will look to ensure that existing employment sites, premises and allocations that are viable for continued use are safeguarded where possible to maintain job opportunities and protect the economic health of our Borough. Where we are able, we will seek to ensure the release of viable employment sites or premises to other uses may only be made where their loss would not cause harm to business or employment opportunities, or where there are unacceptable amenity impacts for local residents. This policy will be applied to not only new floorspace, but also to change of use (where appropriate) and variations of conditions to remove or amend restrictions on how units operate in practice.
- 5.27. The marketing evidence submitted with a planning application should demonstrate:
- that the site or land has been widely advertised and marketed for a wide range of economic uses for at least one year, including offering the site for both freehold and leasehold interest;
 - that the site or land has been offered at values reflective of current market values, including benchmarking with similar sites in the market area;
 - details of any interest received from potential buyers or tenants since marketing commenced, including explanation of why this was not pursued; and
 - viability testing of indicative schemes where sites or land are undeveloped, or property needs to be redeveloped.
- 5.28. We will consider sites on an individual basis to take account of specific circumstances including the relationship with, and amenity of, adjoining sites. It may be possible for an employment site which cannot remain wholly in employment use to become a mixed-use development to offset part of the loss of employment space. This should be considered prior to total loss of the site.
- 5.29. Our allocated sites, which are not yet developed, may not be brought forward for several years. These sites contribute towards our medium and long-term supply of employment land and allow the economy to respond flexibly to demand over time. We would, therefore, not normally expect them to be considered for alternative uses.

Policy E2: Protecting Existing Employment Sites

Existing good-quality employment sites, as identified on the Policies Map, will be protected for employment uses unless it can be demonstrated that:

- the site or land has no reasonable prospect of being re-occupied or redeveloped for a new employment use;
- the proposed use would contribute to delivering the wider local plan objectives in accordance with Policy DS1;
- immediately prior to submission of a relevant planning application the site or land has been widely advertised and marketed for a wide range of economic uses at reasonable market values for at least one continuous year;
- consideration has been given to mixed use development of the site including employment uses; and

- **the alternative use is small scale, complimentary and ancillary to the main employment use of the site.**

For other existing employment sites, not identified as ~~good~~ quality on the Policies Map, proposals for alternative uses will be supported where it can be demonstrated that:

- **the property or land is vacant and has been unsuccessfully marketed for employment use for at least six months, at reasonable market values; and**
- **the change would result in amenity or environmental benefits to the adjacent uses or area.**

Warehousing and Logistics

- 5.30. The logistics and distribution industry now form a significant part of the UK's economy as goods flow from the manufacturer to the general public via suppliers, retailers and their distribution centres. Leicestershire, and the wider Midlands area, occupies a central location in the country with excellent transport links and as such is considered a prime location for large scale B8 warehouse and distribution operations, making it of regional and national significance to the strategic distribution sector. The commercial buildings (strategic warehouses) used in these strategic storage and distribution operations are large scale and relate to units where the individual unit size is over 9,000sqm (or approximately 100,000sqft), a standard definition within the commercial property sector.
- 5.31. We recognise that the sub-regional, regional and national scale at which the strategic distribution and logistics sector operates requires significant cross boundary cooperation to meet their development needs. We have joined with our local authority partners across the Functional Economic Market Area to produce an evidence base which examines the current and future needs of the sector, with an emphasis on future floorspace and land requirements. However, delivering new commercially attractive strategic sites on this scale to proactively drive and support sustainable economic development cannot be undertaken by Charnwood working alone.
- 5.32. We will use our evidence base, through the duty to cooperate, to ensure continued long-term strategic and collaborative planning across the county of Leicestershire, and potentially with authorities in neighbouring areas, to identify and deliver the needs of this industry. Our evidence recognises that the prime locations for strategic distribution operations are influenced by several criteria which are required to ensure they can operate efficiently: for example, good connectivity with the strategic road network and accessibility to a suitable workforce.
- 5.33. These factors will be used, with our partners, to identify potential areas of opportunity for such development. When identifying sites, a sequential approach is also recommended which ensures that existing sites are sufficiently exhausted first; followed by extensions of these sites; then satellite sites near existing sites; then brownfield; and finally, new greenfield sites.
- 5.34. We will seek to ensure that any proposals for strategic distribution development meet the vision and objectives in this plan of supporting our strong and diverse economy and enhancing the role of knowledge-based industries in Charnwood. Proposals for strategic warehousing will be determined against other policies in this plan to assess their impacts upon factors such as residential amenity, sustainable construction and impact on the character and appearance of an area.

- 5.35. Alongside the strategic distribution warehouses themselves the logistics industry also has further requirements at different points in the supply chain, which include consolidation centres and last mile delivery facilities, along with HGV parking and associated amenities. We will support such development and its contribution to the wider supply chain, subject to the other policies in this plan.

Our Rural Economy

- 5.36. Our rural areas have changed with the continued mechanisation of agriculture and consolidation of holdings into larger farms. Jobs in agriculture have declined considerably and are forecast to continue to do so and we want to ensure the economic viability of rural communities and enterprises. Our rural areas generally have less access to public transport, and it is important that local services and facilities are supported. We are proposing to support the regeneration and diversification of the rural economy whilst protecting the character and appearance of the countryside and our rural communities.

Small Scale Business Development in Villages-Rural Areas

- 5.37. We will support development for all types of business and enterprise which is not detrimental to the character and appearance of the countryside and will provide employment opportunities in our rural areas for local communities. Neighbourhood plans provide an opportunity for local communities to take the lead in deciding how to balance the employment needs of their communities and several have already done so.

Re-use of Rural Buildings

- 5.38. We will help our rural economy by supporting the reuse of redundant or under used rural buildings for small scale business activities compatible with countryside locations. This can also help preserve historic agricultural buildings whilst supporting local economies.

Farm and Land Based Business Diversification

- 5.39. Farm Diversification of agricultural and other land-based rural businesses can help ~~farmers~~ the rural economy by providing sources of income which allow ~~them~~ the land to continue to ~~farm and be managed the land~~. 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 farming a land-based use remains the dominant business activity.

Equine Businesses

- 5.40. The keeping of horses in the Borough makes a valuable contribution to our countryside and the rural economy. We will support the development of our horse related industry which provides opportunities for leisure, tourism and farm diversification along with the related farriery, saddlery, feed trades and specialist equine veterinary services. New development proposals of this nature will however need careful consideration in terms of their impact on the character and appearance of the countryside.

Tourism and Leisure

- 5.41. Tourism in Charnwood contributed £304 million to our economy per year as of 2018 and the Borough attracts over 6.01 million visitors a year. The Charnwood Tourism Strategy found that tourism supports over 6,000 jobs in more than 900 businesses in the Borough. There are several popular attractions in our Borough such as the Charnwood Museum, Loughborough Town Hall, the Carillon Court Shopping Centre, Great Central Railway, Taylors Bell Foundry, Bradgate Park, Grand Union Canal and various other country parks. We recognise the important role tourism and leisure plays in the Borough's rural areas and overall economy and will support our partners to continue to grow the tourism sector in our Borough.
- 5.42. The Great Central Railway plays a significant role for our rural tourism offer with stations at Rothley and Quorn providing a focus for tourism activity. We will continue to work with the Great Central Railway to support the future success of this heritage line.
- 5.43. We will continue to work with the River Soar and Grand Union Canal Partnership to harness the potential of the waterway and make it more attractive to visitors. The policy will support development which improves accessibility and facilities for canal related tourism development.
- 5.44. There is also potential for rural tourism based on the enjoyment of the countryside, our rich built heritage, festivals and events supported by restaurants, cafés, bars and public houses.
- 5.45. Charnwood Forest is a unique and important landscape which is related to the wider National Forest. With our partners in the Charnwood Forest Regional Park, we will promote sustainable leisure and tourism, manage and promote landscape and settlement character and support agricultural diversification and woodland and rural economy uses.

Small Scale Growth and Expansion of Existing Businesses in the Countryside

- 5.46. 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 and does not have an unacceptable impact through its operational requirements, such as significant vehicle movements.

Policy E3: Rural Economic Development

We will maximise the potential of our rural economy by 2037 by supporting development within, adjacent to or beyond existing settlements that:

- **provides small scale, sustainable growth and expansion of all types of business and community needs ~~existing businesses~~ in rural areas both through conversion of existing buildings and well-designed new buildings;**

- enables farm and other land-based rural business diversification where farming a land-based use remains the dominant element of the business;
- provides superfast broadband networks for all homes and businesses;
- provides tourism and leisure facilities, particularly developments that benefit the Great Central Railway, the River Soar and Grand Union Canal, the National Forest Strategy and the Charnwood Forest Regional Park; and
- is not detrimental to the character and appearance of the Countryside in terms of its scale, character or operational requirements.

Chapter 6 Town Centres, Services and Facilities

Town Centres

- 6.1. Town, district and local centres are the focal point of communities. They provide local access to goods, services, leisure facilities, social interaction and employment and are therefore an essential part of sustainable communities. Our centres are set within the historic core of our towns and villages and contain significant heritage assets that are integral to their sense of place.
- 6.2. Our vision and objectives include support for strong, vibrant and healthy communities. This policy applies to proposals for main town centre uses and proposals within defined centres and needs to be considered alongside other policies in the local plan. Policy DS1 sets out the scale and pattern of development for retail uses for the local plan as a whole. Policies for specific places are set in the place-based policies including the Baxter Gate/Pinfold Gate Opportunity Site in Loughborough to meet need for retail uses, as well as our regeneration and other priorities for different centres in Charnwood.
- 6.3. To achieve our vision and objectives, planning decisions need to ensure that there is a network of vibrant centres, so residents have good access to a range of shops, services and facilities at the heart of their communities. The vitality and viability of centres will be supported by developments that provide a range of uses, that encourage a strong daytime and evening economy that enhance local employment opportunities and spend. High quality design of buildings and spaces including the retention of traditional shop frontages, avoidance of 'dead frontages', providing for the ease of movement and attractive public realm will enhance the visual interest of centres and create safe places where people want to spend time together. We will support appropriate residential uses within centres, particularly at upper floor levels, to make the best use of underused floorspace and to enhance activity, footfall and natural surveillance.
- 6.4. Our evidence establishes individual centre boundaries which are identified on the Policies Map and which are within the following hierarchy:
- **Town Centre** (Loughborough) – provides the principal focus for retail, leisure, offices, arts, tourism and cultural activities in the Borough. A 'primary shopping area' is identified defining the area where retail development is concentrated within the town centre.
 - **District Centres** (Anstey; Barrow upon Soar; Birstall; Gorse Covert; Shelthorpe; Shepshed, Sileby; and Syston) – provide day-to-day retail and service needs that typically arise for a wider local catchment, usually comprised of groups of shops, at least one supermarket, and a range of non-retail facilities such as banks, healthcare, religious institutions, restaurants or a library.
 - **Local Centres** – (Mountsorrel; Rothley; Sharpley Road Loughborough; Quorn; and Melton Road, Thurmaston) – provide a range of small convenience shops that serve a small local catchment and, in most cases, non-retail facilities such as a religious institution or community hall.

Sequential Test and Impact Assessment

- 6.5. We want to see main town centre uses being developed in our town centres rather than other locations. Development of such uses outside of our defined centres will not help us to deliver our vision. We will apply a sequential approach to the location of new town centres uses which prioritises sites in centres, ahead of those in edge of centres or then out of centre locations.
- 6.6. The sequential test will be applied to proposals for main town centre uses, including developments involving mezzanine installations and variation of condition applications (for example to extend hours of operation or the range of goods sold). The sequential test will not be applied to proposals for small-scale rural economic development such as for a small-scale shops that is ancillary to a tourism use or farm, or the expansion of a rural business which involves minimal new floorspace (see policy E3). Similarly, the sequential test will not be applied to proposals for changes of use for a unit within existing undesignated small parades of shops that provide goods or services for a local neighbourhood catchment.
- 6.7. Our evidence has established local impact assessment thresholds which are reflected in the policy. When applying the assessment thresholds, the size of proposals will be assessed as the proposed gross internal area.

Permitted Development

- 6.8. We will help create the conditions in which businesses can invest, expand and adapt whilst balancing this with supporting the viability of Charnwood's designated centres. Where permitted development rights exist that could result in subsequent alterations/use changes that could undermine the aims of the sequential approach, we will consider attaching specific planning conditions in order to support the viability of town centres. This will be considered on a case-by-case basis but could include for example restricting the sale of certain goods and services and restricting changes of use.

Hot Food Takeaways

- 6.9. Hot food takeaways contribute to the mix of uses in centres and can support local evening economies. However, concentrations of hot food takeaways, particularly on prominent streets or retail frontages, can detract from the overall appearance of centres due to their predominant evening use which can result in a lack of street activity in the daytime. They can lead to the generation of significant litter, including food waste, and to short term parking outside takeaways leading to congestion. Our evidence tells us that the concentration of hot food takeaways in specific locations, particularly in Birstall and Shelthorpe District Centres, detracts from their vitality. We want to manage the concentration of hot food takeaways to support the vitality and viability of our centres.

Policy T1: Town Centres and Retail

The hierarchy of centres in Charnwood Borough is defined below and their boundaries are identified on the Policies Map:

- **Town Centres:** Loughborough
- **District Centres:** Anstey; Barrow upon Soar; Birstall; Gorse Covert (Loughborough); Shelthorpe (Loughborough); Shepshed, Sileby; and Syston
- **Local Centres:** Mountsorrel; Rothley; Sharpley Road (Loughborough); Quorn; and Melton Road (Thurmaston).

We will make a significant contribution to the vitality and viability of our town, district and local centres. We will do this by supporting development for main town centre uses within centres that:

- widens the range of main town centre uses in the centre;
- supports activity throughout the day and into the night;
- are physically integrated within the centre and enhance the centre's compact and walkable character;
- makes use of above ground floor spaces, including for residential use, whilst maintaining main town centre uses at ground floor;
- addresses specific regeneration priorities for Loughborough, Shepshed and Thurmaston (see policies LUC1, SUA1 and SC1);
- enhances existing or create new markets;
- maintains street frontage activity which encourages activity within the Centre (such as avoiding dead frontages and ensuring security provisions have some visual permeability)
- ~~are physically integrated within the centre and enhance the centre's compact and walkable character;~~
- ensures that proposed signage does not detract from the character and appearance of the surrounding area;
- maintains and enhance historic shopfront features; and
- provides appropriate access for building servicing.

We will apply a sequential approach to the location of proposals for main town centre uses. Town centre uses will be directed to defined centre locations, then edge of centre locations, and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

We will require an impact assessment for proposals (including the formation of mezzanine floors) for/or which include retail, leisure and office developments which are not located within a defined centre where:

- the proposal provides a floorspace greater than 500sqm gross; or
- the proposal is located within 800m of the boundary of a District Centre and is greater than 300sqm gross; or
- the proposal is located within 800m of the boundary of a Local Centre and is greater than 200sqm

Proposals that result in clusters of hot food takeaway uses will not be supported, taking account of the concentration and proximity of existing such establishments in the immediate area.

Protection of Community Facilities

- 6.10. Community facilities are essential to ensure and maintain a high quality of life for those people who visit, live and work in both the urban and rural areas of our Borough. We will protect and where possible, enhance, viable and necessary community facilities which play an important role in social interaction and community cohesion.
- 6.11. Neighbourhood plans play an important role in allowing local communities to identify, protect and enhance community facilities which are important to their neighbourhood area. Through neighbourhood planning, local communities can identify important local facilities, including those on the statutory list of assets of community value, and develop appropriate solutions for their retention and enhancement.
- 6.12. For the purpose of this policy, community facilities are defined as follows:

Facilities and uses generally available to and used by the local community at large for the purposes of leisure, social interaction, health and well-being or learning. This will include, but not be confined to, community centres, historic and community public houses, premises for indoor sport, leisure and cultural centres, places of worship, doctor's surgeries/ health centres, crèches, playgroups, libraries, schools and other training and educational facilities.

Policy T2: Protection of Community Facilities

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.

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.

We will protect community facilities and support their enhancement. Development resulting in the loss of an existing community facility will only be permitted where:

- suitable alternative provision exists or will be provided in an equally accessible or more accessible location within 800m walking distance; or
- all reasonable efforts have been made to preserve the facility, but it has been demonstrated that it would not be economically viable, feasible or practicable to retain the building or site for its existing use; and
- evidence is provided to confirm that the property or site has been marketed at a reasonable value according to size, condition and exiting use without development potential for a meaningful period, of at least for example 12 months, and that there is

no realistic interest in its retention for the current use or for an alternative community use.

Car Parking

- 6.13. The availability of residential and non-residential parking is important in our Borough as it can have a major influence on the way in which people travel and the accessibility to services and facilities.
- 6.14. Our evidence tells us that demand for car parking will increase and, in some areas, demand will exceed supply. This is forecast to be the case in Loughborough, Shepshed, Anstey, Barrow upon Soar, Quorn and Sileby where additional off street car parking will be required. We commissioned further evidence to identify the scope for bringing forward sites at each location, and this will inform our discussions with local communities and developers.
- 6.15. We do not have a statutory duty to provide car parking however we recognise the value it provides for supporting the vitality and viability of our towns and villages and we will work with local communities, Leicestershire County Council and businesses to address the issues where they are most acute. 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~~ the latest published guidance.
- 6.16. Leicestershire County Council, as the local highway authority, has prepared a Leicestershire Highway Design Guide which provides advice on highway design, including parking standards. It provides guidance on the levels of car, cycle, motorcycle, electric car charging and disabled parking that should be provided in association with development. This document is the starting point for detailed discussions and agreement on development proposals and any new development will need to have regard to the guidance and advice set out in the document. All new proposals will be expected to be supported by robust evidence that justifies the need for the specified amount of parking.

Policy T3: Car Parking Standards

We will ensure that there is an adequate provision for all users of residential and non-residential parking in our Borough. We will do this by:

- **encouraging parish and town councils to address car parking needs and identify potential sites for new car parks through the neighbourhood planning process;**
- **~~requiring that all new 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;~~**
- **requiring that parking infrastructure is well-designed and in suitable, sustainable locations; and**
- **requiring that any variation from the guidance is supported by robust evidence and thoroughly justified.**

Chapter 7 Climate Change

- 7.1. We recognise Climate Change as one of the key challenges facing Charnwood with predictions for the East Midlands indicating that we can expect hotter, drier summers and warmer, wetter winters as well as an increase in incidents of severe weather such as storms and flooding.
- 7.2. The Climate Change Act commits the UK government to reduce greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050. Net zero refers to the balance between the amount of greenhouse gas produced and the amount removed from the atmosphere. We recognise the planning system will need to play a role in achieving this challenging target. As well as taking actions to reduce emissions, it will be important to maximise natural process that can take carbon out of the atmosphere such as peat and trees, known as carbon sequestration.
- 7.3. We know that we need to take immediate action to protect the environment for future generations and this is a priority in our Corporate Plan, reflected through our Climate Change Strategy, and is an objective of the local plan. The Council has already reduced its carbon footprint by 32% since 2012 and is committed to making operations carbon neutral by 2030 through using less energy, producing more power from renewable energy sources and reducing waste.
- 7.4. Carbon emissions from activities in the wider Borough have also fallen over recent years; however, we want to see further reductions and there is a role for us all to play in achieving this. Ensuring that our Borough fully contributes to reducing the impacts of climate change is a priority and we can all make changes to our lifestyles to reduce our impact on the environment.
- 7.5. We will help make these changes by raising awareness of climate change issues with our local communities, partners and stakeholders, introducing mitigation measures which reduce our impact on climate change, and by ensuring our built and natural environments are resilient and can adapt to climate change over the short and longer term. Some of the actions for tackling climate change, such as improving energy efficiency in homes and increasing provision of Green Infrastructure, could have direct benefits for residents by reducing energy bills and providing a higher quality environment.
- 7.6. We are aware that there are parts of the Borough where air quality is an issue. Our policies on Sustainable Construction and Sustainable Transport also seek to address activities that can detrimentally affect air quality.
- 7.7. The policies in our local plan will play a significant role in helping to shape a sustainable pattern of development which supports our climate change ambitions. Our approach also provides a positive planning framework which addresses issues such as renewable and low carbon energy, sustainable construction, minimising flood risk, encouraging the application of sustainable drainage systems (SuDS) and promoting sustainable transport. We will also work with our partners, stakeholders and local communities to protect and enhance our local environment.

- 7.8. We also recognise that trees play an essential role in helping to tackle climate change by offsetting CO₂ emissions and reducing the heat island effect. We have pledged to ensure that 100,000 trees are planted by the end of 2024 and our policy on trees is set out in more detail in the Environment Chapter of the local plan.

Managing Flood Risk

- 7.9. The Rivers Soar and Wreake flow through Charnwood and together with the Grand Union Canal and other watercourses mean that approximately 12% of our Borough lies in Flood Zone 3 (highest risk of flooding). Charnwood's rivers, reservoirs, canal and brooks are a valuable asset, but they require careful management to preserve their quality and value, and to manage flood risk.
- 7.10. Significant fluvial flooding incidents occurred in April 1998 and January 1999 along the Rivers Soar and Wreake, and surface water flooding occurred during the summer of 2007 in the settlements around Charnwood Forest in the west of the Borough. More recently fluvial flooding occurred in June and November 2012 in Loughborough and across the wider Borough. Between 2018 and 2020 there was a total of 87 Local Flood Authority reports of internal flooding, 32 of which were in Loughborough.
- 7.11. The main flood risk from rivers (fluvial flood risk) is along the River Soar, the River Wreake and their tributaries. These present flood risk to rural communities as well as to the main urban areas including Loughborough, Syston, Thurmaston and Quorn. The risk of flooding from surface water (pluvial flood risk) is usually caused by intense rainfall that may only last a few hours and usually occurs in lower lying areas, often where the drainage system is overwhelmed with the volume of water. Our evidence also tells us that surface water predominantly follows topographical flow paths of existing watercourses.
- 7.12. Groundwater susceptibility mapping of the Borough has shown that the lower permeability of bedrock in Charnwood means that the majority of the Borough is at a lower probability of groundwater flooding (less than 25%). Areas with higher susceptibilities and more likely to flood from groundwater are found along the River Soar and River Wreake. The Grand Union Canal is the only canal in Charnwood. There have been only two incidents of a breach of the canal which occurred at Wanlip Weir in 1962 and Barrow Weir in 1971.
- 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 (~~Flood Zone 4~~), 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.

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 will provide wider sustainability benefits to the community that outweigh flood risk and are appropriate, flood resilient and 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 overall flood risk, 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.

To further assess a sites suitability where flood risk is a consideration, the following should also be included in the assessment process:

- Measures to control flood risk such as site layout, design, and sustainable drainage systems;
- 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
- Working with key stakeholders, identify management measures to deal with any further remaining residual risks.

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, including whether 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).

7.15. 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.

Flood resistant design should be incorporated into a 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.

7.16. 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. Natural flood management techniques such as the creation 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.

- 7.17. 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.
- 7.18. 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, emergency planners, emergency services, local resilience forums, other flood incident responders and English Heritage where historic buildings are involved, 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.
- 7.19. We will support our local communities, through their neighbourhood plans to identify opportunities for flood mitigation measures suitable for their local area.

Policy CC1: Flood Risk Management

We will manage flood risk by directing development to areas in the Borough with the lowest risk of flooding (~~Flood Zone 1~~). We will do this by:

- ~~applying the Sequential Test and Exception Test, where necessary. We will do this by:-~~
- **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.**
- **ensuring that major development proposals in Flood Zone 1 and any developments in Flood Zones 2 and 3 or within an area at risk from surface water flooding are accompanied by a site-specific flood risk assessment;**
- ~~requiring a sequential approach to site layout is taken within the site, with the highest vulnerability development being located to locate built development within the lowest flood risk areas zone(s);~~
- **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;**
- **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 non-major and 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 incorporate natural flood management techniques such as support the creation of new habitats, including woodlands and wetlands, planting of trees and reconnecting rivers to natural flood plains.

We will support neighbourhood plans in identifying suitable flood risk mitigation measures appropriate for their local area.

Sustainable Drainage Systems

- 7.20. Sustainable drainage systems (SuDS) are designed to manage the drainage of surface water in the urban environment. They provide an alternative, or addition to, traditional drainage systems that drain surface water into underground piped drainage. SuDS techniques seek to capture, use, delay or absorb rainwater and are important as they help to reduce the causes and impacts of flooding. They also remove pollutants from urban run-off at source and provide benefits for amenity, recreation and wildlife.
- 7.21. We recognise that the use of SuDS may not be appropriate in all circumstances and will depend on the nature of the proposed development and its location; however, our approach is that all major development proposals should ensure that SuDS are put in place unless clear evidence is provided that they would be inappropriate.
- 7.22. We also recognise that ~~the cumulative impact of a smaller number of~~ a number of non-major and minor developments could have a significant cumulative impact on flood risk and in these circumstances the use of SuDS ~~should be considered~~ will be an important consideration.
- 7.23. It is important that SuDS are considered at ~~an~~ the earliest 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:
- 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.
- 7.24. We will seek advice from Leicestershire County Council, as the Lead Local Flood Authority, Seven Trent, the Environment Agency and the Highway Authority (for an affected road) 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.

Policy CC2: Sustainable Drainage Systems (SuDS)

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:

- 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 for the lifetime of the development; and
- ensures Sustainable Drainage Systems provide multifunctional benefits for amenity, recreation and wildlife, that utilise natural features, where possible.

We will also expect non-major and minor developments to incorporate sustainable drainage systems, where there is potential for a cumulative impact.

Renewable and Low Carbon Energy

- 7.25. Carbon emissions in Charnwood fell 26% between 2005 and 2015 to 894 ktCO₂ due to a reduction in local energy consumption and the use of cleaner energy sources. However, there is still an over reliance on the use of fossil fuels in the UK and much of the fuel used in the nation's power stations is imported.
- 7.26. Whilst we have seen a reduction in energy consumption and emissions in our Borough, we still need to do more to reinforce our efforts to reduce carbon emissions. One way we can achieve this is to significantly increase the proportion of renewable and low carbon energy generated within our Borough.
- 7.27. Renewable energy technologies produce energy from natural resources that will not run out. The most common technologies are energy from wind (wind turbines), energy from the sun (solar panels) and energy from water (hydroelectricity). Low carbon technologies are not completely renewable as they may still have carbon emissions associated with them albeit much smaller than conventional fossil fuel burning technologies, an example of such technologies is energy recovery from waste.
- 7.28. The existing renewable and low carbon installations in Charnwood are shown in the table below which also includes fewer common technologies. We are supporting the delivery of our Climate Change Strategy and meeting our carbon reduction commitments by encouraging further renewable sources of energy supply in the Borough. Whilst we have the most technical potential for wind and solar energy, other renewable energy or low carbon technologies, such as district heating and micro and domestic scale installations, will also be considered positively.

Table 7: Renewable and Low Carbon Installations in Charnwood

Renewable Energy and Low Carbon Technologies	Capacity	Location
Solar	64.8 megawatts	Five solar farms at Wymeswold, Six Hills and Barrow upon Soar, with the largest solar farm at Wymeswold Airfield.
Wind	2.57 megawatts	Two wind power installations, one at West Beacon Farm and the larger one at the Severn Trent Sewage Treatment Works, Wanlip.
Anaerobic Digestion	5 megawatts	Three anaerobic digestion plants at Wanlip and Loughborough.
Landfill Gas	1.6 megawatts	One landfill gas facility at Mountsorrel Landfill Site.
Energy Recovery	-	Newhurst Quarry near Shepshed has planning permission and could process 350,000 tonnes of waste per year.

These opportunity areas reflect a combined understanding of the sensitivity of each landscape character area and the likely impacts of different sizes of renewable energy installations. and are set out in the tables below.

- 7.29. Increasing the amount of energy, we produce from renewable and low carbon technologies will help to secure energy supply whilst also helping to reduce greenhouse gas emissions, slow climate change and stimulate investment in new jobs and businesses.
- 7.30. We recognise that renewable energy installations are generally large in scale and can have a significant impact on the character and appearance of parts of our Borough, potentially having an impact upon our landscape, biodiversity, heritage assets and the amenity of local residents. We have a positive strategy for renewable energy and low carbon technologies which supports the potential for suitable development whilst ensuring that any adverse impacts are satisfactorily addressed, including cumulative landscape and visual impacts.
- 7.31. We have identified suitable areas for renewable and low carbon energy sources on our Policies Map. We know that the main technical potential is for wind and solar energy and that identifying opportunity areas, based on low to moderate landscape sensitivity, offers a reasonable balance between landscape harm and increasing renewable energy capacity in our Borough.
- 7.32. These opportunity areas reflect a combined understanding of the sensitivity of each landscape character area and the likely impacts of different sizes of renewable energy installations and are set out in the tables below.

Table 8: Opportunity Areas for Wind Turbines

Wind Turbines	
Landscape Sensitivity	Scale of wind turbine that could be accommodated within each Landscape Character Area
Low-Moderate	<p>Langley Lowlands Small scale turbines (<40 metres)</p> <p>Sear Valley Small scale and medium scale wind turbines (up to 80m)</p>
Moderate	<p>High Leicestershire, Langley Lowlands, Wolds, and Wreake Valley Small scale and medium scale wind turbines (up to 80m)</p>

Table 9: Opportunity Areas for Solar Energy Installations

Solar Energy Installations	
Landscape Sensitivity	Scale of solar energy installation that could be accommodated within each Landscape Character Area
Low	<p>Sear Valley (very small less than 1ha)</p>
Low-Moderate	<p>Sear Valley Small (1-5ha)</p> <p>High Leicestershire, Langley Lowlands, The Wolds, Wreake Valley (very small less than 1ha)</p>
Moderate	<p>Charnwood Forest (very small less than 1ha)</p> <p>Wolds (small 1-5ha)</p> <p>High Leicestershire, Langley Lowlands, Wreake Valley Medium Up to 10ha</p> <p>Sear Valley (Large 10-15ha)</p>

- 7.33. Proposals for renewable energy installations will be expected to have regard to our landscape sensitivity evidence and this will inform the scale of installation that will be appropriate in each landscape character area.
- 7.34. Whilst our evidence tells us these areas have the most potential, any individual proposals for energy installations would need to be supported by robust evidence and detailed site-based assessment taking into account other issues such as heritage and flood risk. In some cases, an Environmental Impact Assessment may be required.

- 7.35. We will support proposals for wind energy installations where they are located within the area identified on the Policies Map or in a neighbourhood plan as suitable for renewable energy installations and where consultation has been undertaken and it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and, therefore, the proposal has their backing.
- 7.36. Our local communities may also identify suitable locations for, and state the range of, renewable and low carbon technologies, including community energy projects that could be accommodated in their area through neighbourhood plans.

Policy CC3: Renewable and Low Carbon Energy Installations

We will require wind energy development involving one or more wind turbines to:

- 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, and therefore the proposal has their backing.~~

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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.

Where any localised adverse impacts remain, proposals will be only be supported where these adverse impacts are outweighed by the wider environmental, economic or social benefits of the scheme.

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.

~~In addition, we will require wind energy development involving one or more wind turbines to:~~

- ~~• 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 sensitivity; and~~
- ~~• demonstrate that, following consultation, the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.~~

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.

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.

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.

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.

Sustainable Construction

- 7.37. We recognise that the construction process for new developments in our Borough uses a significant amount of resources and generates a large amount of waste. To reduce this impact on our environment during the construction phase, developments will need to take account of the principles of sustainable development by carefully managing the production, use and disposal of materials and sourcing materials with minimum environmental impact, such as those that are from local sources, recycled or reused. This also includes reducing energy consumption and waste, creating a healthy environmentally friendly environment and protecting the natural environment.
- 7.38. We encourage all new developments to be designed to exceed national sustainable building standards to maximise the use of energy efficiency and energy conservation in their design, layout and orientation.
- 7.39. All major development proposals should demonstrate their sustainability by setting out the actions that have been taken to reduce greenhouse gas emissions in their design, having regard to:
1. **Reducing** the need for energy, reducing CO₂ emissions and reducing the heat island effect through design features that provide natural heating, cooling and lighting, using landform, building layout orientation, massing and landscaping;
 2. **Generating** the residual energy required through the use of low or zero carbon energy technologies; and
 3. **Adapting** to the effects of climate change whilst contributing to health and well-being.
- 7.40. We will encourage all proposals to demonstrate how they will reduce the energy, water and materials used in the construction and operation of the new buildings including the environmental benefits and impacts of the proposal.
- 7.41. It will be important that the design and layout of new buildings does not preclude the later installation of renewable or low carbon technologies. For example, spacing, orientation and roof space will be important in the installation of solar energy technologies. Ensuring

good energy efficiency in the fabric of buildings will make the later installation of heat pumps more viable. Larger schemes also offer the opportunity to explore the future potential for district heating. The design and layout of new buildings will also be important in encouraging people to make sustainable choices, for example, travelling by sustainable modes of transport.

- 7.42. Our sustainable urban extensions provide the opportunity to maximise the potential for a reduction in carbon emissions through their design and layout. We will encourage these schemes to provide a 10% reduction in CO₂ emissions when compared to the Building Regulations at the time the detailed scheme is proposed. We recognise the impact which such an ambitious package could have on viability; however, some of the best ways to improve environmental performance are through simple decisions on the layout and orientation of buildings and spaces. We will offer the flexibility for the scheme to be designed to achieve the best range of these measures. We will support schemes that compensate for CO₂ emissions where reductions are not possible through the design and construction of a development.
- 7.43. We will support energy efficient buildings and work with our partners to secure funding and deliver projects that support a low carbon economy across Charnwood. We will encourage on site, near site and off-site compensatory measures for development, taking into account their location and opportunities available.

Policy CC4: Sustainable Construction

We will adapt to and mitigate against the effects of climate change, by requiring all new developments and refurbishments to take account of sustainable development principles.

We will do this by:

- encouraging high standards of energy efficiency in sustainable construction processes including the use of materials with low embodied carbon and passive cooling and heating, optimal levels of thermal insulation, passive solar design and locally sourced and recycled materials;
- encouraging the use of renewable and low carbon supply systems and connection to low carbon heat networks;
- minimising construction waste, including designing out waste during the design stage, selecting sustainable and efficient building materials and reusing materials where possible;
- supporting developments that reduce waste, provide for accessible and unobtrusive sustainable waste management facilities such as refuse/ recycling/ composting bin storage and allow convenient waste collections;
- requiring that sustainable water management solutions ~~such as~~ for example sustainable drainage systems, green roofs and/or rainwater harvesting systems are incorporated into proposals, where viable;
- requiring residential development to meet the Building Regulations optional water efficiency requirement of 110 litres/per person per day;
- encouraging non-residential development in excess of 1,000sqm gross floorspace to achieve the equivalent of BREEAM 3 credits for water consumption as a minimum;

- combating the heat island effect by encouraging solutions such as green roofs, green walls, increased tree cover, waterways and the suitable layout of external spaces where viable;
- requiring the layout, orientation and design of buildings to improve efficiency of heating, cooling and lighting and to maximise the potential for daylight and passive solar gain;
- encouraging the design and layout of new buildings which enable low carbon energy generation to be installed from the start where viable, or at a later stage, including district heating;
- encouraging the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value; and
- supporting new development that protects environmental resources including local air quality and our most versatile agricultural land.

We will expect major development proposals to demonstrate how the need to reduce emissions has influenced the design, layout and energy source used.

Sustainable Travel

- 7.44. Transport plays an important role in allowing our communities to gain access to jobs and services and should be considered in the earliest stages of development proposals. Our vision is that our communities will have better access to jobs and services, with a choice to walk or cycle safely and that for longer journeys people will be able to take advantage of the excellent connections by bus or rail in Charnwood. This vision is a fundamental part of our development strategy, which seeks to direct development to those locations where there is a genuine choice to walk, cycle and use public transport to travel to jobs and services.
- 7.45. Our walking and cycle networks have seen significant investment in recent years, including the Loughborough Town Centre Transport Scheme, which has helped to secure an increase in the number of journeys made by foot and bicycle. Making areas, such as Loughborough Town Centre, more accessible by foot and bicycle will also help revitalise and further improve our local economy. The River Soar and Grand Union Canal Corridor also provide opportunities for walking, cycling and other leisure activities.
- 7.46. Part of National Cycle Route 6 connects Birstall in the south of the Borough to Loughborough and Shepshed in the north, via the Soar Valley villages. This is part of our network of safe cycle routes which includes the Connect 2 Project in the Watermead area. There are also plans for a new bridge at Watermead Country Park which will span the River Soar improving cycling and footpath access along the river and canal corridor between Leicester City Centre and Birstall, Thurmaston and Syston. We will continue to work with our partners, including Leicestershire County Council, Leicester City Council and Sustrans to deliver walking and cycling links across the Borough.
- 7.47. 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. 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 emissions on our roads, improving air quality for our local communities.

- 7.48. Travel by bus and train is essential for longer journeys which cannot be made on foot or by bicycle. We benefit from a well-connected bus network in Charnwood which offers commuters reliable and direct routes between Loughborough, Shepshed and our smaller settlements and further afield to Leicester, Derby, Nottingham and East Midlands Airport. There is a Park and Ride at Birstall which provides bus services into Leicester.
- 7.49. However, less than half of our community uses a local bus service once a month because of the congestion on local and inter-urban services at peak periods and poor interchanges. We also recognise that people are more likely to use buses for their journeys where there is easy access to half hourly or more frequent services within less than a 400m walk. However, in some rural areas there is not easy access to bus services. People are also more likely to use the bus rather than their car if there are good quality passenger facilities and the bus has priority over the car on congested routes.
- 7.50. There is a Midland Mainline railway station located in Loughborough, which was improved in 2012 as part of the Loughborough Eastern Gateway Scheme. It is the busiest station in Leicestershire outside the city and provides excellent local and national rail connections to Leicester, Nottingham, Derby, Sheffield and London. There is good parking at the train station, and it is also served by local bus services with good access for walking and cycling. The Ivanhoe Railway Line provides a popular and well-used local passenger rail service and links Syston, Sileby, Barrow upon Soar and Loughborough with Leicester and Nottingham. The Great Central Railway is a heritage railway and important regional tourist attraction. There may be potential in the future for the Great Central Railway to support the area's quarrying industry once the line is fully reconnected at Loughborough.
- 7.51. Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway ~~and at the HS2 hub in Toton~~ East Midlands Freeport to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from settlements in the north of Charnwood Borough, (particularly those settlements located within the Leicestershire International Gateway, such as Shepshed) to these destinations are frequent, efficient and reliable.
- 7.52. We know that sustainable travel in rural areas is more difficult due to distances between homes, jobs and facilities and accessibility to public transport. We will work with our partners, developers and service providers to support innovative sustainable travel solutions in our rural areas including demand responsive buses, community mini buses, car sharing and community rail partnerships.
- 7.53. Policy DS6 expects that new developments will be comprehensive and well-designed, and located adjacent to existing transport networks. Improving connectivity and integration between sustainable transport modes and existing transport networks will ensure that travelling sustainably is an easier option for our community by being fast, efficient and value for money. We will also help to reduce the need to travel by ensuring that the right mix of uses in new developments is a priority.

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.

- 7.54. Sense of place is important to our residents and the good design of sustainable transport infrastructure can have a positive influence on this. We will ensure that this infrastructure, including bus stops, cycle parking infrastructure, signage, lighting and charging points for electric vehicles, is well designed and contributes to making places that are safe, secure and attractive. We will also require developments, where possible, to reduce the negative impacts of vehicles such as excessive volumes of fumes and noise which can also have a negative impact on health and well-being.
- 7.55. We will work with our partners, developers and service providers including bus operators, Leicestershire County Council, Leicester City Council and Network Rail to ensure routes are economically viable and that operators are able to make improvements to transport infrastructure, existing services and provide new services where these are required. Leicestershire County Council through its Passenger Transport Policy and Strategy 2018 places the onus on site promoters to come forward with passenger transport proposals appropriate to the scale and nature of their development as opposed to seeking contributions through S106 agreements.
- 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 in accordance with Policy INF2.
- 7.57. We will support our local communities, through their neighbourhood plans to identify sustainable travel opportunities suitable for their local area.

Policy CC5: Sustainable Transport

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:

- **provides excellent at least good accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility;**
- **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.

We will work with our partners to secure funding for and delivery of sustainable transport improvements having regard to the policy priorities for the Local and Strategic Road Network in Policy INF2.

We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.

Electric Vehicle Charging Points

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 these 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 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.~~

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.~~

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:~~

- ~~• 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.~~

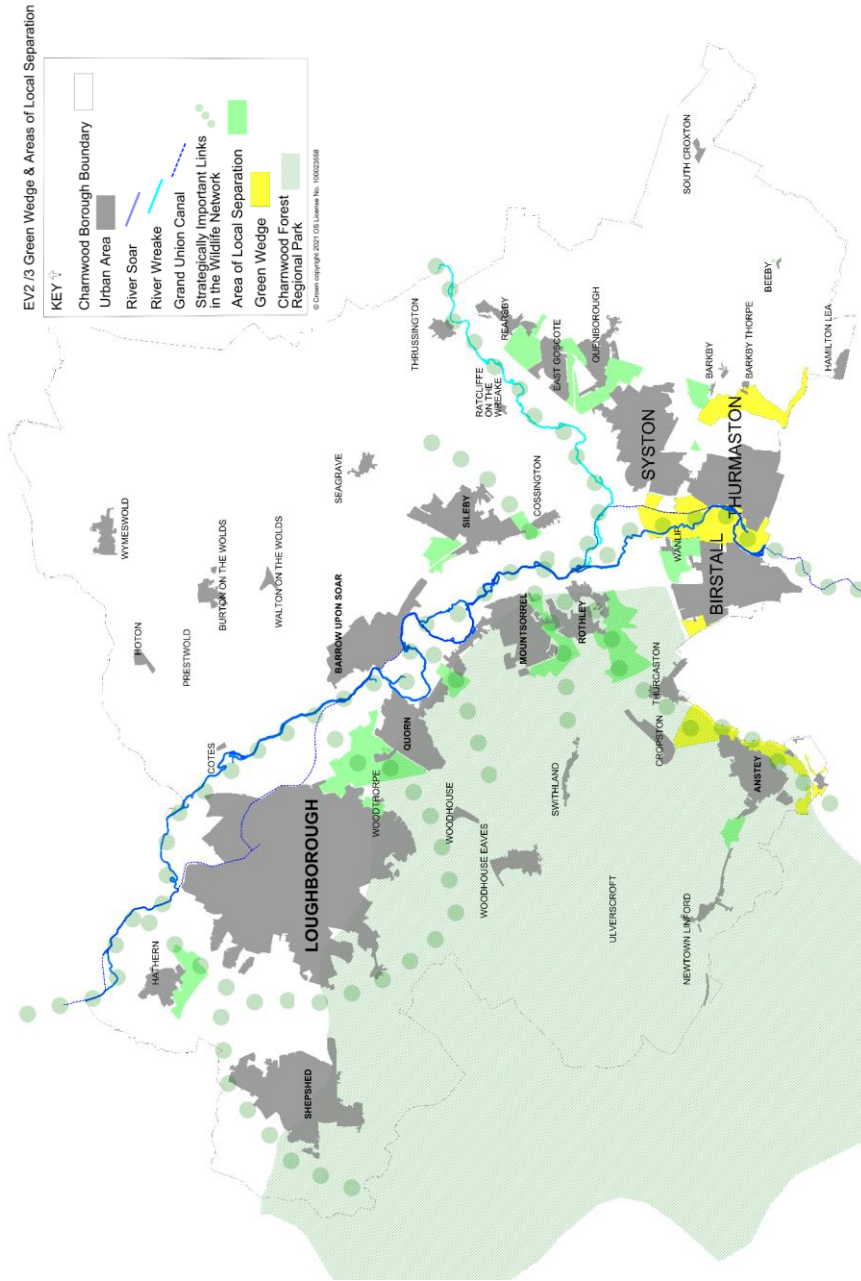
~~We will work with our partners and developers to deliver infrastructure for electric vehicles and ensure charging points are provided at appropriate locations.~~

Chapter 8 Environment

- 8.1. Our built and natural environment is fundamental to our way of life. Our communities and the buildings we use are nestled in a rich setting formed by our landscape and the wildlife it contains. These, and the relationships between each of them, give us our sense of place.
- 8.2. We want our existing and new communities to live and work in a high quality and healthy environment. Our vision seeks to both protect and enhance our built and natural environment. A more attractive environment also helps us to attract economic investment.
- 8.3. We recognise the intrinsic value of the natural environment, its value as natural capital and the range of ecosystem services that it provides. We also recognise that access to high quality open spaces and opportunities for sport and recreation contribute to health and well-being and to the cohesion of our communities.
- 8.4. Protecting and enhancing the natural environment can help in our efforts to reduce climate change and to adapt to it. The buildings and townscapes of our built environment that are of heritage value also perform ongoing functions as homes and business premises.
- 8.5. Green spaces and wildlife habitats are also present in our towns and villages. Similarly, parts of the Borough's built environment and heritage occur in the countryside as well as in our towns and villages. As such, much of this chapter is relevant to all development, regardless of where it is proposed.
- 8.6. Neighbourhood plans offer the opportunity for local communities to identify ways in which the natural and built environment can be protected and enhanced in their local area. We will encourage neighbourhood plan groups to explore these opportunities.

Landscape

- 8.7. Landscape covers land outside and within the defined Limits to Development and includes all of the visible features of both the natural and built environments. In different places the landscape has its own distinctive character that is valued by our communities. Our Landscape Character Assessment identifies 6-character areas within Charnwood:
 - Langley Lowlands
 - The Soar Valley
 - The Wolds
 - Wreake Valley
 - High Leicestershire; and
 - Charnwood Forest.



- 8.8. We want to make sure the landscape as a whole and the features of these character areas continue to be recognised for their distinct quality. Protecting our landscape character and allowing sustainable development that supports our rural areas is a delicate balance. The consideration of whether proposals for new development accord with Policy EV1 will be informed by relevant local landscape character assessments.

Policy EV1: Landscape

We will carefully manage development to **protect and enhance** ~~protect~~ the Borough's distinctive landscape. We will do this by:

- requiring new development to protect landscape character and to reinforce sense of place and local distinctiveness; and
- requiring new development to maintain the separate identities of our towns and villages.

Green Infrastructure

- 8.9. The natural environment and the different types of green spaces that make it up benefit from a connectivity between these spaces. This network of formal and semi-natural green spaces across the Borough is known as Green Infrastructure. It is important for providing habitat and landscape connectivity for wildlife; offering safe and attractive cycling and walking routes for people, including non-motorised users; helping us to manage flooding; and, countering the heat island effect in urban areas by reducing the heat retained in buildings and streets.
- 8.10. Our strategically important areas of Green Infrastructure include the National Forest and the Charnwood Forest Regional Park, River Soar and Grand Union Canal corridor and the Green Wedges which extend from the Leicester urban area. We have therefore developed specific policies for these. However, outside these areas other Green Infrastructure and features of the natural environment continue to play an important role. Other green infrastructure can also be identified in neighbourhood plans.

Green Wedges

- 8.11. Green Wedges are a long-standing policy designation used by the city of Leicester and the districts that surround it. The functions of Green Wedges are:
- to guide development form;
 - to provide a green lung into the City;
 - to ensure that as the urban area grows, it is accompanied by open areas for people and for wildlife and
 - to safeguard the identities of communities within and around urban areas.
- 8.12. Green Wedges are distinct from other types of open space including Areas of Local Separation, in that they provide a continuous corridor of land into urban areas therefore linking town and countryside.

- 8.13. Together with our partners we have a shared methodology for reviewing our Green Wedges and we have used this to consider which of our networks of green spaces perform the functions of a Green Wedge. We have also considered the opportunity for Green Wedges to be provided in association with our new strategic developments.
- 8.14. Our strategy proposes the following Green Wedges as part of our Green Infrastructure network:
- Leicester (Beaumont Leys)/Birstall/Thurcaston/ Cropston/Anstey/ Glenfrith/ Groby (GW1)
 - Birstall/Leicester/Thurmaston (Soar Valley North) (GW2)
 - Leicester Hamilton (GW3).
- 8.15. Our development strategy includes allocations of land within areas of Green Wedge and development proposals for these sites should be considered against the policy for the Leicester Urban Area and policies for specific sites.

Policy EV2: Green Wedges

We will work with our partners to manage the pattern of development to protect areas of Green Wedge defined on the Policies Map to ensure they fulfil their functions to provide a green lung into the City, open areas for people and for wildlife, and to safeguard the identities of communities within and around urban areas.

We will support development in Green Wedges where it:

- **Is small scale and retains the predominantly open and undeveloped character of the Green Wedge;**
- **retains and creates green networks between the countryside and open spaces within the urban areas; and**
- **retains and enhances public access to the Green Wedge, especially for recreation.**

Areas of Local Separation

- 8.16. Our towns and villages are concentrated along the river valleys of the Soar and the Wreake and around the edge of the city of Leicester. As these towns and villages have grown the spaces between them have got smaller. Our communities have increasingly become concerned about their identities as separate places.
- 8.17. Areas of Local Separation are a longstanding local plan designation. They are areas of open countryside that separate two neighbouring settlements. They are distinct from Green Wedges as their main purpose is preserving settlement identity, and they are based on landscape character, the visual appearance of the area and maintaining connectivity with the wider landscape setting of a settlement.
- 8.18. Areas of Local Separation have been used successfully to guide development in areas between our towns and villages. The policy has maintained the character and identity of individual settlements and prevented their coalescence.

8.19. We have reviewed the evidence regarding how existing Areas of Local Separation are working and whether there is a need for new ones and the following Areas of Local Separation are identified on the Policies Map:

- Loughborough/Woodthorpe (ALS1)
- Quorn/Mountsorrel (ALS2)
- Mountsorrel/Rothley (ALS 3)
- Sileby/Cossington (ALS4)
- Sileby/Barrow upon Soar (ALS5)
- Thurcaston/Cropston/The Ridgeway Area of Rothley (ALS6)
- Wanlip/Birstall (ALS7)
- Rearsby/East Goscote (ALS8)
- East Goscote/Queniborough (ALS9)
- Queniborough/Syston (ALS10)
- Syston/Thurmaston (ALS11)
- Syston/Barkby (ALS12)
- Anstey/Newtown Linford (ALS13)
- Quorn/Loughborough (ALS14)
- Birstall/Rothley (ALS15)
- Loughborough/Hathern (ALS16)

8.20. In identifying our development strategy, we have carefully balanced the need for development against a range of sustainability indicators, and the scope to mitigate adverse effects. This process has resulted in housing allocations in areas previously identified as Areas of Local Separation, but these allocations will require careful planning through their design and layout to minimise the impact on the physical and perceptual separation between the built areas of settlements.

Policy EV3: Areas of Local Separation

We will protect the predominantly open and undeveloped character of Areas of Local Separation defined on the Policies Map.

We will only support development in Areas of Local Separation that:

- **preserves settlement identity; and**
- **clearly maintains the physical and perceptual separation between the built-up areas of settlements.**

Charnwood Forest and the National Forest

8.21. Charnwood Forest is an important and distinctive upland landscape for the region punctuated by rocky outcrops and fast flowing streams. The landscape is well wooded including large tracts of ancient woodland. The majority of fields within Charnwood Forest are rectilinear in shape while some have been enlarged to allow for the introduction of arable crops. Local stone vernacular is visible in buildings and walls and there are many sites of nationally and locally valued ecological importance, including former quarries, woodland and heath grasslands in the Forest. Historic estate parklands add to the

distinctiveness of the landscape and long panoramic views are possible from numerous parts of the area. Two thirds of Charnwood Forest is within Charnwood; the remainder is within the neighbouring areas of North West Leicestershire District and Hinckley and Bosworth Borough.

- 8.22. The distinctive geology and land cover within Charnwood Forest results in a rich ecology, with a wide variety of biodiversity including Biodiversity Action Plan (BAP) priority habitats, supporting a range of threatened species including European Protected Species. Its significance for ecology and biodiversity is also recognised by the Charnwood Forest Living Landscape Scheme and the Charnwood National Character Area Profile.
- 8.23. Charnwood Forest has been identified as a Regional Park and, together with our partners, we have prepared landscape evidence which defines the boundary of the Park, and this is shown on the Policies Map. The partnership has been successful in securing £2.78m of funding from the National Lottery Heritage Fund for a Landscape Partnership Scheme to create a step-change in the way Charnwood Forest's heritage and landscape is explored, understood and cared for. The scheme will run between 2020 and 2025 and will deliver 18 integrated projects. We will support the objectives of the scheme through the local plan.
- 8.24. The Partnership is also pursuing other means to secure the recognition of the distinctive and unique qualities of the Charnwood Forest Regional Park which may include UNESCO Geo Park status in recognition of the special value of the area's geology.
- 8.25. Charnwood Forest is fringed by towns and villages as well as being accessible to residents in the wider sub-region. It experiences significant pressure from visitors with much of the visitor pressure focussed on a few honey pot sites including Bradgate Park, Beacon Hill Country Park and the Outwoods all of which are in our Borough. Similarly, we will support the aims of the Landscape Partnership Scheme to provide a high-quality experience for visitors through both new or improved small-scale tourism facilities and through rural diversification. It is essential that visitor growth is managed in a way that is compatible with the special and unique character of Charnwood Forest.
- 8.26. Charnwood Forest marks the eastern extent of the National Forest. The National Forest seeks to create a National Forest between the ancient forests of Needwood in Staffordshire and Charnwood in Leicestershire and extends over an area of 200 square miles. Originating in the early 1990's the woodland cover within the National Forest has increased from the original 6% to nearly 22% by March 2021.
- 8.27. The relationship between the Charnwood Forest and the National Forest is illustrated on the Key Diagram. Within the Borough, all areas of National Forest are overlapped by the area of Charnwood Forest, the latter extending over a broader area.
- 8.28. We will support the National Forest Strategy 2014-2024, and any subsequent National Forest Strategy, which supports rural regeneration and demonstrates the benefits of a forest close to a large population. We will support the aims of the National Forest Strategy to create a visitor destination for the National Forest as a whole, whilst recognising the unique character of Charnwood Forest. We will also support the Charnwood Forest

Regional Park and aims of the National Forest Strategy by ensuring new developments in the Charnwood Forest area meet the National Forest Planting Guidelines.

- 8.29. Our vision recognises the importance of Charnwood Forest and it has shaped our development strategy for homes and jobs, especially around Loughborough and Shepshed.

Policy EV4: Charnwood Forest and the National Forest

The Charnwood Forest Regional Park and National Forest are defined on the Policies Map. We will work with our partners to protect and enhance the Charnwood Forest Regional Park and support the aims of the National Forest Strategy. We will support development that:

- supports the woodland economy and rural diversification, including sustainable small-scale tourism and recreation opportunities which protect, and enhance the distinctive landscape character of the Charnwood Forest;
- protects and enhances the biodiversity of the Charnwood Forest Regional Park, consistent with the aims of the National Character Area profile of Charnwood;
- provides tree planting within the Charnwood Forest Regional Park, in accordance with the National Forest Planting Guidelines;
- provides an improved network of public rights of way within Charnwood Forest and between nearby settlements including the establishment of a network of off-road links for walkers, cyclists and equestrians; and
- improves accessibility for people with mobility issues including improved footpaths and parking for people with disabilities.

River Soar and Grand Union Canal Corridor

- 8.30. The River Soar and Grand Union Canal Corridor contain significant wildlife habitats, and this is recognised by the Soar and Wreake Living Landscape Scheme. The corridor also has links to the wider River Soar and River Wreake catchments. Many people within our communities live close to the corridor and enjoy the opportunities it provides for walking, cycling, the navigation of boats and other leisure activities. However, there are nearby villages that suffer from a lack of access to green spaces.
- 8.31. The River Soar and Grand Union Canal Strategy, which was prepared with our partners, aims to improve and promote a 23-mile-long corridor which runs from Kilby Bridge in Oadby and Wigston to the south, through the city of Leicester to Loughborough Meadows in the north.
- 8.32. The River Soar and Grand Union Canal Strategy identifies hubs at Loughborough, Barrow upon Soar and Thurmaston for leisure activities. We are supportive of this strategy and we will improve access to green spaces for our communities by encouraging improved links between our villages and the River Soar. The Strategy identifies the need to provide tourism facilities at Watermead Country Park and also recognises the challenges facing the corridor including its ability to deliver economic benefits. We will work with our partners to improve the tourism offer and to maximise the economic benefits delivered along the River Soar and Grand Union Canal Corridor.

- 8.33. There will also be an opportunity for local communities, through neighbourhood plans, to identify ways in which the River Soar and Grand Union Canal Corridor can be preserved and enhanced.

Policy EV5: River Soar and Grand Union Canal Corridor

We will work with our partners to protect and enhance the River Soar and Grand Union Canal Corridor.

We will support development that:

- provides high quality walking, cycling and bridle path links, between the River Soar and Grand Union Canal Corridor and our towns and villages, including for people with reduced mobility;
- delivers hubs and other high-quality tourism opportunities linked to the River Soar and Grand Union Canal at Loughborough, Barrow upon Soar and Thurmaston;
- protects and enhances the biodiversity value of the River Soar and Grand Union Canal, and the strategically important links in the wildlife network between them;
- protects and enhances the water bodies and resources of the River Soar and Grand Union Canal; and
- actively seeks opportunities to enhance the River Soar and Grand Union Canal Corridor, links to it and its management including its wildlife and biodiversity.

We will support local communities through neighbourhood plans to identify ways in which the River Soar and Grand Union Canal Corridor can be preserved and enhanced.

Biodiversity and Geodiversity

- 8.34. Our Borough benefits from a rich and varied range of habitats and species which reflect our diverse landscape character. Few places in the region are fortunate enough to possess the array of habitats provided by the river valleys of the Soar and Wreake, and the uplands of Charnwood Forest and the Leicestershire Wolds.

Designated and Non-Designated Sites

- 8.35. The ecological interest provided by our natural environment is highly valued by our communities and should be protected for future generations. The significance of Charnwood's natural environment is recognised by statutory designations including 19 Sites of Special Scientific Interest (SSSI) which are identified as being of national importance. Alongside these there are 5 Local Nature Reserves (LNR) and 218 Local Wildlife Sites (LWS) which have an important ecological value and contribute to our Borough's natural environment.
- 8.36. Geology and geological formations are also an important part of our natural environment. They help contribute to our sense of place and are important for aesthetic, educational and historic reasons. We have nationally significant sites of geological interest in the Borough, including statutory geological SSSIs, and 4 Regionally Important Geological Sites (RIGS). The majority of these relate to Charnwood Forest.

- 8.37. These statutory and local designations are complemented by landscape and habitat features which have not been formally designated but provide important wildlife corridors and stepping stones. Undesignated landscape and habitat features, for example trees, ponds and hedges make an important contribution to Charnwood's wider ecological networks and are essential to the continued health of the more valuable sites. For example, they create a means for wildlife movement and dispersal through the landscape as well as being habitats with value in their own right, and as such should be protected and enhanced.
- 8.38. Trees can be important individually and within formal groups, copses and woodland. Development should seek to protect and enhance these assets for our communities. Ancient and Veteran trees in Charnwood are also important to us as their age, size and condition create biological, cultural and visual interest which cannot easily be replaced. These trees provide ecosystems that support a wide range of other plants and wildlife, many of which require the special environment created by an old tree. The loss of such valuable trees and habitats in Charnwood will be resisted unless there are overriding exceptional circumstances and their loss can be compensated.

Conservation, Restoration and Enhancement

- 8.39. We recognise that there has been a loss of habitats and species in Leicestershire over the past 50 years, reflecting the national picture. The most threatened priority habitats and species for conservation at a national level are identified through the England Biodiversity List. At a more local level the Leicester, Leicestershire and Rutland Biodiversity Action Plan sets out habitats and species of local conservation concern in Charnwood and the rest of Leicestershire and Rutland.
- 8.40. We must manage our natural environment to limit damage and habitat fragmentation and give appropriate support to wider duties, such as the Water Framework Directive.
- 8.41. The existing pattern of development in Charnwood poses very significant challenges for wildlife, as built development is concentrated from the edge of Leicester along the Soar and Wreake Valleys up to Loughborough. As growth has taken place the gaps have narrowed between our settlements, which is a serious concern for our ecological network because it causes the most significant features to become more isolated from each other and from the wider landscape. Our development strategy seeks to ensure that landscape scale habitat connectivity is maintained between the River Soar, Rothley Brook, Charnwood Forest and the broader ecological network including the strategically important links in the wildlife network.
- 8.42. Managing, enhancing, restoring and creating habitats can help to reverse this decline and sustain the benefits from our natural environment which we currently enjoy. Charnwood Forest and the National Forest, along with the floodplain of the River Soar and River Wreake valleys are recognised as having high value for wildlife because of the quality of existing habitats. Whilst these areas will be a focus for nature recovery, other parts of the Borough will also be targeted including the Wolds.

- 8.43. We will work with our partners on nature recovery prioritising areas which support protected species and contain priority habitats. This will include supporting initiatives such as the Leicestershire and Rutland Wildlife Trust's 'Living Landscapes' schemes for the Charnwood Forest and the Soar and Wreake which aim to restore, recreate and reconnect fragmented habitats to create a resilient and healthy environment, accessible and useful for people and wildlife.
- 8.44. Neighbourhood plans also offer the opportunity to protect and enhance sites which are important for wildlife, biodiversity and geodiversity locally. These sites may already be locally designated however there may be opportunities to enhance or improve connections between these or to designate new wildlife sites. We will work with neighbourhood plan groups to explore these local opportunities.
- 8.45. We have a statutory duty to improve prospects for biodiversity. This means protecting restoring and enhancing designated sites and local wildlife-rich habitats and wider ecological networks which provide essential supporting habitat to designated sites. This landscape scale approach will be an important means of mitigating the impact of climate change on biodiversity.

Measurable Biodiversity Net Gain

- 8.46. We will improve biodiversity in our Borough by requiring a 10% net biodiversity gain when development takes place. This should be achieved through a combination of retaining important features of the site and by making on site biodiversity enhancements to ensure an overall 10% net biodiversity gain is achieved, which contributes to restoring and enhancing the wider ecological networks and biodiversity of the Borough.
- 8.47. We may consider biodiversity offsetting where it can be evidenced that on-site improvements are not possible, may result in piecemeal mitigation on small sites, or where better opportunities exist to secure net gain elsewhere. In essence this can allow ecological harm caused by development in one location to be compensated by habitat enhancement and creation in another where this provides the best opportunity to enhance and restore biodiversity networks.
- 8.48. Biodiversity net gain means leaving the natural environment in a measurably better state than beforehand. Biodiversity Impact Assessments (BIA) are used to measure the impact of development taking account of the proposed mitigation. To achieve net gain, a development must have a higher biodiversity unit score after development than before development. A suitable BIA metric should be used to allow the assessment of biodiversity impact of a given development, and where appropriate the size of contribution required to offset the ecological impact of that development.
- 8.49. Features provided by development to provide net gain should usually relate as closely as possible to the impacts that they are proposed to mitigate. Net gains in biodiversity can be provided for all development proposals from a single dwelling to much larger strategic developments through a variety of measures, for example:

- ensuring open spaces, landscaping and other areas include areas of wildflower meadows, urban woodland, community woodland and other biodiversity supporting features;
 - sustainable drainage systems which benefit wildlife;
 - removing barriers to wildlife movement and restoring connections;
 - planting suitable trees and shrubs in landscaping; and
 - other features such as integrated bird and bat boxes which can help to enhance the ecological value of developments and in some cases may be used to provide specific mitigation for protected or notable species and can, where there is a specific requirement for such features, result in biodiversity net gain.
- 8.50. To demonstrate that development proposals have met the requirements of Policy EV6, they will need to be accompanied by an ecological survey, where this is relevant to the type of development proposed and its relationship with biodiversity and geodiversity interests. Proposals should also be able to demonstrate how they have been designed to minimise their impact on ecology. Ecological surveys should be undertaken by a suitably qualified and/or experienced ecologist and will need to include a Biodiversity Impact Assessment to measure the net gain achieved on site or loss that would need to be compensated. The assessment should be proportionate to the scale and impact of the development.

Policy EV6: Conserving and Enhancing Biodiversity and Geodiversity

We will conserve, restore and enhance our natural environment for its own value and the contribution it makes to our communities and economy and ensure it is resilient to current and future pressures.

We will ensure that biodiversity, ecological networks and geodiversity interests are protected, restored, enhanced and resilient. We will do this by seeking 10% biodiversity net gain and supporting development that:

- protects and enhances national and local priority habitats and species;
- protects and enhances irreplaceable habitats including trees, veteran trees and ancient woodland;
- protects and enhances biodiversity networks, including strategically important links in the wildlife network between our most valuable habitats;
- supports nature recovery particularly in areas which have protected species and priority habitats;
- protects features of geodiversity value and enhances their interpretation;
- ensures biodiversity and geodiversity are maintained during construction; and
- improves the water quality of any water body as required by the Water Framework Directive.

Development proposals should be accompanied by an ecological survey including a Biodiversity Impact Assessment and demonstrate how they have been designed to minimise ecological impact and provide 10% net gain on site in the first instance or through biodiversity offsetting, where appropriate.

Development proposals which harm internationally, nationally or locally designated biodiversity and geodiversity sites and/or Charnwood's priority habitats and species will not be supported, unless there are exceptional circumstances. It must be demonstrated that:

- **there is no alternative site available; and**
- **there are clear and convincing public benefits of the development that significantly outweigh the nature conservation or scientific interest of the site.**

Where exceptional circumstances are demonstrated, we will require adequate mitigation measures, relocation or as a last resort compensatory measures providing a 10% net gain in biodiversity value above the habitat lost.

Tree Planting and Retention

- 8.51. Trees are an essential part of our environment, individually and in groups they provide a habitat for wildlife, enhance our natural landscape, help to reduce flood risk, and offer space for recreation and enjoyment of the natural world. They can also help to lower temperatures, especially in urban areas, and importantly offset CO₂ emissions.
- 8.52. In Leicestershire the tree population changed significantly in the late 1970s with more than 200,000 mature trees lost from the landscape to Dutch elm disease. Since then, the effects of other disorders, the impacts of residential and commercial development, and changes to farming methods were primarily responsible for a further reduction in individual trees in the 1980s and 1990s. Today, our evidence tells us that semi natural and plantation woodlands account for 12.16% of the area of the Borough. This figure does not include hedgerows, scrub, scattered trees or trees in urban areas.
- 8.53. More recently there have been some positive developments with the introduction of tree planting initiatives in areas such as the National Forest to create new woodlands. Our Borough enjoys the benefits of such initiatives as it contains part of the National Forest and the Charnwood Forest Regional Park. To take advantage of this we are proposing to work with our partners to achieve high levels of tree planting across the Borough, not only within the National Forest and Charnwood Forest, but also in other rural and urban areas. This will enable us to ensure all our communities benefit from tree planting and to enhance our Green Infrastructure and ecological networks.
- 8.54. We want new residential developments to make a significant contribution to tree planting as an integral part of their landscaping schemes. We understand that this may not be appropriate in every case, for example if there are space constraints or where tree planting may impact on important landscapes or habitats. In such instances it may be more appropriate to agree to tree planting elsewhere. The Woodland Trust's Emergency Tree Plan for the UK 2020 recommends that for every tree removed, three more should be planted. This will help to significantly increase tree coverage in Charnwood, and we will be supportive of developments that adopt this approach. For developments in Charnwood Forest, the National Forest Planting Guidelines will apply.

- 8.55. We will expect developers to follow a sequential approach to tree planting: firstly, within the development site in accordance with a landscape plan; secondly, where on site planting is not possible due to the size or characteristics of the site or the impact upon habitats and biodiversity then planting should take place in the vicinity of the development, and thirdly, if the opportunities for local planting are limited then tree planting should take place elsewhere in the Borough through a commuted sum with priority given to those areas which are deficient in parks and gardens and natural and semi natural open space. Wherever new tree planting is proposed, consideration should be given to the proximity of underground sewers to prevent damage to the sewerage network.
- 8.56. We will encourage our local communities through neighbourhood plans to identify locations for additional tree planting.

Policy EV7: Tree Planting and Retention

We will seek to protect and enhance our natural environment by increasing the number of trees in Charnwood. We will support development that:

- retains existing trees where appropriate;
- provides new tree planting on site, including replacing any removed non-woodland tree with at least three new trees; and
- applies the latest National Forest Planting Guidelines for development proposals within the area of the National Forest and Charnwood Forest Regional Park.

Any new trees planted should be native species suitable for the location and be of benefit to local biodiversity. We will expect the planting of new trees to take proper consideration of long-term management and maintenance including impact on highways and sewerage network.

Where on site planting is not possible due to the size of site, its characteristics or the impact upon biodiversity, we will encourage trees to be planted at a suitable location outside the site.

We will encourage neighbourhood plans to identify suitable locations for additional tree planting and to promote tree planting on public and privately owned land by the wider community.

Heritage

- 8.57. Alongside the importance of our natural environment, the built environment in Charnwood also contributes greatly towards our quality of life, the enjoyment of our surroundings and understanding of our history. The heritage assets and historic environment in our Borough signify Charnwood's long history and are irreplaceable resources which contribute greatly to our well-being and sense of place. We recognise that our historic environment is essential in creating a distinctive, enjoyable and thriving place in which we live and work. It can help economic growth, attracting investment and tourism, and provide a focus for successfully regenerating our Borough.

- 8.58. Our nationally designated heritage assets include nearly 800 Listed Buildings, such as the Grade I listed Prestwold Hall, Ulverscroft Priory Ruins and the Triumphal Arch at Garendon Park. There are 21 Scheduled Monuments from the Hill Fort at Beacon Hill to Bradgate House, the home of Lady Jane Grey. We have three Registered Parks and Gardens at Bradgate Park, Garendon Park and Prestwold Hall.
- 8.59. We want to protect the listed buildings and other designated heritage assets in our Borough and ensure that the special architectural and historic interest they represent are preserved for future generations and continue to reflect Charnwood's unique character.
- 8.60. There are 38 Conservation Areas in the Borough, including most of our traditional village and town centres as well as some Victorian, Edwardian and 1920s residential suburbs.
- 8.61. The Conservation Areas in our Borough acknowledge the important contribution of the historic cores of our towns and villages, along with more recent suburbs, to the high-quality built environment we enjoy. We regularly monitor their character and appearance through Conservation Area Character Appraisals to identify opportunities for improvement and ensure that they continue to be of architectural and historic merit.
- 8.62. We also have more than 200 locally listed buildings, which are non-designated heritage assets of historic or architectural interest identified for their contribution to our local environment and heritage. Neighbourhood plans provide an opportunity for local communities to identify and protect local heritage assets which are of importance to their local community.
- 8.63. We accept that to fully appreciate our heritage assets it is important we ensure that their setting is respected. This may include a variety of views of the asset and its surroundings, and we will seek to ensure that they are not compromised by inappropriate or unsympathetic development.
- 8.64. Archaeological remains also form part of our historic environment providing evidence of earlier human activity in Charnwood which should be protected to help understand our past. Whilst some are recorded through the Leicestershire and Rutland Historic Environment Record (HER) other sites are yet to be discovered but may still be important.
- 8.65. Some of our buildings and structures of historic importance are at risk of falling into disrepair as they are no longer required for their original purposes. Alternative uses can help retain these valued buildings by addressing that risk, but any changes to them must be carefully considered to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 8.66. Historic England has identified eleven heritage assets at risk in our Borough including the Triumphal Arch and the Temple of Venus at Garendon Park, along with the Park itself; Taylor's Bell Foundry; Ulverscroft Priory Ruins; churches at Rothley, South Croxton and Woodhouse; a Roman villa at Barkby Thorpe, and the Shelthorpe Conservation Area.

- 8.67. We have worked with our partners to ensure that the development of the West of Loughborough Sustainable Urban Extension addresses the risk to Garendon Park and its assets. The remaining heritage assets at risk in our Borough will be monitored and we will proactively seek opportunities for their restoration and re-use, supporting appropriate development schemes that ensure their repair and maintenance.
- 8.68. We will ensure that our heritage assets and their settings are safeguarded from inappropriate development whilst the character and appearance of our Conservation Areas are preserved and enhanced. A development proposal will need to fully consider the significance of the heritage asset and the impact of the development on the asset. This should be supported by evidence and the level of detail should be proportionate to the assets' importance. Development that has the potential to affect a heritage asset or its setting will be expected to demonstrate an understanding of the significance of the asset and/or its setting proportional to its importance.
- 8.69. Our policy states that we will encourage the sympathetic reuse of our historic assets and where we consider the loss of a heritage asset to be clearly justified by the benefits to the public, we will seek to ensure investigation and recording of the asset for the community.
- 8.70. The reuse of historic assets supports our aim of mitigating the impacts of climate change by minimising the use of new natural resources and preventing wastage of existing resources. The sensitive retrofitting of historic buildings and conservation areas with energy efficiency measures and micro-renewables is a crucial part of their conservation and ensuring that they have a sustainable future.

Policy EV8: Heritage

We will conserve and enhance our historic environment including our heritage assets (which include archaeological assets) for their own value and the contribution they make to the community, environment and economy. We will support development that:

- **protects and enhances heritage assets, including non-designated heritage assets, and prevents harm to their significance and setting;**
- **incorporates Charnwood's distinctive local building materials and architectural details to make a positive contribution to the character and appearance of the area;**
- **has been informed by our Conservation Area Character Appraisals, Landscape Character Appraisals, Village Design Statements and neighbourhood plans;**
- **supports the sympathetic reuse of buildings of architectural or historic importance, to ensure they continue to make a positive contribution to the historic environment, and which reinforce local distinctiveness and sense of place;**
- **conserves, protects and enhances heritage assets at risk through neglect, decay or other threats; and**
- **sensitively retrofits energy efficient measures and micro-renewables to historic buildings and in conservation areas, whilst protecting heritage assets and their setting for the future in accordance with DS6 Design and CC4 Sustainable Construction.**

We will support neighbourhood plans in identifying and protecting local heritage assets which are of importance to their local community.

Open Spaces Sport and Recreation

- 8.71. Open spaces are an important resource with multiple benefits for people, particularly for their health and well-being. As our population increases the pressure on current provision will mount and we need to ensure that our communities have access to open spaces which meet their needs, as well as having the opportunity to practice sport and recreational activities at good quality, well designed accessible facilities. Design has an important role to play in encouraging people to be more active by improving accessibility, enhancing amenity and increasing awareness.
- 8.72. We have identified nine types of open space, sport and recreation facilities:
- **Parks and gardens** – from major parks to small memorial gardens;
 - **Natural and semi-natural urban green spaces** – from woodlands to grasslands;
 - **Amenity green space** – often small spaces which improve the local environment and, in some cases, provide recreational value;
 - **Provision for children and young people** – primarily for play and social interaction;
 - **Outdoor and indoor sports facilities** – including playing fields;
 - **Allotments, community gardens and urban farms** – for people to grow produce;
 - **Cemeteries, disused churchyards and other burial grounds** – primarily used for burials but can also provide open space, ecological value and amenity benefits;
 - **Green corridors** – accessible linear spaces for walking and cycling which can include rights of way, cycle paths, bridleways and towpaths and waterways;
 - **Civic spaces** – comprising civic and market squares and village greens.
- 8.73. We have undertaken an assessments of provision the quantity, quality and accessibility our communities' needs for of open space, sport and recreation facilities. along with opportunities for new provision. 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. 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.
- 8.74. New provision can often best serve the community on site as an integral part of the development, but consideration should also be given to the enhancement of existing provision off site. New development often places greater demand on existing sites and facilities in the locality, and so in cases where provision on site may be inappropriate, we will expect a contribution towards enhancing existing provision and/or the provision of new facilities off site. We will assess if there is any shortfall in provision created by new development by taking account of our evidence on supply and demand for open spaces.
- 8.75. We have used our evidence to develop the following standards of provision set out in the table below and will apply these to all major new residential developments based on an average of 2.4 persons per dwelling. We will apply the open space provision standards having regard to the type of accommodation proposed.

Table 10: Provision Standards

Open Space Type	Quantity per 1,000 population	Accessibility (including maximum distance to open space)
Parks and gardens	1.4ha per 1,000 people	1,200m in the <u>Towns Urban Areas</u> and Service Centres
Amenity Green Space		400m for either Amenity Green Space or Parks and Gardens in the Towns, Service Centres and Other Settlements
Natural and Semi Natural Green Space	2.0ha per 1,000 people	800m
Children's Play and provision for young people	0.25 ha per 1,000 people of designated equipped playing space including teenage provision	<p>400m for Local Equipped Areas for Play (LEAPs)</p> <p>1,000m for Neighbourhood Equipped Areas for Play (NEAPs)</p> <p>1,000m for teenage facilities</p> <p>There should be a full network of NEAPs, LEAPs and teenage facilities in the Towns and Service Centres</p> <p>There should be a full network of LEAPs in the Other Settlements and Small Villages and Hamlets where the population is greater than 200 people and there is an identified local need.</p>
Allotments	0.33ha per 1,000 people	1,000m
Outdoor Sports Facilities	To be calculated using the Sport England Playing Pitch Calculator, the Playing Pitch Strategy and local priorities.	<p>10-minute drive time for formal provision, recognising that for some sports i.e. hockey and athletics the drive time will be greater.</p> <p>20-minute drive time for Artificial Grass Pitches (AGP).</p> <p>10-minute walk (800m) to informal outdoor sports</p>

Open Space Type	Quantity per 1,000 population	Accessibility (including maximum distance to open space)
		provision i.e. grassed kick about areas.
Indoor Sports Facilities	To be calculated using the Indoor Built Sports Facilities Strategy or other local evidence of needs and priorities. Sport England Sports Facilities Calculator should only be used to give a broad indication of need	No standard set
Green Corridors	No standard set	No standard set
Civic Spaces	No standard set	No standard set
Cemeteries, closed churchyards and other burial sites	No standard set	No standard set

- 8.76. The standards will be applied having regard to the size and the characteristics of the proposal. The application of our standards will be applied holistically having regard to not only the quantity of existing provision, but also its quality, to ensure its fitness for purpose, and that it is accessible to the community it serves.
- 8.77. The table below gives an indication of the types of open space that will be expected for different sizes of residential proposals.

Table 11: Indicative Types of Open Space and Recreational Provision for Development Scale

10–99 residential units (24 to 238 persons)	Typically, this might include on site provision of amenity green space plus natural and semi-natural green space (as part of public open space) and off-site contributions towards parks and gardens, indoor and outdoor sports facilities, provision for children and young people, canopy cover and allotments.
100-249 residential units (240 to 598 persons)	Typically, this might include on site provision of amenity green space, natural and semi-natural green space, provision for young people and/or children's play and off-site contributions towards parks and gardens, indoor and outdoor sports facilities, canopy cover and allotments.
250+ units (600 persons +)	Provision for all types of open space, indoor and outdoor sports facilities and recreation provision in accordance with our standards and with a presumption for on-site provision in accordance with our policy.

- 8.78. Because of the benefits provided by open space, sport and recreation facilities, we are proposing to protect existing areas unless their loss can be justified. Development proposals which affect playing pitches will require strong justification due to the health and recreational value they provide. To ensure that the needs of our communities are met

our approach is to secure the provision, quality and accessibility of open space, sport and recreation facilities by planning condition or a Section 106 legal agreement. We will also encourage our communities to protect and enhance locally important open space, sport and recreation facilities through neighbourhood plans.

- 8.79. We have provided detailed guidance on the maintenance arrangements we would expect for open spaces, sports and recreation facilities in our Open Spaces Strategy. Open space sites can be transferred to the ownership of the Borough Council, Parish Council or retained through management companies. Where land is transferred to the ownership of the Borough Council or Parish Council the payment of a commuted sum to ensure ongoing maintenance will be required. In those cases where on site provision is retained and maintained under a management company, we expect the open space to be managed to a high standard and be available for the whole community and not restricted to occupiers of that specific development. We will secure these arrangements in a S106 legal agreement.

Policy EV9: Open Spaces, Sport and Recreation

We will work with our partners to meet the open space, sport and recreation facilities needs of our communities to support their health, well-being and cohesion.

We will support major residential development where they meet the needs generated by the proposed community and that:

- provide on-site open space, sport and recreation facilities in accordance with our standards, having regard to the latest assessment of needs and priorities, the quantity, accessibility and quality of existing provision and viability; and/or
- contribute towards off site provision in accordance with our standards, where on site provision is not possible or desirable.

We will require new and enhanced open space, sport and recreation facilities to contribute towards healthier and more active lifestyles by:

- being accessible to the whole community, functional, of high quality and active design, visible and safe, and including facilities for a range of ages;
- enabling links to be created with surrounding recreational networks and facilities (including protecting existing public rights of way, cycle paths, bridleways and towpaths);
- providing appropriate and practical landscape design solutions that reflect the identity and quality of place whilst meeting the current and future needs of communities in a sustainable and creative way; and
- specifying the responsibilities for management and maintenance prior to commencement of development and, if the site is to be transferred to the Borough Council or its nominee, agreeing a maintenance payment.

We will protect our existing open space, sport and recreation provision including playing fields ~~identified on the Policies Map, and any future provision made as part of new development~~, unless it can be satisfactorily demonstrated that:

- 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
- alternative provision of an equivalent or greater standard will be provided in a location easily accessible by walking, cycling and public transport nearby.

Flood alleviation schemes within areas of open space will generally be supported, provided they do not have an adverse impact on the primary function of the open space.

We will support neighbourhood plan groups in protecting and enhance locally important open space, sport and recreation facilities through neighbourhood plans.

Indoor Sports Facilities

- 8.80. We enjoy a good range of existing sport and leisure facilities in Charnwood; however, some existing facilities are now ageing, are of a poorer quality, or require long term replacement and refurbishment. We have set out our priorities for new or enhanced provision of these facilities through the Action Plan in our Indoor Built Sports Facility Strategy and these include:
- retaining existing levels of community accessible sports halls and fitness provision in the Borough as a minimum, but recognising that these need not necessarily be the same facilities as at present;
 - promoting investment into additional swimming pool provision in accordance with the evidence of need;
 - encouraging investment in ageing facilities which need to be replaced or refurbished in accordance with Sport England and national governing body standards; and
 - supporting opportunities for participation to be provided in a wider range of places and spaces particularly at a local level.
- 8.81. To support these objectives, we will seek contributions from new developments towards new or enhanced provision either on site or off site, having regard to viability and our evidence of need. This should also be supported by information on how management and maintenance of the facility will be undertaken. We will calculate the contributions required from new developments using our evidence of needs and priorities.
- 8.82. We will ensure that any contributions sought are based on a tailored approach to each development, using our evidence to justify our approach. Where a proven need exists, we will encourage pooled contributions to facilitate provision. In assessing whether new provision is required consideration will be given to the quantity, quality and accessibility of existing provision in the local area.

Policy EV10: Indoor Sports Facilities

We will encourage healthier lifestyles across our communities and increase the amount of regular physical activity undertaken through the provision of indoor sports facilities.

We will seek developer contributions from major development in accordance with Policy INF1 to support the provision of new indoor sports facilities, or improvements to existing facilities, based on an assessment of need and our evidence of quantity, quality and

accessibility of provision. We will support the provision of new indoor sports facilities that are designed to respond to changing participation trends and opportunities.

Where provision of new indoor sports facilities is located within school and college sites, public access to these facilities will be sought and secured through community use agreements.

Air Quality

- 8.83. The Government's Clean Air Strategy 2019 recognises that clean air is essential for life, health, the environment and the economy and that we must act to tackle air pollution which shortens lives. Air pollution can be hugely harmful to our health and Public Health England estimates that 5% of deaths in Charnwood are attributable to long-term exposure to particulate air pollution, the same rate as for the country as a whole.
- 8.84. Older people, the young and those with existing lung or other health conditions, for example asthma, are particularly at risk, with the potential for reduced life expectancy. Increasing temperatures can heighten the impact of air pollutants, and so climate change further raises the importance of addressing air quality issues.
- 8.85. Our evidence tells us that the air quality in Charnwood is very good and compliant with the National Air Quality Objective standards. These standards are to ensure that those in our community who are most susceptible to the effects of poor air quality do not suffer ill health as a result. However, there are four Air Quality Management Areas in Charnwood in Syston, Mountsorrel and two in Loughborough. These have been declared because of emissions from transport or local industry and they are at risk of experiencing air pollution levels above those set out in the UK Air Quality Regulations.
- 8.86. There have been no exceedances of air quality objectives in the Borough in recent years and our evidence predicts that there will be an improvement in air quality in Charnwood over the plan period. Therefore, the focus of our approach is towards prevention of exceedances rather than tackling pollution when limits have been surpassed.
- 8.87. There are important links with other policies in the local plan. Our development strategy seeks to minimise the need to travel by private car and CC5 Sustainable Travel aims to see a modal shift to sustainable modes of transport. These policies along with our policy for electric vehicle charging points seek to reduce emissions from vehicles. The policies in our environment chapter seek to protect and enhance aspects of our natural environment which is important for the absorption of air pollutants. A proactive rather than reactive approach will help us to improve air quality across the whole of the Borough.
- 8.88. Some developments may require an air quality assessment where there is the risk of a significant air quality effect, either from a new development causing an air quality impact or creating exposure to high concentrations of pollutants for new residents. The purpose of the assessment will be to determine the predicted impact of a development on local air quality, public health and/or the local environment, to help determine the appropriate level of mitigation from a development.
- 8.89. An assessment will be required for proposals of:

- 10 or more dwellings (or a site area of more than 0.5 hectares) or more than 1,000sqm for all other uses (or a site area greater than 1 hectare) and
 - the development has more than car 10 parking spaces or the development will have a centralised energy facility or other centralised combustion process.
- 8.90. Assessments will need to be proportionate to the nature and scale of development proposed and the potential impacts (taking into account existing air quality conditions), and because of this are likely to be location specific
- 8.91. We recognise the importance neighbourhood plans can play in helping to improve air quality locally whereby our communities can identify measures suitable to their local areas.

Policy EV11: Air Quality

We will expect developments to support our aim to improve air quality in the Borough. We will support development that:

- does not lead to a significant impact upon, and deterioration of, local air quality resulting in unacceptable effects on human health, local amenity or the natural environment;
- does not impede the achievement of any air quality objective(s), particularly in locations currently or historically declared as Air Quality Management Areas (AQMAs);
- does not introduce a significant new source of any air pollutant;
- does not expose its users or occupiers to concentrations in excess of air quality objectives;
- is designed to minimise the potential for air pollution to become trapped close to the ground; and
- is supported by an air quality assessment, where appropriate.

We will encourage neighbourhood plans to identify suitable air quality management measures to help improve air quality in their local area.

Burial Space

- 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 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.

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.

Chapter 9 Infrastructure and Delivery

- 9.1. Infrastructure includes all services and facilities necessary to support development including essential utilities such as gas and electricity, water supply and sewage treatment, broadband and transport. Green infrastructure is also an important part of delivering sustainable development, including the provision of open space and recreation facilities, while community infrastructure including schools, health centres, and community buildings provide the framework of physical facilities needed to support and sustain a community.
- 9.2. We will ensure that development provides infrastructure to facilitate and deliver the plan's development strategy. This strategy has been based on an assessment of the infrastructure needs of individual site allocations to ensure that development is sustainable. We have worked in partnership with infrastructure providers and delivery agencies to assess requirements and ensure that all development proposals are supported by appropriate on site and off-site infrastructure. We will continue to work closely with these bodies to ensure the timely delivery of infrastructure and the Council will work with parish councils through a process of continuous engagement and ongoing liaison to understand community needs while also ensuring a close alignment with the neighbourhood planning process.
- 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 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.
- 9.4. We will assess each planning application to ensure that the impacts of the proposed development can be mitigated, and the policies of this plan are fully implemented. We have not introduced a Community Infrastructure Levy (CIL) and will continue to secure developer contributions through Section 106 Legal Agreements to mitigate the impacts of development. Our decisions will be taken in accordance with the Government's CIL Regulations 2010 (as amended), which state that a planning obligation within a legal agreement should be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

In accordance with the regulations new development cannot be used to fund an existing shortfall in infrastructure; it can only be required to address the needs arising from new development itself.

- 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. 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.

Education

- 9.6. We have worked closely with the Local Education Authority to assess the current capacity of schools and their ability to cater for new growth, and to determine where, and how, additional capacity to support growth should be provided. Whilst the provision of secondary school and early years places can be achieved through appropriate individual site contributions having regard to the adequacy of local provision, our development strategy will require significant new and expanded primary school provision which cannot be achieved without a coordinated approach. To provide certainty for communities, developers and providers, the sites required to contribute have been specified in Policy DS3. This does not preclude other sites contributing to these new and expanded schools or prevent Leicestershire County Council and Charnwood Borough Council agreeing an alternative approach to education provision to take account of the timing of delivery, for example.
- 9.7. The sites identified in Policy DS3 do not account for all the primary school provision required by our development strategy. All development sites will be required to contribute to education provision in accordance with Policy INF1 and having regard to Leicestershire County Council's policy on developer contributions.

Health

- 9.8. Our engagement with the Clinical Commissioning Groups (CCGs) has shown that there are capacity constraints in terms of primary care health provision at some locations due to rising numbers of patients which has been exacerbated by the ageing population and the difficulty of recruiting doctors and medical staff.
- 9.9. New development will be expected to contribute to the reasonable costs of enhanced service provision. Improvements are most likely to be in the form of extensions to existing premises to provide more treatment rooms and ancillary facilities or modifications to improve the patient experience. The funding and delivery of entirely new GP practices will be supported where necessary. Planning decisions will be informed by continued joint working and evidence of need including the Estates Strategy prepared collectively by Leicester, Leicestershire and Rutland CCGs.

Power

- 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 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 Distribution~~ National Grid to ensure that any capacity issues are addressed.

Water

- 9.11. Severn Trent Water has advised that water supply is not expected to be a constraint to development because the water supply network is pressurised and therefore has flexibility to provide for new connections. There will however be a need for improvements to capacity at some waste water treatment works that could otherwise be a constraint to growth, including Wanlip (where improvements are programmed) and Shepshed (where capacity improvements are likely to be needed towards the end of the plan period). We will continue to work closely with Severn Trent Water to ensure that growth needs are addressed, and the implementation of major capital investment takes place in accordance with the trajectories of housing growth.

Waste

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.

Libraries

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 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.

Broadband

- 9.12. Superfast broadband is a critically important infrastructure now commonly referred to as the 'fourth utility' alongside electricity, gas and water supply. We want Charnwood to be a well-connected Borough in order to reduce the need to travel, support higher levels of home working and inward investment and improve economic competitiveness. Leicestershire County Council's support for enhanced broadband coverage, 'Superfast Leicestershire' is focussed on areas not served by commercial operators. The greatest need is likely to remain in rural areas in the east of the Borough where in the region of 1,000 premises remain unconnected. We will continue to support the full roll out of superfast broadband to achieve the Government's target of a full fibre UK wide network

and ensure that all of our businesses and communities are able to take advantage of the opportunities that it presents.

Viability

- 9.13. 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 and the Council can prioritise infrastructure needs appropriately and in accordance with the CIL Regulations.

Policy INF1: Infrastructure and Developer Contributions

We will work with infrastructure providers, developers and partner organisations to ensure the delivery of new and improved infrastructure*¹ necessary to support our development strategy and ~~maintain~~ to create sustainable, safe and healthy communities reducing health inequalities. We will support development that:

- is supported by robust evidence of the infrastructure needed to mitigate impacts and support sustainable development;
- ~~contributes to~~ prioritises and funds 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; and
- contributes to the reasonable costs of any infrastructure required to mitigate the impacts of the development strategy including through the pooling of developer contributions where it is demonstrated that the impacts can only be addressed in a comprehensive way including cumulative and cross boundary impacts; and
- provides serviced, accessible, and prepared land, where required and the need is justified, to enable infrastructure to be delivered.

We will seek to enter into planning performance agreements with promoters of strategically important sites to ensure a programmed approach to determination and implementation.

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~~ 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.

*as set out in Appendix 3 and future iterations to be published in the annually updated Infrastructure Delivery Plan.

¹ as set out in Appendix 3 and future iterations to be published in the annually updated Infrastructure Delivery Plan

The Local and Strategic Road Network

9.14. Our priority is to improve the sustainable transport offer in our Borough and Policy CC5 will help achieve this, but we know that our communities will still need to make some journeys by car, for example our evidence tells us that nearly 64% of people who live in Charnwood make their journey to work by private cars.

9.15. Charnwood benefits from good accessibility, with the local road network connecting into the strategic road network of the M1 motorway and the A46. The A6 runs through the centre of the Borough providing access to destinations north and south. 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. 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.

Aligning growth and transport infrastructure along this corridor will be an important strategic priority and the Borough Council is supporting a partnership agreement to ensure a coordinated approach.

9.16. The key strategic and local routes in Charnwood benefit the local economy; however, congestion along these roads has an impact upon business efficiency and reduces the attractiveness of the Borough for inward investment. Our development strategy will place more pressure on the network, and we have worked closely with Leicestershire County Council, Leicester City Council and Highways England to understand what the impacts will be and what measures are required to mitigate that impact.

9.17. Our evidence tells us that 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. To ensure that the development provided for in this plan and in other districts does not have a severe impact on the highway network we will require mitigation measures and a wider strategic programme for highway improvements to be developed with our partners.

9.18. 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 impacts of growth and the need for pooled contributions to ensure that

~~the network remains robust. Consideration will be given to the cross boundary implications arising from development and, where applicable, the potential for co-ordinating developer contributions with those of neighbouring authorities to mitigate impacts will be investigated. Proposals for highway improvement works, including those to the strategic road network, will be required to conform to the relevant design standards.~~

- ~~9.19. We will continue to work with key stakeholders including Leicester City Council, Leicestershire County Council, Highways England and Housing Market Area partner authorities, to develop strategies to support growth, minimise the impacts of our development strategy on the local and Strategic Road Network and maximise the delivery of transport infrastructure to meet the needs of our residents and businesses.~~
- 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 Thurcaston 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: Local and Strategic Road Network

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

It is important that our local plan can be implemented and that the delivery and effectiveness of its policies against our objectives and timescales are monitored to ensure that our spatial vision for Charnwood is being delivered.

Our profile of Charnwood at the start of this plan is compiled from statistics and information which comes from our evidence base, helping us in identifying the issues which are important for the future of our Borough. The profile has provided a clear picture of how Charnwood looks now and has provided the foundation for our vision of Charnwood which this local plan will seek to deliver.

We will carry out monitoring of the local plan each year to determine how successfully it is working. If any part of the local plan is not delivering as we intended, or if circumstances have changed significantly then we will consider changes to our policies to support the successful delivery of new development and growth.

We have based the framework for monitoring the local plan on its policies, which in turn were prepared to meet the plan's vision and objectives. Our performance monitoring framework is set out in the following table and details how we intend to check the delivery of the policies contained in the local plan and the spatial vision which the policies seek to implement. The framework identifies the key indicators for each policy that will be used to monitor the delivery of our local plan objectives. It shows the strategic relationship between policy and objectives and how we will monitor the successful delivery of our objectives.

Each year we produce an Authority Monitoring Report (AMR), formerly the Annual Monitoring Report, which provides data and information on how our policies are performing and what effect they are having on Charnwood. The report looks at the progress of plan preparation; the duty to cooperate; development needs; delivery of local plan policies; infrastructure delivery; neighbourhood planning; and developer contributions. We will use our monitoring framework to set out in our AMR how well policies are achieving their objectives; whether the targets in our local plan are being met; and whether there have been any unintended consequences which we have identified.

Managing Delivery

Our supporting text for each policy sets out how it will be delivered, with most policies delivered through the development management process. We will ensure that we continue to provide a high quality and efficient service to assist in the timely delivery of sustainable development.

We recognise that the delivery of housing and economic growth, together with the provision of essential infrastructure, is vital for us to deliver our vision for the Borough. A key aim for our local plan is to ensure that sufficient homes are being built or in the pipeline to meet our identified need. We have prepared a housing trajectory to accompany our local plan which shows how we expect our strategy to deliver the houses we need to meet our housing requirement.

We will check the number of houses that are being delivered each year against our trajectory and the housing requirement. This will enable us to consider the implications of any shortfall or surplus of housing and will be reported through the AMR.

Our trajectory has been produced using information from a variety of sources. It takes into account projected completions from sites which have planning permission, including our sustainable urban extensions. We have worked with the developer interests involved to agree projected rates of delivery and phasing of infrastructure to inform our trajectory.

We will also use our AMR to report two further tests related to the delivery of new homes which have been introduced by the Government, the Housing Delivery Test and the Five-Year Housing Land Supply Assessment. The tests look at housing completions over a three-year rolling average and at the supply of housing sites that could be built in the next five years. We will use these tests to further inform the success of our strategy in delivering the homes our community needs.

Charnwood Local Plan Monitoring Framework

Baseline data for each monitoring indicator will be determined as part of the first Authority Monitoring Report following adoption of the local plan.

INDICATOR	TARGET
DS1 - Development Strategy	
Total number of homes completed in accordance with housing need	At least 47,776 <u>19,024</u> homes by 2037.
Number of homes completed related to provision in the trajectory	Maintain a Five-Year Housing Land Supply and meet the Housing Delivery Test.
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.
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.
Number of homes completed at Shepshed Urban Area <u>Settlement</u>	As an overall proportion, 42.0% <u>13%</u> of homes delivered in the Shepshed Urban Area <u>Settlement</u> by 2037 and in accordance with the housing trajectory.
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.
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.
Number of homes completed at Small Villages and Hamlets	As an overall proportion, 0.1% of homes delivered in the Small Villages and Hamlets by 2037 and in accordance with the housing trajectory.

INDICATOR	TARGET
Amount of office Employment land (ha) delivered on employment allocations <u>to meet identified need</u>	11.92 hectares by 2037
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
Delivery of the Loughborough Science and Enterprise Park	Up to 73 hectares (comprised of 31 hectares for phase 3 and 42 hectares for phase 4)
Delivery of up to 4,500sqm of comparison retail on allocated site	Delivery of Baxter Gate/ Pinfold Gate Opportunity site by 2037
DS2 – Leicester and Leicestershire Unmet Needs	
No indicator – policy is a commitment relating to local plan review	
DS23 - Local Plan Allocations	
Progress on the delivery of allocated housing sites above 250 dwellings.	Delivery of sites in accordance with trajectory. Housing delivery also monitored in DS1.
DS34 - Employment Sites	
No indicator – delivery of employment allocations monitored in DS1.	
DS45 - High Quality Design	
Number of independent design reviews undertaken	Reviews undertaken to support the delivery of Sustainable Urban Extensions.
LUA1 - Leicester Urban Area	
No indicator - housing delivery and allocations monitored in DS1.	
LUA2 - North East of Leicester Sustainable Urban Extension	
Number of homes completed on the North East of Leicester Sustainable Urban Extension	3,205 <u>2,794</u> homes total by 2037
Amount of employment land delivered as part of the North East of Leicester Sustainable Urban Extension	13 hectares by 2037
Progress on the delivery of community facilities as part of the North East of Leicester Sustainable Urban Extension	3 primary schools, 1 secondary school, 1 local centre
LUA3 - North of Birstall Sustainable Urban Extension	
Number of homes delivered on the North of Birstall Sustainable Urban Extension	1,950 homes by 2037
Amount of employment land delivered as part of the North of Birstall Sustainable Urban Extension	15 hectares by 2037
Progress on the delivery of community facilities as part of the North of Birstall Sustainable Urban Extension	1 primary school, 1 local centre
LUC1 - Loughborough Urban Centre	
No indicator - housing delivery and allocations monitored in DS1.	
LUC2 - West of Loughborough Sustainable Urban Extension	
Number of homes delivered on the West of Loughborough Sustainable Urban Extension	3,200 <u>2,906</u> homes by 2037
Amount of employment land delivered as part of the West of Loughborough Sustainable Urban Extension	16 hectares by 2037

INDICATOR	TARGET
Progress on the delivery of community facilities as part of the West of Loughborough Sustainable Urban Extension	2 primary schools, 1 local centre
LUC3 - Loughborough and Science and Enterprise Park	
No indicator – progress is monitored in DS1.	
SUAS1 - Shepshed Urban Area Settlement Policy	
No indicator - housing delivery and allocations monitored in DS1.	
SC1 - Service Centres	
No indicator - housing delivery and allocations monitored in DS1.	
OS1 - Other Settlements	
No indicator - housing delivery and allocations monitored in DS1.	
C1 - Countryside	
No indicator - housing delivery and allocations monitored in DS1	
H1 - Housing Mix	
No indicators – data not readily available to monitor this effectively.	
H2 - Housing for Older People and People with Disabilities	
Number of units completed for specialist accommodation (sheltered/ retirement housing, extra care housing)	No target
H3 - Internal Space Standards	
No indicator – it is considered that 100% of relevant applications would meet the policy unless material considerations justify otherwise.	
H4 - Affordable Housing	
Number and percentage of new affordable homes completed.	30% on greenfield sites and 10% on brownfield sites
Amount of developer financial contributions secured for affordable housing (commuted sums)	No target
H5 – Rural Exception Sites	
Number of rural exception sites granted permission and number of such dwellings completed.	No target
H6 - Self-build and Custom Housebuilding	
Number of self-build and custom housebuilding dwellings plots delivered.	Demand indicated self-build and custom housebuilding register is increasingly being provided for.
H7 - Houses in Multiple Occupation	
No indicator - it is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	
H8 - Campus and Purpose-Built Student Accommodation	
No indicator - it is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	
H9 – Gypsies, Travellers and Travelling Show people	
Number of gGypsy and tTraveller and tTravelling sShow people pitches as part of the North East Leicester Sustainable Urban Extension	4 gGypsy and tTraveller pitches and 4 tTravelling sShow people pitches as part of the development.
Number of gGypsy and tTraveller and tTravelling sShow pitches as part of the West of Loughborough Sustainable Urban Extension	4 gGypsy and tTraveller pitches and 4 tTravelling sShow people pitches as part of the development.

INDICATOR	TARGET
Number of Travelling Show people pitches as part of the North of Birstall Sustainable Urban Extension	4 Travelling Show people pitches
Number of new permanent Gypsy and Traveller pitches	no target
Number of new transit Gypsy and Traveller pitches	8 pitches (to be delivered at the SUEs)
Number of new plots for Travelling Showpeople	no target for Charnwood
E1 - Meeting Employment Needs	
Number of full-time and part-time jobs	No target
Percentage of people in employment, self-employed and unemployed	No target
Percentage of employee profiles by occupation	Growth in the proportion of professional/knowledge-based sectors
Average wages	Growth in wages
Percentage of qualification attainment by level	Growth in the proportion of NQV4+ qualifications
E2 - Protecting Existing Employment Sites	
Amount of protected existing employment site land lost to residential development (ha)	None.
E3 - Rural Economic Development	
Number of new tourism related facilities	No target
T1 - Town Centres and Retail	
Amount of net additional main town centre uses floorspace provided in Charnwood	16,400 – 24,900sqm net of new comparison goods floorspace by 2037.
Number and location of new large convenience stores (supermarket)	No target
Percentage of vacant units in each designated centre or primary shopping area (monitored periodically)	A decline in vacancies
Number of hot food takeaway clusters in each designated centre or primary shopping area (monitored periodically)	No increase in clusters.
Number of planning permissions granted for main town centre uses at out of centre locations	No target
T2 - Protection of Community Facilities	
Number of Assets of Community Value	No target
T3 - Car Parking Standards	
No indicator - it is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	
CC1 - Flood Risk Management	
Number of planning permissions granted contrary to Environment Agency or Lead Local Flood Authority advice.	Zero – matters to be resolved through planning condition.
Area of land and number of households within Flood Zone 2 or 3	No target
CC2 - Sustainable Drainage Systems (SuDS)	
No indicator - it is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	
CC3 - Renewable and Low Carbon Energy Installations	

INDICATOR	TARGET
Carbon dioxide emissions per capita (industry, sector and transport)	Net reduction in carbon dioxide emissions
Amount of new energy being provided from renewable or low carbon energy developments	Net increase in low carbon energy provided
CC4 - Sustainable Construction	
No indicator - it is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	
CC5 - Sustainable Transport	
Railway station entry and exits	A modal shift towards increased rail use
Bus usage data	A modal shift towards increased bus use
Amount of new development at Sustainable Urban Extensions and service centres with access to a half-hour frequency public transport service	100% of new houses to be within 400 metres of a local bus service
CC6 - Electric Vehicle Charging Points	
Number of electric vehicle charging points secured through planning condition	A net increase in electric vehicle charging provision
Number of public (non-domestic) electric vehicle charging points	A net increase in electric vehicle charging provision
EV1 - Landscape	
No indicator - it is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	
EV2 - Green Wedges	
Area of Green Wedge land lost to residential development (ha)	No target
EV3 - Areas of Local Separation	
Area of Local Separation land lost to residential development (ha)	No target
EV4 - Charnwood Forest and the National Forest	
Update of status and strategies related to the management of the Charnwood Forest and the National Forest	No target
EV5 - River Soar and Grand Union Canal Corridor	
Update of status and strategies related to the management of the River Soar and Grand Union Canal Corridor	No target
EV6 - Conserving and Enhancing Biodiversity and Geodiversity	
Number of Local Wildlife Sites	No net reduction of Local Wildlife Sites
Number of Sites of Special Scientific Interest (SSSI) in favourable and unfavourable condition	No net reduction of Sites of Special Scientific Interest (SSSI)
Number of Local Nature Reserves and number of which that have a management plan.	No net reduction of Local Nature Reserves
Number of Regionally Important Geological Sites	No net reduction of Regionally Important Geological Sites
Area of Ancient Woodland	No net reduction of Ancient Woodland
Amount of developer financial contributions secured for biodiversity projects	No target
EV7 - Tree Planting	

INDICATOR	TARGET
Canopy cover by area and percentage of Borough	No target
EV8 - Heritage	
Number of Listed Buildings	No net reduction of Listed Buildings
Number of Historic Parks and Gardens	No net reduction of Historic Parks and Gardens
Number of Scheduled Monuments	No net reduction of Scheduled Monuments
Number of Conservation Areas	No net reduction of Conservation Areas
Number of Non-Designated Heritage Assets (identified on the local list and in neighbourhood plans)	No net reduction of Non-Designated Heritage Assets
Number of Heritage Assets at Risk	Reduction of Heritage Assets at Risk
EV9 - Open Spaces, Sport and Recreation	
Area of open spaces by type (ha)	No target
Loss of designated protected open spaces to other uses	No loss of designated protected open spaces
EV10 - Indoor Sports Facilities	
Amount of developer financial contributions secured for sport facilities	No target
EV11 - Air Quality	
Number of Air Quality Management Areas with a management plan	No target
EV12 - Burial Space	
Amount of new burial space granted planning permission	No target
Delivery of 9.1 hectares of burial space identified at Nanpantan	No target
INF1 - Infrastructure and Developer Contributions	
Amount of developer financial contributions secured by type	No target- <u>the policy will be monitored through the Infrastructure Delivery Plan and the Annual Infrastructure Funding Statement</u>
INF2 - Local and Strategic Road Network	
No Indicator - it is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
	Commitments Leicester Urban Area - Birstall, Thurmaston, Syston	19	66	14														99
	Commitments Loughborough Urban Centre	398	170	33	0	0	30											631
	Commitments Shepshed Urban Area-Settlement	201	135	106	11	0												453
	Commitments Service Centres – Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby	220	232	188	168	49	71											928
	Commitments Other Settlement– Estimated completions from commitments	22	17	10	0	0	116	45										210
	Commitments Small Village or Hamlet– Estimated completions from commitments	6	8	4														18
	TOTAL ALL – Estimated completions from commitments	866	628	355	179	49	217	45	0	0	0	0	0	0	0	0	0	2339

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
	ALLOCATIONS Leicester Urban Area - Birstall, Thurmaston, Syston	0	0	0	175	315	265	250	237	180	217	95	90	90	90	90	10	2104
HA1	Land South East of Syston				25	50	65	90	90	90	90	90	90	90	90	90	10	960
HA12	Land at Gynsill Lane & Anstey Lane, Glenfield				20	40	40	40	40	40	40							260
HA7	Land off Barkby Thorpe Lane, Thurmaston				25	40	40											105
HA4	Queniborough Lodge					25	40	40	27									132
HA11	Rear of Manor Medical Centre, Melton Road, Thurmaston										20							20
HA5	Land at Melton Road, Syston				10	21												31
HA9	Works opposite 46 Brook Street, Thurmaston										7							7
HA10	Works adjacent 46 Brook Street, Thurmaston										5							5
HA6	Brook Street, Syston										15							15
HA13	Park View Nursery Site off Gynsill Lane, Glenfield				10	20												30

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
HA14	Land off Cliffe Road/Henson Close, Birstall				20	15												35
HA2	Barkby Road, Syston				25	40	40	40	40	40	40	5						270
HA3	Land north of Barkby Road, Syston				25	40	40	40	40	10								195
HA8	Woodgate Nurseries, Barkby Lane, Thurmaston				15	24												39
	ALLOCATIONS Loughborough Urban Centre	0	0	0	70	173	180	208	155	130	298	343	282	116	90	197	0	2242
HA29	Southfields Road Car Park, Loughborough					33												33
HA28	Land off Derby Square															43		43
HA21	Part of Baxter Gate Opportunity Site, Loughborough										100	110						210
HA23	Market Street															72		72
HA24	Southfields Council Offices, Southfield Road											53	110					163
HA26	Former Limehurst Depot							25	40	40	33							138

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
HA16	Laburnum Way, Loughborough				30	50	50	50	50	50	50	50	42					422
HA17	Moat Farm, Land south west of Loughborough.										25	40	40	40	40	20		205
HA18	Land to r/o Snells Nook Lane, Loughborough					25	40	40	15									120
HA15	Land south of Loughborough				25	65	90	50	50	40	90	90	90	60	50	23		723
HA20	Land off Beacon Road							30										30
HA19	Park Grange Farm, Newstead Way				15													15
HA25	138-144 Knightthorpe Road, Loughborough							13										13
HA27	Former Main Post Office, Sparrow Hill, Loughborough													16				16
HA22	Devonshire Square															39		39
	ALLOCATIONS Shepshed Urban Area	0	0	0	264	420	347	276	203	133	113	58	44	20	0	0	0	1878
HA34	Land off Tickow Lane (north), Shepshed				22	44	44	44	44	44	44	44	44	20				394
HA42	32 Charnwood Road, Shepshed				15													15
HA30	Land off Fairway Road				25	40	35											100

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
HA39	Land fronting Ashby Road & Ingleberry Road, Shepshed				25	40	40	40	6									151
HA35	Land North of Hallamford Road and West of Shepshed				25	40	40	40	40	40	25							250
HA32	Land off Tickow Lane (south)				22	44	44	44	44	44	44	14						300
HA40	Land to the west of the B591/Ingleberry Rd & north of Iveshead Lane				25	40	40	40	29									174
HA41	Land south of Ashby Road Central				25	24												49
HA31	Land north of Ashby Road, Shepshed				25	40	40	40	40	5								190
HA36	20 Moscow Lane, Shepshed					25	24											49
HA33	Land at Oakley Road, Shepshed				25	40	40	28										133
HA37	Land rear of 62 Iveshead Road				25	43												68
HA38	Land to rear of 54 Iveshead Road,				5													5
	ALLOCATIONS Service Centres – Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby	0	0	0	234	376	300	275	225	203	118	69	19	0	0	0	0	1819
HA44	Fairhaven Farm, Anstey				25	22												47
HA43	Land west of Anstey				36	75	90	90	90	75	75	50	19					600

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
HA47	Land adjoining 84 Melton Road, Barrow upon Soar									18								18
HA45	Land to south of Melton Road, Barrow upon Soar				25	40	40	25										130
HA46	Land off Melton Road, Barrow upon Soar					25	40	40	15									120
HA48	Land off Willow Road, Barrow upon Soar				25	40	40	40	40	30								215
HA49	Land off Cotes Road, Barrow upon Soar					25	40	40	40	40	35							220
HA50	East of Loughborough Road, Quorn				25	40	10											75
HA55	Rear of The Maltings site High Street, Sileby				13													13
HA53	Land off Barnards Drive, Sileby				25	40	40	40	40	40	3							228
HA56	Land off Kendal Road (South of Butler Way and Gray Lane), Sileby										5	19						24
HA57	36 Charles Street, Sileby				11													11
HA58	9 King Street, Sileby				9	5												14
HA54	Homefield Road, Sileby				25	30												55
HA51	Land south of Rothley				15	25												40

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
HA52	971 Loughborough Road, Rothley					9												9
	ALLOCATIONS Other Settlements	0	0	0	149	203	160	74	55	78	70	26	0	0	0	0	0	815
HA59	Land to rear of Derry's Garden Centre, Cossington				25	40	40	19										124
HA60	Land off Melton Road, East Goscote				25	40	40	40	40	38								223
HA61	Land to the rear of 89 Loughborough Road, Hathern				18	11												29
HA63	Land off Zouch Road, Hathern				25	25												50
HA62	The Leys, Hathern				6													6
HA64	Land at Threeways Farm, Queniborough				25	40	35											100
HA65	Land off Melton Road, Queniborough					25	30											55
HA66	Land off Gaddesby Lane, Rearsby				25	22												47
HA68	Land off Old Gate Road, Thrussington								25	35								60
HA67	44 Hoby Road, Thrussington									30								30
HA69	The former Rectory & Land at Thurcaston									5	26							31
N/A	Wymeswold NP housing requirement						15	15	15	15								60

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
	TOTAL ALL – Estimated completions from DRAFT ALLOCATIONS	0	0	0	892	1487	1252	1083	875	724	816	591	435	226	180	287	10	8858
LUC2	Estimated completions from WEST OF LOUGHBOROUGH SUE			60	180	210	250	250	250	250	250	250	250	250	250	250	250	3200
LUA2	Estimated completions from NORTH EAST OF LEICESTER SUE	30	125	175	250	275	200	200	200	200	200	200	200	200	250	250	250	3205
LUA3	Estimated completions from DIRECTION OF GROWTH NORTH OF BIRSTALL		30	130	175	175	175	150	150	130	130	130	130	130	130	130	55	1950
	TOTAL ALL – Estimated completions from SUE's	30	155	365	605	660	625	600	600	580	580	580	580	580	630	630	555	8355
	Estimated total completions	896	783	720	1676	2196	2094	1728	1475	1304	1396	1171	1015	806	810	917	565	19552
	Estimated cumulative completions	896	1679	2399	4075	6271	8365	10093	11568	12872	14268	15439	16454	17260	18070	18987	19552	
	Annualised housing requirement	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111	1111	
	Cumulative requirement	1111	2222	3333	4444	5555	6666	7777	8888	9999	11110	12221	13332	14443	15554	16665	17776	
	MONITOR - No. dwellings above or below cumulative requirement	-215	-543	-934	-369	716	1699	2316	2680	2873	3158	3218	3122	2817	2516	2322	1776	

Appendix 2 – Housing & Employment Trajectory

Policy Ref.	CHARNWOOD BOROUGH	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034	2034/2035	2035/2036	2036/2037	TOTALS
		16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
	MANAGE - Annual requirement taking account of past/projected completions	1111	1125	1150	1183	1142	1046	941	854	776	701	585	467	331	172	-147	-294	

	Apr-21 5-year supply	Apr-22 5-year supply	Apr-23 5-year supply	Apr-24 5-year supply	Apr-25 5-year supply	Apr-26 5-year supply	Apr-27 5-year supply	Apr-28 5-year supply	Apr-29 5-year supply
	5.37	6.40	7.21	7.86	7.54	6.85	6.06	5.45	4.88
5 YEAR REQUIREMENT	5555	5555	5555	5555	5555	5555	5555	5555	5555
5 YEAR REQUIREMENT + 5%	5833	5833	5833	5833	5833	5833	5833	5833	5833
5 YEAR COMPLETIONS	6271	7469	8414	9169	8797	7997	7074	6361	5692
SURPLUS	438	1636	2581	3336	2964	2164	1241	528	-141

	2021-2026	2026-2031	2031-2038	TOTAL	2021-2026	2026-2031	2031-2038
ALLOCATIONS Loughborough Urban Centre	243	971	1028	2242	10%	20%	59%
ALLOCATIONS Shepshed Urban Area	684	1072	122	1878	29%	23%	7%
ALLOCATIONS Leicester Urban Area - Birstall, Thurmaston, Syston	490	1149	465	2104	21%	24%	27%
ALLOCATIONS Service Centres – Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby	610	1121	88	1819	26%	24%	5%
ALLOCATIONS Other Settlements	352	437	26	815	15%	9%	2%
	2379	4750	1729	8858			

Employment Land Trajectory

LP Ref	Site Name	Parish/Settlement	Greenfield/Brownfield	2021/22	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 Sibley Road	Barrow Upon Soar	Brownfield				2															2
							0.3															0.3
LUA 2	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
ES2 LUA 3	North of Birstall Sustainable Urban Extension	Wanlip	Greenfield		4	2	2	1.75	1.5	1.5	1.5	1.5	1.5									12.75
								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
																						-
ES4 LUC 2	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
							2															2

Appendix 2 – Housing & Employment Trajectory

LP Ref	Site Name	Parish/Settlement	Greenfield/Brownfield	2021/22	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				0.3															0.3
ES2	The Warren	East Goscote	Brownfield			2	1.95															3.95
ES3	Dishley Grange	Loughborough/Hathern	Greenfield			-1	-1.2	1.2	1	1.4												5.4
							1	1	1	1.6												3.6
ES4	Land at Rothley Lodge	Rothley	Brownfield	3.35	3.35																	3.35
																						-
ES5	Land at Loughborough Road	Rothley	Greenfield	2.2		2.2																2.20
																						-
ES6	Land off Fairway Road	Shepshed	Greenfield		-1	-1.75	-1.5	1.5														4.25
						-0.25	0.5	0.5														0.75
ES7	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	Thurmaston	Greenfield	-	-	-	-	-	-1	-1.8	-1.5	-1.5	-1.5	2	2			-	-	-	-	11.3

Appendix 2 – Housing & Employment Trajectory

LP Ref	Site Name	Parish/ Settlement	Greenfield/ Brownfield	2021/ 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
	Urban Extension																					
				-	-	-	-	-	-	-0.2	-0.5	0.5	0.5			-	-	-	-	-	-	1.7
			Industry/ warehouse	5.55	2	6.75	8.95	3.75	4	6.2	6.5	6	4.5	5.5	3.5	1.5	1.5	0.5	0.2	0	0	66.7
			OFFICE	0	0	0.25	1.8	1.25	2	1.8	2	2	1.5	0.5	0.5	0.5	0.5	0.5	0	0	0	15.1
			TOTAL	5.55	2	7.62	10.75	5.8	6.5	8.5	8.5	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	
			Office cumulative total	0	0	0.25	2.05	3.3	5.3	7.1	9.1	11.1	12.6	13.1	13.6	14.1	14.6	15.1	15.1	15.1	15.1	

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Sustainable Urban Extensions									
North East of Leicester Sustainable Urban Extension									
Highway Works and Junction Improvements	Main road via East Thurmaston from Barkby Thorpe Lane to King Street and Hamilton Lane	£16,000,000	Essential	Direct provision by developer, S.106	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>National Highways,</u> <u>CBC,</u> <u>Developer</u>	√	√		LUA2 INF1 INF2
	Link to Sandhills Avenue	£5,800,000	Essential	Direct provision by developer, S.106		√			
	Link road from North East Leicester SUE	£7,200,000	Essential	Direct provision by developer, S.106			√		
	Capacity enhancements at A607 Barkby Thorpe Lane and Troon way / Barkby Road roundabouts	£1,275,000	Essential	Direct provision by developer, S.106			√		
Sustainable Transport Measures	Bus Service Subsidy Cap (Additional contingency of £1,095,000)	£1,687,000	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>National Highways,</u> <u>CBC,</u> <u>Developer</u>	√	√	√	LUA2 CC5 INF1
	Travel Packs and Travel Passes		Essential	S.106 developer contributions		√	√	√	
	3 On Site Cycle Routes and 5 Off Site Walking and Cycling Schemes	£1,484,647 £1,042,379	Essential	S.106 developer contributions		√	√	√	
Education	3 New Primary Schools: - Primary School 1: 2FE 420 pupils on 1.93ha of land - Primary School 2: 2FE 420 pupils (or 3FE 630 pupils) on 2.86ha of land - Primary School 3: 1FE 210 pupils on 1.93ha of land	Primary School 1: £5,350,000 Primary School 2: £5,350,000 (or £7,599,000) Primary School 3: £3,100,000	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>CBC,</u> <u>Developer</u>		√	√	LUA2 INF1
	Secondary School on a site of 6.03ha (also land for a relocated Roundhill Academy)	Up to £16,727,200				Essential	S.106 developer contributions		
Health	Expansion of existing healthcare facilities (or healthcare facility within the District Centre which could cost up to £1,386,082)	£873,494	Essential with means of delivery to be determined	S.106 developer contributions	<u>Leicester, Leicestershire and Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>	√	√	√	LUA2 INF1
Open Space and Recreation	Green Infrastructure: - 48ha of Parks including a Destination Park (including 1 NEAP and 1 LEAP) - 61ha of Natural and Semi Natural Green Space - 6ha of Amenity Green Space	-	Essential	Direct provision by developer	<u>Sport England,</u> <u>CBC,</u> <u>Developer</u>		√	√	LUA2 EV9 EV10 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	- 4ha of Allotments - Orchards								
	Play Facilities comprising 7 sites for children and 7 sites for young people	-	Essential	Direct provision by developer		√	√		
	Outdoor Sports Facilities on 28ha of land for formal and informal sports	-	Essential	Direct provision by developer		√	√		
	Indoor Sports Facilities comprising a 4-court sports hall	-	Essential	Direct provision by developer		√	√		
Burial Space	Burial Space on 0.6ha of land either within or outside the site		Essential	Direct provision by developer or S.106	<u>CBC,</u> <u>Parish Councils</u>		√	√	LUA2 ES12 INF1
Community Facilities	Community Centre Facilities comprising the community hall, police facility and library hub	£1,900,000	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>CBC,</u> <u>Developer</u>		√		LUA2 INF1
Libraries	Provision and/or enhancement of existing library facilities and temporary library facilities	£237,140	Essential	S.106 developer contributions	<u>CBC,</u> <u>Leicestershire County Council,</u> <u>Parish Councils,</u> <u>Developer</u>	√	√	√	LUA2 INF1
Civic Amenity	Waste collection and processing at Mountsorrel civic amenity site	£209,250	Essential	S.106 developer contributions	<u>CBC,</u> <u>Leicestershire County Council,</u> <u>Developer</u>	√	√	√	LUA2 INF1
Policing	Police Force Contribution	£1,842,980	Essential	S.106 developer contributions	<u>Leicestershire Police, CBC</u>	√	√	√	LUA2 INF1
Land for Gypsies, Travellers and Travelling Showpeople	1.1ha of prepared and serviced land for 4 pitches for gypsies and travellers and a parcel of land for 4 plots for travelling showpeople	-	Essential	Direct provision by developer	<u>Leicestershire County Council,</u> <u>CBC,</u> <u>Developer</u>		√		LUA2 H9
North of Birstall Sustainable Urban Extension									
Highway Works and Junction Improvements North of Birstall Sustainable Urban Extension	Primary Access A6 Junctions 1 and 2 and two-way connection to Rothley	£5,400,000	Essential	Direct provision by developer, S.106	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>National Highways,</u> <u>CBC,</u> <u>Developer</u>	√			LUA3 INF1 INF2
	A6/A46 Interchange Junction improvements	£3,200,000	Essential	Direct provision by developer, S.106		√			
	A6 Corridor Highway and Junction improvement works - Birstall Park and Ride Junction - Hallam Fields North	£200,000	Essential	Direct provision by developer, S.106		√			

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	- Greengate Lane - Bentley Road								
	Hallfields Lane / Cossington Lane Works	£500,000	Essential	Direct provision by developer, S.106		√			
	Red Hill Circle Highway Works	£300,000	Essential	Direct provision by developer, S.106			√		
Sustainable Transport Measures	Bus Service Subsidy for services to and from Leicester for 5 years	£150,000	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u>	√			LUA3 CC5
	Measures include: - Off Site Public Rights of Way Improvements - Broadnook Bike Rental Scheme	£512,101	Essential	S.106 developer contributions	<u>Leicester City Council,</u> <u>National Highways,</u> <u>CBC,</u> <u>Developer</u>	√			
	Travel Planning Measures including travel plan, travel packs and travel passes	£52 per dwelling for travel packs	Essential	S.106 developer contributions		√	√	√	
Education	Early Years Facility at a location to be agreed for up to 162 preschool children	£1,438,480	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>CBC,</u> <u>Developer</u>	√			LUA3 INF1
	Primary School on 3ha of land for 3FE but initially constructed to cater for 2.73FE	£8,361,216	Essential	S.106 developer contributions		√			
	Secondary School Contribution for 378 pupils at the Cedars Academy, Birstall	£6,843,653	Essential	S.106 developer contributions		√	√		
	Special Education Needs	£1,011,680	Essential	S.106 developer contributions		√	√		
Health	Healthcare within Community Resource Centre or off site	Up to £1,172,468	Essential with means of delivery to be determined	Direct provision by developer or S.106 developer contribution	<u>Leicester, Leicestershire and Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>		√	√	LUA3 INF1
Open Space and Recreation	Green Infrastructure comprising: - 54.7ha of Natural and Semi Natural Green Space - 18.4ha of Parks and Amenity Green Space - 1.54ha of Allotments	-	Essential	Direct provision by developer	<u>Sport England,</u> <u>CBC,</u> <u>Developer</u>	√	√	√	LUA3 EV9 T3 INF1
	Children and Young People's Play Facilities comprising at least 5 LEAPs and 1 NEAP	-	Essential	Direct provision by developer		√	√	√	
	Artificial Grass Pitch (AGP) on 3.2ha of land (to be transferred to Cedars Academy subject to a CUA) and Outdoor Sports Facilities including playing pitches.	-	Essential	Direct provision by developer		√	√	√	
	Junior Football Pitch, Multi Use Games Area, Pavilion and Car Parking	£975,000	Essential	S.106 developer contributions		√	√	√	

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Community Facilities	Community Resource Centre (Broadnook Hall comprising (subject to demand) the Police Facility, the Healthcare Facility, the Community Hall and community facilities	£5,000,000	Essential with details of provision subject to assessment of demand	S.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>		√		LUA3 INF1
	Foxfield Park Pavilion including changing rooms, offices, community shop, café and library facility	-	Essential	Direct provision by developer		√			
Libraries	Library Facilities at Foxfield Park Pavilion and Community Resource Centre with enhancements at Birstall and Rothley libraries	£58,850	Essential	S.106 developer contributions	<u>CBC, Leicestershire County Council, Parish Councils, Developer</u>	√	√		
Civic Amenity	Civic Amenity Contribution to fund all or part of a project at Mountsorrel Civic Amenity Site	£100,756	Essential	S.106 developer contributions	<u>CBC, Leicestershire County Council, Developer</u>	√	√		
Policing	Police Facility within the Community Resource Centre	-	Essential	Direct provision by developer	<u>Leicestershire Police, CBC</u>		√		
Gypsies and Travellers	0.4ha of land within the application site for Travelling Show people	-	Essential	Direct provision by developer	<u>Leicestershire County Council, CBC, Developer</u>		√	√	LUA3 H9
West of Loughborough Sustainable Urban Extension									
Highway Works and Junction Improvements	Roundabout Access with A6	£1,375,000	Essential	Direct provision by developer, S.106 developer contributions	<u>Leicestershire County Council, National Highways, CBC, Developer</u>	√			LUC2 INF1
	Highway Improvement Works to M1 Junction 23	£1,600,000	Essential	Direct provision by developer, S.106 developer contributions		√			
	Roundabout Access with A512	£2,600,000	Essential	Direct provision by developer, S.106 developer contributions		√			
	Dualling of A512	£8,530,000	Essential	Direct provision by developer, S.106 developer contributions		√			

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	Strategic Link Road	£6,200,000	Essential	Direct provision by developer, S.106 developer contributions			√		
	Hathern Road Access	£1,800,000	Essential	Direct provision by developer, S.106 developer contributions			√		
Sustainable Transport Measures	Off Site Footpath Improvements	£1,955	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>National Highways,</u> <u>CBC,</u> <u>Developer</u>	√	√		LUC2 CC5 INF1
	2 Cycle ways at Clowbridge Drive and Blackbrook and junction Improvements	£912,555	Essential	S.106 developer contributions		√	√		
	2 new Bus Stops on the A512 to the east of the application site access	£15,896	Essential	S.106 developer contributions		√			
	Travel Planning Measures including travel packs and travel passes for up to 2 adults per dwelling	£52.85 per dwelling	Essential	S.106 developer contributions		√	√	√	
Education (Provision Subject to Education Delivery Review)	Primary Schools comprising: - Primary School North on a site of 1.7ha for 1.66FE - Primary School North Extension Land comprising 0.5ha of land adjoining the school site to be reserved - Primary School South on a site of 1.93ha for 2FE	Primary School North: £4,960,000 Primary School South: £5,350,000	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>CBC,</u> <u>Developer</u>	√	√	√	LUC2 INF1
	High School Contribution for places at Charnwood College and Iveshead School <i>Delivery, triggers and instalments set out in Education Delivery Review.</i>	£5,720,374	Essential	S.106 developer contributions		-	-	-	
	Upper School Contribution for places at Charnwood College and Iveshead School <i>Delivery, triggers and instalments set out in Education Delivery Review</i>	£3,935,346	Essential	S.106 developer contributions		-	-	-	
Health (Subject to Healthcare Needs Review))	Healthcare Facility on site within the Community Hub or contribution in lieu of provision	£1,606,809	Essential with provision to be agreed	Direct provision by developer or S.106 developer contributions	<u>Leicester, Leicestershire and Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>		√	√	LUC2 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Open Space and Recreation	Green Infrastructure comprising: <ul style="list-style-type: none"> - Garendon Registered Park of 188ha - Garendon Common and parks - 35ha of Amenity Green Space - 36ha of Natural and Semi Natural Green Space - 33.5ha of proposed woodland and 52ha of existing woodland - 2.5ha of Allotments 	-	Essential	Direct provision by developer	<u>Sport England, CBC, Developer</u>	√	√	√	LUC2 EV7 EV9 INF1
	Play Facilities <ul style="list-style-type: none"> - 6 sites for children and young - 1 off site contribution for improvements to the Pear Tree Lane Play Area 	£189,636	Essential	Direct provision by developer and S.106 developer contributions		√	√	√	
	Outdoor Sports Facilities: <ul style="list-style-type: none"> - Playing pitches on no less than 9ha. - Off road cycling facility. - Parkour facility, outdoor fitness and trim trail, orienteering course and a minimum of 2 multi use games areas. - 1 artificial grass pitch including tennis courts. - 13.8ha for informal sports and recreation. 	-	Essential	Direct provision by developer			√	√	
Libraries	Towards provision of local library facilities at Loughborough, Shepshed and Hathern	£96,580	Essential	S.106 developer contributions	<u>CBC, Leicestershire County Council, Parish Councils, Developer</u>	√			LUC2 INF1
Civic Amenity	To fund project at Shepshed Civic Amenity Site	£135,000	Essential	S.106 developer contributions	<u>CBC, Leicestershire County Council, Developer</u>	√	√	√	
Policing	Comprising contributions towards premises, equipment, vehicles and technology	£1,315,710	Essential	S.106 developer contributions	<u>Leicestershire Police, CBC</u>	√	√	√	
Gypsies, Travellers and Travelling Showpeople	0.32ha for Gypsy and Travellers and 0.68ha for Travelling Showpeople	-	Essential	Direct provision by developer in accordance with S.106 Agreement	<u>Leicestershire County Council, CBC, Developer</u>		√		LUC2 H9
Loughborough Science and Enterprise Park									
Highways	To be determined through detailed transport assessment. Main access is expected to be from A512 Ashby Road with additional access points from Snells Nook Lane as required.	tbc	Essential	S.106 developer contributions	<u>Leicestershire County Council, National Highways, CBC, Developer</u>	Infrastructure delivery trajectory will depend upon the timing of a planning application and			LUC3 E1 INF2

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
						the detailed assessment of the infrastructure requirements and their delivery.			
Sustainable Transport	Walking and cycling routes within site and connected to wider networks	tbc	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>National Highways,</u> <u>CBC,</u> <u>Developer</u>	As above			LUC3 CC5
	Enhanced connectivity to bus network and site wide green travel plan with supporting measures to provide incentives to sustainable travel	tbc	Essential	S.106 developer contributions					
Open Space	Green Infrastructure, including strategic open space, wildlife areas, attenuation basins and drainage features, green networks and all associated structural and general landscaping.	tbc	Essential	S.106 developer contributions	<u>Sport England,</u> <u>CBC,</u> <u>Developer</u>	As above			LUC3 CC1 CC2 EV7 EV9
Electricity and Gas	Provision for potential primary substation within the development	tbc	Subject to demand	S.106 developer contributions Western Power	<u>National Grid</u>	As above			E1 INF1
Leicester Urban Area									
Education	See requirements for each location	-	-	-	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>CBC,</u> <u>Developer</u>	√	√	√	LUA1 INF1
Health	See priorities for each location	-	-	-	<u>Leicester, Leicestershire and</u> <u>Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>	√	√	√	LUA1 INF1
Water and Sewerage	All LUA served by Wanlip WwTW where additional capacity investment is planned to take place from 2025	-	Essential		<u>Severn Trent Water,</u> <u>CBC</u>		√		LUA1 CC2
Transport <u>Package of interventions to be developed through a North of Leicester Transport</u>	<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 (e.g. Leicester City Centre).</u> <u>Specific interventions to be determined within the transport strategy but will potentially include new</u>	<u>Full costs tbc but initial estimate of £86,000,000 for the North of Leicester LCWIP</u>	<u>Essential</u>	<u>S.106 developer contributions/ public funding</u>	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>CBC,</u> <u>Developer</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Strategy comprising:	<p><u>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 transport strategy area, including: -</u></p> <p><u>A46/A6 Wanlip Interchange</u></p> <p><u>A46/A607 Interchange (Fosse Way Roundabout)</u></p>	<p><u>£8,200,000</u></p> <p><u>£1,500,000</u></p>					√	√	
	<p><u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including: -</u></p> <p><u>A46/A50 The Brantings Interchange –</u></p> <p><u>A46/Wanlip Road slip road layout changes –</u></p> <p><u>A46/A607 Hobby Horse Roundabout –</u></p>	<p><u>£6,400,000</u></p> <p><u>£4,900,000</u></p> <p><u>£.3,000,000</u></p>						√	
	<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>								
Birstall									

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Transport package comprises a combination of measures to address highway capacity and sustainable travel focused on interventions across Birstall	<p>AN6 / B12: Leicester Park and Ride service enhancement facilitating bus to bus interchange and additional services.</p> <p>B12: New Bus Lane on A6 southbound towards the Red Hill Circle junction and revised 20mph speed limit to discourage through traffic.</p> <p>B14: Wanlip Road traffic calming</p> <p>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</p>	<p>£1,500,000</p> <p>£300,000</p> <p>£180,000</p> <p>See North of Leicester Transport Strategy costs set out previously</p>	Essential	S106 developer contributions public funding / local authority highway funding	<p><u>Leicestershire County Council,</u></p> <p><u>Leicester City Council,</u></p> <p><u>CBC,</u></p> <p><u>Developer</u></p>	v			LUA1 CC5 INF1 INF2
Education	<p>Primary: Growth could be accommodated.</p> <p>Secondary: Cedars Academy could accommodate growth</p>	-	Sufficient capacity at schools	-	<p><u>Leicestershire County Council,</u></p> <p><u>Leicester City Council,</u></p> <p><u>CBC,</u></p> <p><u>Developer</u></p>	-	-	-	DS3 LUA1 INF1
Health	<p>Served by Birstall Medical Centre and Greengate Medical Centre.</p> <p>CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.</p>	-	Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<p><u>Clinical Commissioning Group,</u></p> <p><u>GP,</u></p> <p><u>CBC,</u></p> <p><u>Developer</u></p>	v	v	v	LUA1 INF1
Glenfield									
Transport	<p>AN9: Cycle network improvements across parcel of land within Anstey Lane, A563, A50 and Gynsill Lane.</p> <p>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</p>	<p>£920,000</p> <p>See North of Leicester Transport Strategy costs set out previously</p>	Essential	S106 developer contributions public funding / local authority highway funding	<p><u>Leicestershire County Council,</u></p> <p><u>Leicester City Council,</u></p> <p><u>CBC,</u></p> <p><u>Developer</u></p>		v	v	LUA1 CC5 INF1 INF2
Education	<p>Primary: Reserve site for 1FE School at Gynsill Lane or new school provision within a safe walking distance from the site. Reasonable costs of making this provision to be shared amongst the developments that it would serve. Provision dependent upon ongoing discussions with promoters, Leicester City Council,</p>	<p>£4,656,000</p> <p>£8,944,771</p>	Essential	S.106 developer contributions	<p><u>Leicestershire County Council,</u></p> <p><u>Leicester City Council,</u></p> <p><u>CBC,</u></p> <p><u>Developer</u></p>		v	v	DS3 LUA1 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	Blaby District Council and Leicestershire County Council. Secondary: Martin High School has potential for growth.								
Health	Served by Anstey Surgery. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	v	v	v	LUA1 INF1
Syston									
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 broad location of Syston also includes schemes in Sileby, East Goscote and	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 <u>See North of Leicester Transport Strategy costs set out previously</u>	Essential	S.106 developer contributions / <u>public funding local authority highway funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	v	v	v	LUA1 CC5 INF1 INF2

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Queniborough.									
Education	Primary: Site of 2-3 ha would need to be reserved for a new 2 FE Primary School on land South East of Syston HA1). The Reasonable costs of making this provision to be shared amongst the developments that it would serve with contributions towards construction cost. Secondary: Wreake Valley or Roundhill Academy. Sufficient places at Wreake Valley	£6,982,000 £14,467,918	Essential	S.106 developer contributions with the costs shared amongst developments that it would serve.	<u>Leicestershire County Council,</u> <u>CBC,</u> <u>Developer</u>		v	v	DS3 LUA1 INF1
Health	Served by Jubilee Practice and County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>	v	v	v	LUA1 INF1
Water and Sewerage	Capacity improvements requirements to be reviewed in more detail and implement if required. Served by Wanlip WwTW where additional capacity investment is planned to take place from 2025. Kirby Lane Pumping Station also likely to require capacity improvements to serve growth.		To be determined following more detailed assessment of requirements.	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	<u>Severn Trent Water,</u> <u>CBC</u>		v		LUA1 CC2
Thurmaston									
Transport	<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>	Essential	<u>S.106 developer contributions/ public funding</u>	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>CBC,</u> <u>Developer</u>	v	v	v	LUA1 CC5 INF1 INF2
Education	Primary: Potential to accommodate in existing Thurmaston Primary Schools. Secondary: Wreake Valley or Roundhill Academy. Sufficient places at Wreake Valley		Sufficient Capacity		<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>CBC,</u> <u>Developer</u>	-	-	-	DS3 LUA1 INF1
Health	Served by Thurmaston, Silverdale and Manor Medical Centres. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>		v	v	LUA1 INF1
Water and Sewerage	Capacity improvements requirements to be reviewed in more detail and implemented if required.		To be determined	Severn Trent Water would fund and	<u>Severn Trent Water,</u> <u>CBC</u>	v	v		LUA1 CC2

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	Thurmaston Canal Street pumping station is likely to require upsizing to serve growth.		following more detailed assessment of requirements	deliver scheme if it is prioritised for investment.					
Loughborough Urban Centre									
Transport - package comprises a combination of highway capacity interventions at key junctions and sustainable travel interventions across Loughborough.	LO1: A6/A6004 One Ash Roundabout Junction Improvements	£1,600,000	Essential	S.106 developer contributions / local authority highway funding		✓	✓	LUC1 LUC2 LUC3 CC5 INF1 INF2	
	LO2: Loughborough Smarter Choices personalised travel planning	£250,000	Essential	S.106 developer contributions / local authority highway funding		✓	✓		
	LO3: Loughborough Smarter Choices bus service and infrastructure enhancements	£400,000	Essential	S.106 developer contributions / local authority highway funding		✓	✓		
	LO4: Loughborough Smarter Choices cycle hire schemes.	£13,000	Essential	S.106 developer contributions / local authority highway funding		✓	✓		
	LO5 / SH1: Loughborough Shepshed – A512 bus service diversion from Shepshed to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre	£281,000 (Same scheme as SH1)	Essential	S.106 developer contributions / local authority highway funding		✓	✓		
	LO6: A6004 Epinal Way Beacon Road Junction Improvements	£300,000	Essential	S.106 developer contributions / local authority highway funding		✓	✓		
	LO7: A6004 Epinal Way Beacon Road Junction Improvements	£750,000	Essential	S.106 developer contributions / local authority highway funding		✓	✓		
	LO8: A6004 Epinal Way Warwick Way Sandringham Drive Maxwell Drive – Extend 2 lane flares on Epinal Way and Warwick Way arms by 20m each	£300,000	Essential	S.106 developer contributions / local authority highway funding		✓	✓		

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	<u>LO9: A6004 – Epinal Way Alan Moss Road Junction Improvements</u>	£750,000	Essential	S.106 developer contributions / local authority highway funding		√	√		
Transport package of interventions to be developed through a Loughborough and Shepshed Transport Strategy comprising:	<p>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:</p> <ul style="list-style-type: none"> - Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for Loughborough and Shepshed. - Leicestershire County Council's Bus Service Improvement Plan (BSIP). - Future work to explore accessibility to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway. <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 Loughborough and Shepshed area:</u></p> <ul style="list-style-type: none"> - <u>New/improved "cross town" passenger transport connections between Shepshed, Loughborough town centre and Loughborough Railway Station.</u> - <u>Upgraded cycle route along the A512 between Shepshed, Loughborough Hospital and Loughborough Town Centre.</u> 	<p>Full costs tbc but initial estimates of £38,000,000 for the Loughborough and Shepshed LCWIP</p> <p>tbc</p> <p>tbc</p> <p>tbc</p>	Essential	S.106 developer contributions / public funding	Leicestershire County Council, CBC, Developer	√	√	√	LUC1 LUC2 LUC3 CC5 INF1 INF2

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	<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><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>- Epinal Way/Warwick Way Roundabout</u></p> <p><u>- Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study and/or other future work to develop the transport strategy.</u></p> <p><u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including:</u></p>	<p>tbc</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>tbc</p> <p><u>£15,100,000</u></p>							

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	<p>- <u>M1 Junction 23 between Loughborough and Shepshed</u></p> <p>- <u>Any additional schemes identified through National Highways' ongoing M1 J23 Study and/or other work to develop the transport strategy.</u></p>								
Education	<p>Primary: Site for a new 2 FE Primary School to be located on land South of Loughborough (HA15). Reasonable costs of making this provision to be shared amongst the developments that it would serve.</p> <p>Secondary: Loughborough Secondary Schools have capacity and scope to expand schools in Loughborough area</p>	<p>£6,982,000</p> <p><u>£14,467,918</u></p>	Essential	S.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>		√	√	DS3 LUC1 INF1
Health	<p>Served by Dishley Grange, Charnwood, Woodbrook, Bridge Street, Pinfold, Park View Medical Practices</p> <p>CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.</p>		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√	√	LUC1 INF1
Water and Sewerage	Treatment capacity would need to be increased at Loughborough wastewater treatment works by about 2030 to cater for growth in Loughborough		Essential. Timing and specification to be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	<u>Severn Trent Water, CBC</u>		√	√	LUC1 CC2
Shepshed Urban Settlement									

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
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 between Shepshed and Charley Road)	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 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>	£281,000 (Same scheme as LO5) £120,000 £1,380,000 £750,000 £250,000 £90,000 £1,350,000 <u>See Loughborough and Shepshed Transport Strategy costs</u>	Essential	S.106 developer contributions / local authority highway funding public funding	<u>Leicestershire County Council, CBC, Developer</u>	v	v	v	SUA1 CC5 INF1 INF2
Education	Primary: 3ha site and infrastructure for a new 3 FE Primary School on land at Tickow Lane (South), Shepshed (HA32), but contributions to reflect the yield of 562 pupils and contributions (2 classrooms less than 3FE school). Reasonable costs of making this provision to be shared amongst the developments that it would serve Secondary: Leicestershire County Council developing proposals to accommodate growth.	£12,769,000 <u>£19,362,603</u>	Essential	S.106 developer contributions with the costs shared amongst all developments in Shepshed that it would serve.	<u>Leicestershire County Council, CBC, Developer</u>	v	v	v	DS3 SUA1 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Health	Most new allocations served by Forest House and Field Street Surgeries. Forest Edge, Dishley Grange and also Manor House, Belton in North West Leicestershire also in proximity to some allocations. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential.	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>	✓	✓	✓	SUA1 INF1
Water and Sewerage	Additional treatment capacity expected to be required. Severn Trent Design Team to determine extent of additional requirements.		Essential	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	<u>Severn Trent Water,</u> <u>CBC</u>		✓	✓	SUA1 CC2
Service Centres									
Anstey									
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	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>	Essential	S.106 developer contributions / local authority highway funding public funding	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>CBC,</u> <u>Developer</u>		✓	✓	SC1 CC5 INF1 INF2 LUA

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
improve connectivity between Anstey and north west Leicester.									
Education	Primary: Site for a new 1 FE Primary School located on land West of Anstey (HA43) with a co-ordinated approach to development across the three land parcels that make up the site to ensure that it provides land for the school and the other infrastructure necessary to support the development as a whole. Reasonable costs of making this provision to be shared amongst the developments that it would serve Secondary: Martin High School has potential to accommodate proposed growth.	£4,656,000 <u>£8,944,771</u>	Essential	S.106 developer contributions	<u>Leicestershire County Council,</u> <u>Leicester City Council,</u> <u>CBC,</u> <u>Developer</u>	v	v	v	DS3 SC1 INF1
Health	Served by the Anstey Surgery. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital Funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board,</u> <u>GP,</u> <u>CBC,</u> <u>Developer</u>	v	v	v	SC1 INF1
Barrow Upon Soar									
Transport package comprises sustainable travel interventions including footway and cycle route improvements, in addition to one highway capacity improvement	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 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.	£70,000 £1,267,625 £13,000 £50,000 Full costs tbc but initial estimate of £1,809,000 for the Soar Valley LCWIP	Essential	S.106 developer contributions / local authority highway funding public funding	<u>Leicestershire County Council,</u> <u>CBC,</u> <u>Developer</u>	v	v	v	SC1 CC5 INF1 INF2

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
<p>at key pinch points – the High Street South Street Bridge Street roundabout</p> <p>Package of interventions to be developed through a Soar Valley Transport Strategy comprising:</p>	<p>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:</p>								
	<p>- New/improved cycle routes to Barrow upon Soar railway station from development sites within the village.</p>	tbc							
	<p>- New/improved cycle routes to Sileby railway station from development sites within the village and additional cycle parking facilities at the station.</p>	tbc							
	<p>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.</p>								
	<p>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along the A6:</p>								
	<p>- A46/A6 Wanlip Interchange (also included in the North of Leicester Urban Area transport strategy described previously).</p>	£1,100,000							
	<p>- A6/A6004 One Ash Roundabout (also included in the Loughborough and Shepshed Transport Strategy area described previously).</p>	£500,000							
	<p>- Any additional schemes identified through Leicestershire County Council's planned A6(North)/A6004 MRN Study.</p>	tbc							

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Education	Primary: Provide site for a new 1 FE Primary School located on land at Cotes Road, Barrow (HA49). Reasonable costs of making this provision to be shared amongst the developments that it would serve. Secondary: Humphrey Perkins may require expansion during the plan period.	£4,656,000 <u>£8,944,771</u>	Essential	S.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	DS3 SC1 INF1
Health	Served by Barrow Health Centre, Charnwood Surgery, Mountsorrel, The Banks and Highgate Surgery, Sileby. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√	√	SC1 INF1
Water and Sewerage	Additional treatment capacity will be required at Barrow upon Soar by 2030		Essential. Timing and specification to be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	<u>Severn Trent Water, CBC</u>		√		SC1 CC2
Quorn									
Transport	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>See Soar Valley Transport Strategy costs set out previously</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	SC1 CC5 INF1 INF2
Education	Primary: Quorn St Bartholomew's CofE Primary School is on a confined site and unable to expand so additional places will need to be provided elsewhere in Barrow upon Soar and South Loughborough. Secondary: Rawlins Academy is at capacity and sited on a large site, but the current configuration would make it difficult to extend. Further discussions will be required so that growth can be accommodated.				<u>Leicestershire County Council, CBC, Developer</u>		√	√	SC1 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Health	Served by Quorn Medical Centre and also the Cottage Surgery, Woodhouse Eaves, Barrow Health Centre, Beaumont Road Surgery, Loughborough and Alpine House Surgery, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√	√	SC1 INF1
Water and Sewerage	Additional treatment capacity will be required at Quorn by 2030		Essential. Timing and specification to be determined following more detailed assessment of requirements	Severn Trent Water would fund and deliver scheme if it is prioritised for investment.	<u>Severn Trent Water, CBC</u>		√		SC1 CC2
Rothley									
<u>Transport</u>	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>See Soar Valley Transport Strategy costs set out previously</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
Education	Primary: Rothley CofE Primary School is at capacity as a result of past growth and cannot be extended on current site. Leicestershire County Council is looking at alternatives to make provision. Secondary: 50:50 split between Rawlins and Cedars Academy				<u>Leicestershire County Council, CBC, Developer</u>	√	√		DS3 SC1 INF1
Health	No current provision in Rothley. Served by Highgate Medical Centre, Sileby, Quorn Medical Centre, Charnwood Surgery, Mountsorrel, Birstall and Greengate Medical Centres in Birstall. CCG to work with local partners to ensure local provision that maximises the use of available		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√		SC1 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	resources and supports people to access care and treatment.								
Water and Sewerage	Served by Wanlip WwTW where additional capacity investment is planned to take place from 2025		Essential	Severn Trent Water	<u>Severn Trent Water, CBC</u>		√		SC1 CC2
Sileby									
Transport - Sileby transport schemes are part of the broad location of system for transport modelling purposes.	SY6: Sileby – Footway route improvements to the station from key development site(s). SY7: Sileby – Cycle route improvements to the station from key development site(s). SY9: Sileby – Cycle parking facilities at station. SY10: Sileby – Swan Street Highgate Road Ratcliffe Road The Banks – Junction improvement. SY11: Sileby – Ratcliffe Road – traffic calming features between Cemetery Rd and Peashill Close. SY12: Sileby – Brook Street High Street Cossington Road – Convert to mini roundabout <u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	£300,000 £13,000 £13,000 £352,000 £108,000 £15,000 <u>See Soar Valley Transport Strategy as described previously</u>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	SC1 CC5 INF1 INF2
Education	Primary: Site for a 0.5 FE extension of Cossington Primary School located on land to the Rear of Derrys Garden Centre (HA59). Reasonable costs of making this provision to be shared amongst the developments that it would serve Secondary: Humphrey Perkins may require further expansion during the plan period.	£2,500,000 <u>See Cossington below</u>	Essential	S.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>	√	√		DS3 SC1 INF1
Health	Served by Highgate and the Banks surgeries, Sileby and Charnwood Surgery, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√	√	SC1 INF1
Other Settlements									
Cossington									
Transport	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>See Soar Valley Transport Strategy</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	<u>SC1 CC5</u>

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
		<u>costs set out previously</u>							INF1 INF2
Education	Primary: 0.5FE extension to Cossington CoE School (see above) Secondary: Cumulative effect of developments in Cossington, Barrow upon Soar and Sileby would require additional places. Humphrey Perkins may require further expansion during the plan period	<u>£5,000,000</u>	Essential	S.106 developer contributions	Leicestershire County Council, CBC, Developer	✓	✓		DS3 OS1 SC1 INF1
Health	Served by Highgate and the Banks surgeries, Sileby and Charnwood Surgery, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS Capital Funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	✓	✓		OS1 INF1
East Goscote									
Transport East Goscote transport scheme is part of the broad location of Syston for transport modelling purposes.	SY14: East Goscote – Broome Lane, north of East Goscote – traffic calming Proportionate contributions towards the North of Leicester Transport Strategy as described previously.	<u>£144,000</u> See North of Leicester Transport Strategy costs set out previously	Essential	S.106 developer contributions / public funding	<u>Leicestershire County Council, CBC, Developer</u>	✓	✓	✓	OS1 LUA1 CC5 INF1 INF2
Education	Primary: Scope for provision of additional places at Broomfield Primary School who are content to expand. Secondary: Sufficient places at Wreake Valley Academy		Sufficient capacity at local schools	S.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>	✓	✓		DS3 OS1 INF1
Health	Served by the Jubilee Medical Practice, and the County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available		Essential	S.106 developer contributions, Practices, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	✓	✓		OS1 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	resources and supports people to access care and treatment.								
Hathern									
Transport	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>See Loughborough and Shepshed Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions / public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	<u>SUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
Education	Primary: Additional provision in Shepshed and Loughborough may serve Hathern. Secondary: Capacity and scope to expand schools in Loughborough		Sufficient capacity at existing and planned schools likely to be available	S.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>	√	√		DS3 OSH1 INF1
Health	Served by Dishley Grange, Charnwood, Woodbrook, Pinfold and Bridge Street Practices. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√		OSH1 INF1
Queniborough									
Transport	SY13: Queniborough - Barkby Road traffic calming Queniborough transport scheme is part of the broad location of System for transport modelling purposes.	£180,000 <u>See North of Leicester Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions / public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	<u>OS1</u> <u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
Education	Primary: Queniborough CofE Primary School is at capacity and school is on a confined site and unable to			s.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>	√	√		DS3 OS1 INF1

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	expand without additional land. Additional places could be provided in Syston schools. Secondary: Sufficient places at Wreake Valley.								
Health	Served by the Jubilee Medical Practice and the County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		Essential	S.106 developer contributions, GP Practices, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√		OS1 INF1
Rearsby									
Transport	<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>	Essential	<u>S.106 developer contributions/ public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	LUA1 CC5 INF1 INF2
Education	Primary: Broomfield School is content to expand to accommodate growth in Rearsby. Secondary: Sufficient places at Wreake Valley.		Sufficient capacity at existing schools	s.106 developer contributions	<u>Leicestershire County Council, CBC, Developer</u>	√	√		DS3 OS1 INF1
Thrussington									
Transport		<u>See North of Leicester Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions/ public funding</u>	<u>Leicestershire County Council, CBC, Developer</u>	√	√	√	LUA1 CC5 INF1 INF2
Health	Served by the Banks Surgery, Sileby and the Jubilee Medical Practice and the County Practice, Syston. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment		Essential	S.106 developer contributions, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√		OS1 INF1
Thurcaston									

Appendix 3 - Infrastructure Schedule

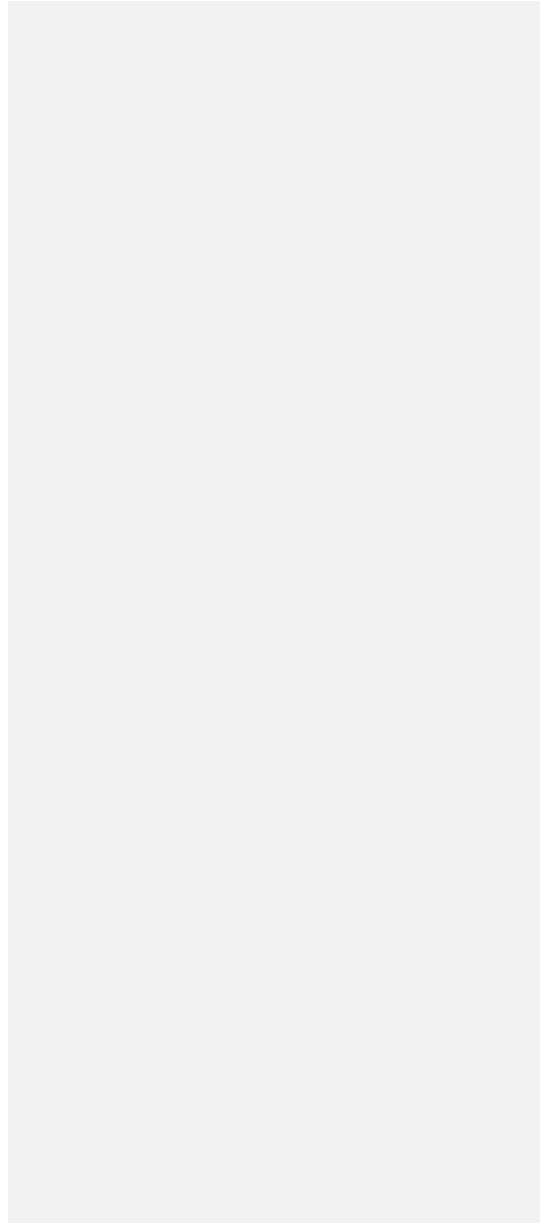
Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
Transport	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	<u>See North of Leicester Transport Strategy costs set out previously</u>	Essential	<u>S.106 developer contributions/ public funding</u>	<u>Leicestershire County Council, Leicester City Council, CBC, Developer</u>	√	√	√	LUA1 CC5 INF1 INF2
Health	Served by Greengage and Birstall Medical Centres and Alpine House, Mountsorrel. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment		Essential	S.106 developer contributions, GP Practices, third party developments, NHS capital funding	<u>Leicester, Leicestershire and Rutland Integrated Care Board, GP, CBC, Developer</u>	√	√		OS1 INF1
Strategic Transport Projects	<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.</p> <p>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</p> <p>£1,500,000</p> <p>£15,000,000</p> <p>£4,000,000</p> <p>£20,000,000</p> <p>£75,000,000</p> <p>£2,725,000</p> <p>£120,000,000</p>	A46 Corridor is an investment priority in Midlands Connect Strategy	tbc tbc tbc tbc tbc tbc			√ √ √ √ √ √ √	INF1 INF2 CC5	

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
<p>Road Investment Strategy funding</p> <p>Note that SH6/STRAT14 included under Shepshed in the table above.</p>			<p>Connect Strategy Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS2 pipeline Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS2 pipeline Smart Motorway M1 J19 – J23 is a Strategic Growth Plan priority</p> <p>Smart Motorway M1 J.19 – J.23 is a Strategic Growth Plan priority</p>						
<p>Transport</p>	<p>National Highways Road Investment Strategy 2 (RIS2) 'Pipeline Projects' – potential future strategic improvement schemes for delivery in RIS3 and beyond:</p> <p>- M1 Leicester Western Access (J21 to J21a)</p> <p>- M1 North Leicestershire Extra Capacity (J21a to J23a)</p>	<p>tbc</p>	<p>Desirable</p>	<p>S.106 developer contributions / public funding</p>	<p>Leicestershire County Council, Leicester City Council, National Highways, CBC, Developer</p>		<p>√</p>	<p>√</p>	<p>INF1 INF2</p>

Appendix 3 - Infrastructure Schedule

Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	Infrastructure Delivery Partner	Delivery Timescale			Local Plan Policies
						2021-2026	2026-2031	2031-2037	
	<p><u>NB – no existing commitment to deliver these schemes, subject to confirmation by Government and National Highways through RIS process.</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> - <u>A50/Markfield Lane (Field Head) Roundabout</u> - <u>M1 Junction 22</u> 								



Appendix 4 – Design Guidance

This appendix sets out design guidance to support Policy DS5 High Quality Design on the design of development. The first part provides more general guidance on responding to the landscape, the relationships between the different elements that make up developments and the design of open spaces. The second part provides more detailed, illustrated guidance on house extensions, amenity and car parking.

Part 1: General Guidance

A. Responding to the Landscape

When designing developments on the edge of towns and larger villages a crucial consideration is making sure that the new built form represents a harmonious extension to the existing settlement edge. This can be achieved by:

- responding creatively to topographical changes in the landscape;
- avoiding private amenity space backing directly onto open countryside;
- creating a network of varied amenity spaces and other green spaces, e.g. wildlife corridors, creating a transition between the Countryside and the development;
- retaining existing mature trees, hedgerows and other planting throughout the development including at the boundary with the Countryside. Solitary existing trees in particular can become important and distinctive landmarks on new developments, contributing to the character of a place. Existing groups of trees can also serve as attractive natural buffers that can soften the impact new development can have on adjacent buildings and spaces;
- using building materials on dwellings that assimilate to the colour palette and texture of the open countryside and the sensitive use of street lighting at the settlement edge.

For developments within smaller villages in the Borough, siting is an important design consideration. Proposals in these areas should not appear out of place amongst skylines viewed from open countryside, respecting the existing building scales, mass, rooflines and materials.

B. Relationships Between Elements

It can be helpful in achieving good design to consider how the various elements that make up a development combine to create a whole. The following relationship is a fundamental part of this approach:

- The street pattern provides for movement routes and establishes the blocks in which built development can take place.
- Street blocks are divided into individual plots part of which is occupied by built forms.
- Built forms are made up of easily recognisable components such as walls, roofs, doors and windows which are made of different materials.

Street Pattern

For large developments proposing a network of new streets, the streets should be organised in a hierarchy of primary, secondary and minor routes.

Primary routes form the main connections through the development. They will usually be the widest routes in the scheme, accommodating vehicle, pedestrian and cycle flows in equal measure. On primary routes, the inclusion of street trees (ideally larger species), planting and street furniture such as benches can help to avoid the dominance of hard surfaces within the highway corridor.

Secondary routes are narrower than primary routes and should be designed to ensure vehicles are required to travel at lower speeds. The priority should not be on providing efficient traffic flows but in encouraging sustainable modes of travel and creating quiet street environments in the interests of resident amenity. Street parking is more suited to secondary routes and should be embedded within their design, though it should not overly dominate the street-scene and ideally should be located on one side and not both. Secondary routes can also incorporate a well-defined and attractive public realm, by providing planting and street furniture, albeit to a lower extent than primary routes. They have narrower widths so, in terms of street tree provision, smaller species of trees may be more appropriate.

Minor routes are pedestrian and cyclist focused and should include measures in place to minimise the speed of vehicular traffic. These routes should be well connected like other routes but, ideally, they should create a sense of seclusion and calm from busier routes. Street trees and planting can help encourage this, as well as consideration of creating surfaces that are shared between vehicles and pedestrians.

Scale, Mass and Proportion of Built Forms

All new development should be of a scale, mass and height which respects its surrounding context.

Scale is the impression of a building when seen in relation to its surroundings and in relation to the size of a person. Development should have elements which relate well in size to an individual human being. The starting point for understanding the most appropriate scale for new buildings on a site is the size, height and form of the neighbouring ones, as well as the scale of any adjacent public or private spaces.

Mass refers to the impact of a building's volume, shape and arrangement on the street scene. It is commonly referred to as 'bulk'. Good massing should consider the relationship between the proposed development and existing buildings and spaces, as well as the character of the street-scene. Inappropriate development massing may lead to an assortment of problems beyond aesthetics, such as overbearing impact.

Proportion refers to the magnitude of each part of a building, and of each part of a building to another. New buildings should feature common components, such as windows and doors, as well as any other architectural details, which are in proportion with one another and with the features on neighbouring buildings.

Materials and Detailing

Red brick for walls and clay pantiles or grey slate are the most frequent types of traditional building materials in many of the Borough's settlements, particularly ones within the Wolds.

In the Charnwood Forest, stone is a common traditional building material, however, this is harder to replicate, as access to stone for building purposes is limited. Emphasis should be placed on choosing the type of stones that strongly complement the traditional stonework present on many historic buildings in the Forest.

Exposing timber on elevations could enhance the relationship between new development and the woodland character of Charnwood Forest. However, care should be given to the use of timber as a building material – exposed timber upon dwellings is often low quality and weathers poorly. The Council will encourage new outbuildings to display timber in their elevations to enhance the forest character in Charnwood.

In certain locations, the use of contrasting building materials can be a beneficial way of enhancing the character of a street and introducing a level of variety.

The choice of materials which do not deteriorate in their attractiveness over time is important in maintaining the quality of a development throughout its lifetime.

C. Open Spaces and Streets

Public Open Space

Public open space that is attractive, inviting and safe to use can enable opportunities for social interaction and help facilitate more active lifestyles, both of which are key contributors towards building a strong sense of place. In light of the Covid-19 pandemic, ensuring access to public open space has been shown to be of critical importance for maintaining health and well-being.

Successful public open spaces can be achieved by:

- integrating them as part of route hierarchy so that they are easy to find and support more sustainable movement patterns across the development, accommodating pedestrian and cycling routes as well as serving as spaces for people to participate in activities;
- clearly identifying them as part of the street scene, for example by featuring strong landmark features or characteristic styling (for example, different paving patterns);
- ensuring they are well defined spaces in their own right considering matters such as scale and proportion;
- including an appropriate level of greenery, which can help make them more relaxing and tranquil environments, as well as help towards biodiversity gain on new developments.
- making them easily adaptable to accommodate the variety of activity that is likely to take place within them.

For new public spaces it is important that long term maintenance strategies are considered at an early stage in the design process, and this should involve discussions with key stakeholders such as Leicestershire County Council as the Local Highway Authority.

Private Amenity Space

It is important that residential schemes provide an adequate level of private amenity space so that future residents can maintain more active lifestyles.

Any private amenity space provided on new development should provide an identifiable demarcation from neighbouring public space, without compromising the aesthetic quality of new development.

Communal Open Space

Communal open space provides groups of residents a form of amenity space in lieu of private space on individual plots. Communal open space should be provided with some sense of enclosure in the interests of maintaining privacy and security, whilst being reasonably overlooked by the surrounding residences that it caters to.

Opportunities to provide direct access from ground floor dwellings or apartments fronting onto communal amenity space should be balanced with the need to preserve the private amenity value of those dwellings through clearly defined boundaries.

Streets

Streets should be viewed as places in their own right and not merely designed to meet highways standards; developers should pursue opportunities to make them attractive and multi-functional, which may mean performing roles that are often associated with well-designed public space.

In approaching the design of new streets, developers should consider the needs of the most vulnerable road users first – pedestrians, then cyclists, then public transport users. Restricting some streets to pedestrians and cyclists only can increase the amount of connections within a development, in turn creating better connectivity across the whole community and help encourage people to pursue healthier lifestyles.

When designing residential development, developers should ensure that it provides a network of interconnected streets as this will improve the sustainability of the development by allowing residents and visitors quicker and more varied routes to facilities or public transportation nodes. Streets that are closed off from neighbouring ones or an over-reliance on 'cul-de-sacs' should be avoided as they do not make the best use of land. However, there is value in implementing cul-de-sacs in residential development to provide safer environments, reduce traffic flows and create quieter street environments. Linking cul-de-sacs to other streets via safe and attractive walking and cycling connections is a recommended approach.

Street furniture

The provision of street furniture such as benches, signage and lighting can accentuate the role of streets as public space, increasing their functionality as places facilitating social interaction as well as providing a sense of character to streets.

Street furniture should be provided proportionate to the width of the street, so as not to unnecessarily clutter the street-scene and potentially detract from the character of the area. Street furniture should be located where it would not cause danger to people with disabilities for example people with visual impairments. It should also be aligned in a linear manner, to minimise obstruction to traffic flows.

Lighting is a particularly important type of street furniture and a good lighting scheme can encourage the use of streets throughout the evening and at night-time. Lighting which illuminates buildings can be a useful means of highlighting a certain building's status within the street scene,

providing visual interest and legibility at night. Lighting placed in paving can also aid with wayfinding and increase the visual interest of streets, space and pathways.

Well-designed street furniture should be a principal consideration when designing the street itself, to ensure that the type of furniture is in keeping with the character of the street. Details of street furniture should be included as part of a planning application, ideally within a design and access statement or similar accompanying document.

Highway Safety and Traffic Calming

The following key principles should be considered when designing streets serving new development:

- The majority of new residential streets should be designed so that vehicular traffic is encouraged to go slowly and carefully (i.e. at speeds of 20mph or less).
- Designing streets to even lower speeds (10mph or less) may also allow for opportunities to provide shared surfaces, accommodating all road users without the need to install kerbs. It may be more appropriate to provide these types of streets on residential schemes with higher densities, or schemes with a more enclosed street network.
- Design concepts that encourage lower traffic speeds, for example through building height to street width ratios, the presence of street trees and the placement of buildings at corners, should be considered.
- Traffic calming measures including speed humps and raised surfacing should only be relied on as additional measures to control traffic – they tend to be inappropriate for buses and may prove hazardous to cyclists.

Walking and Cycling Routes

When providing attractive and safe walking and cycling routes on proposals, developments should:

- prioritise connections to important community buildings such as schools, leisure centres and shops and ensure that they are more direct than roads, to help encourage modal shift from cars and introduce signage where appropriate;
- accommodate buildings with active frontages along pedestrian and cycle priority routes, to provide adequate natural surveillance and encourage vitality;
- avoid providing routes that pass to the rear of buildings, as these may not be able to provide adequate natural surveillance and can become underutilised as a result;
- ensure that pedestrian and cycle routes are mostly straight and continuous and do not curve in ways which may hide people from view;
- ensure that pedestrian and cycle routes are well lit, via the provision of street lamps or feature lighting that is built into the public realm;
- give attention to the amount of landscaping that aligns pathways, particularly hedges, which when fully grown can provide hiding spots for criminals.
- Ensure routes are well signed to help with wayfinding.

Crime Prevention

Design considerations such as movement patterns, the physical form of buildings and the amount of activity that is generated within a development can also reduce the risk of criminal activity within a development through the amount of natural surveillance that results from them.

Natural surveillance provides effective security measures without resorting to other surveillance features such as CCTV. Natural surveillance can be increased through the placement and layout of new buildings and open amenity space, and enabling buildings to overlook the public realm and open space through the placement of windows and building entrances. The level of surveillance of a space has a direct impact upon how people perceive the space in terms of safety and security.

Entrances to buildings should open upon streets or spaces; if an entrance is hidden from public view, it could be perceived as unsafe.

Inclusivity

Good urban design can significantly contribute to environments that address the needs of vulnerable groups, such as elderly people, people with disabilities and children. Examples of features that can make public spaces more inclusive include:

- minimising reflective or shiny surfaces and utilising contrasting colour schemes to highlight important safety features to accommodate the needs of visually impaired people;
- Including ramps and avoiding excessive level changes to cater for wheelchair users and people with prams and pushchairs;
- providing quiet or tranquil spaces or areas (an example being sensory gardens), particularly on developments which are designed to accommodate elderly people.

Children's Play Areas

When they are required on new development, children's and young people's play space should be located in parts of the development where natural and passive surveillance can be maximised, for instance surrounded by homes fronting onto the play space. There should, however, be an appropriate separation between any neighbouring dwellings and the play space in the interests of reducing any noise and disturbance. Any streets surrounding the play space should be traffic-calmed and routes to and from the space should be as safe as possible and overlooked by properties.

Part 2: Illustrated Guidance

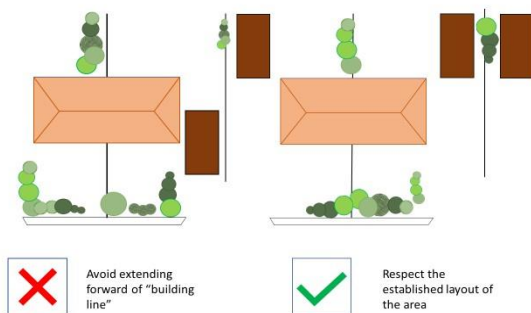
A. House Extensions

The spaces between and around buildings can be important. Extensions which fill the gaps between houses can change the whole character of the area.

One example is where an extension to a semi-detached house creates a “terracing effect”. Setting back an extension from the front line of the house and/or using a different roof form can be ways to overcome this effect. House extensions can affect the appearance and character of both the property being extended and the surrounding area.



Some streets have a well-defined building line and this can be important to the character and appearance of the area. A new building which does not follow this line can break up the street scene and change the fundamental character of an area. For example, building a garage in front of the main wall of the house is likely to look out of place where there is a line of houses and where garages are generally sited in rear gardens. What is important is that any new buildings should relate to the form and appearance of existing buildings.



It is important that any extension respects the basic shape, proportions and size of the existing property. The shape, pitch and style of roof will be of particular importance.



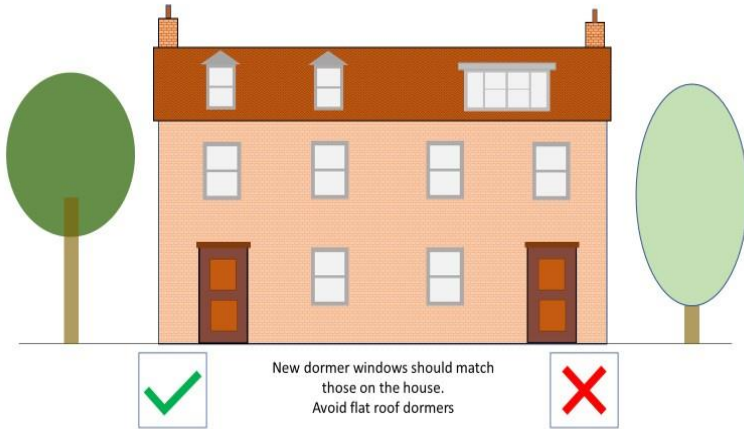
Extensions should be designed so that the main property is still the dominant building. The roof and eave lines should be lower than the existing house. Setting back the extension behind the front wall of the existing house can often help to achieve a satisfactory design.

The size, style and proportion of new doors and windows are important consideration in the design of new extensions. If too many openings are included, the balance of the building may be upset, as there may be too much window area compared to brick work. Windows with different proportions and patterns of panes on the same wall create an unsettling and unbalanced appearance.





Windows in the roof can be one useful way of opening up extra floor space. Unless there are existing dormers in the area, new dormers are likely to be out of character with its surroundings. Rooflights provide an alternative. If dormers are used, they should be as small as possible. They should match the window style and roof pitch of the existing property. Dormers should be kept as low as possible. Dormers which are higher than the ridge line are likely to be unacceptable particularly in prominent or sensitive locations. In general dormers or rooflights should be kept to those areas which are most difficult to see.



B. Amenity

Good design of homes ensures the relationship between neighbouring buildings and land uses is compatible and harmonious and does not cause unacceptable harm to, or loss of, the amenity enjoyed by those who live there.

Protecting Occupier Privacy

Protecting the privacy of the occupants of dwellings is an important element of the quality of residential environments. Proposed development should seek to provide reasonable space between buildings in order to minimise overlooking. As a general rule, transparent windows should not be placed on elevations facing windows serving main habitable rooms of dwellings, such as kitchens, living rooms and bedrooms where this would give rise to overlooking of either property. The use of obscure glass or rooflight windows can offset the loss of privacy however these types of windows may not be acceptable choices to serve main habitable rooms if they create poor standards of amenity for future occupiers. Obscured or roof mounted windows will usually be acceptable serving ancillary rooms in a home, such as hallways and bathrooms.

For dormer windows, restricting the size of the window and setting back from the eaves can be a possible solution to protect neighbouring privacy.

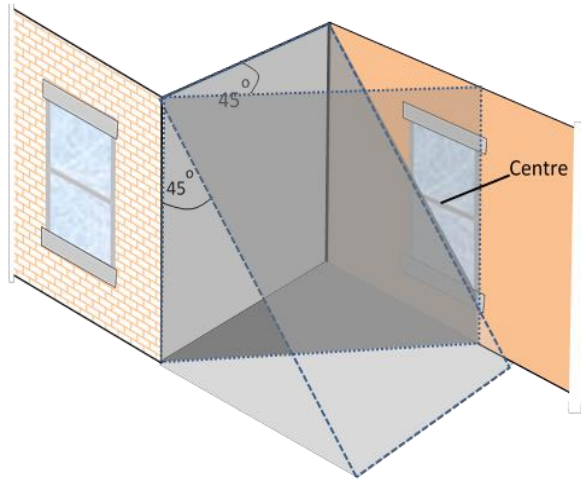
Overshadowing and Loss of Light

Access to sunlight (light directly from the sun) and daylight (other diffuse or reflected light) is beneficial for reducing the need for artificial lighting consumption and providing more natural forms of heating. New development which significantly reduces the level of sunlight or daylight enjoyed by neighbouring buildings is likely to result in a loss of amenity to the occupiers of neighbouring buildings.

For houses, the **45° degree guideline** is a helpful measure for considering whether development (particularly extensions) would cause a loss of daylight to a window. It is not valid for windows which directly face the extension. For these cases, the 25° degree guideline below should be used.

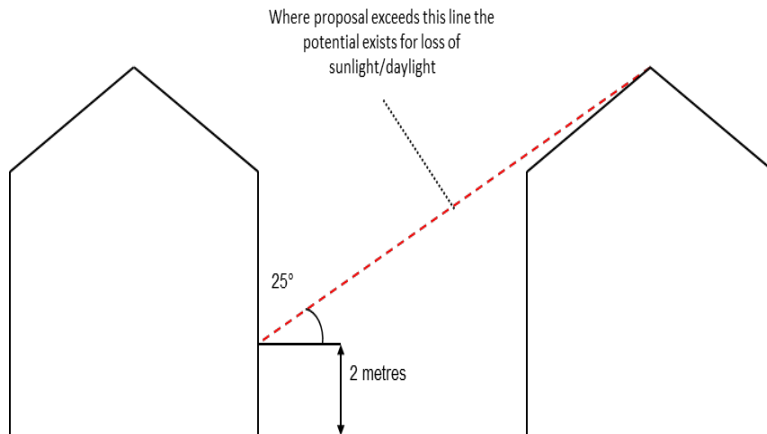
The figure below shows the application of the 45°-degree guideline and is explained as follows: Take the elevation of the window wall and draw diagonally down at an angle of 45° away from the near top corner of the extension. If the extension has a pitched roof, then the top of the extension can be taken as the height of its roof halfway along its slope. Then take the plan and draw diagonally back at an angle of 45° towards the window wall from the extension.

A significant amount of light is likely to be blocked if the centre of the window lies within 45° angle of the elevation. For patio doors the vertical midpoint of the window is usually taken to be a point 1.6m above ground level. Here the centre of the window lies outside the 45° angle on the elevation, so the impact of the extension is likely to be small.



Where a proposed building is close to a facing habitable room window (less than 3 times the height of the proposed building above the centre of the existing window), the **25° degree guideline** should be used to establish if a material loss of daylight is possible.

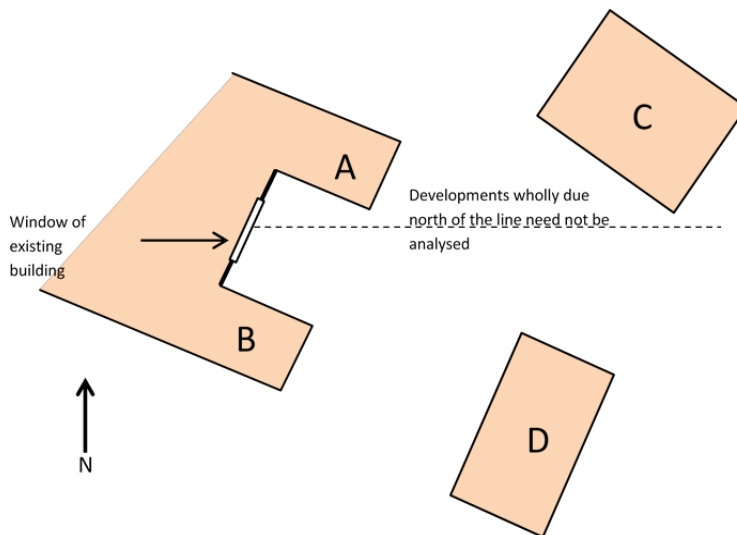
A material loss of sunlight can occur when part of the proposed development is within 90 degrees of a south facing window on an adjacent property and where the height exceeds the 25° degree angle as indicated below:



The figure below illustrates the circumstances where there is a possible material impact upon sun lighting. In analysing the sunlight impact on the existing window no check will need to be made for proposed extension A and new building C, as they lie within 90° degree of due north of the window.

Proposed extension B should be checked, as should new building D, if the building is above the 25° line described above.

Main living rooms and conservatories may be particularly sensitive to a significant reduction in sunlight, but each case should be looked at carefully as existing obstructions and the presence of other windows are all important considerations in reaching an overall conclusion.



Further guidance on planning for daylight and sunlight can be found from the Building Research Establishment² and the Council will use this guidance in assessing potential loss of sunlight and daylight particularly in cases where the loss of either sunlight or daylight is marginal.

Separation Distances Between Dwellings

When considering the layout of dwellings on a site, developers should consider the distance that separates rear elevations of individual dwellings in the interest of protecting the privacy and avoiding overbearing impact for both existing and future residents.

The guidance measurements for separation distances are provided below. It is important to note that these do not serve as strict requirements. The distances will be applied having regard to the

² Site Layout Planning for Daylight and Sunlight A Guide to Good Practice Second Edition 2011

wider design issues and site context but will generally be more important considerations when developing sites that are close to existing buildings.

Where rear building elevations containing main habitable room windows, the following distances provide a guide to protect the loss of privacy:

- 21 metres for 2 storey dwellings;
- 27.5m for 3 storey dwellings and above; and
- 27.5m where main habitable room windows above ground floor level would overlook existing conventional dwellings.

The separation distance should be increased by 1m for every 0.4m difference in floor levels between dwellings. Single storey back to back development is not so critical in terms of overlooking although differences in ground levels should be considered.

Where elevations containing main ground floor habitable room windows would face windowless flank walls, the following distances provide a guide to avoid over dominance:

- 9.5m minimum distance between the two elevations where a flank wall is single storey;
- 12.5m for 2 storey flank walls; and
- 15.5m for 3 storey flank walls.

Single storey flank walls can be sited closer where a hipped roof form is proposed. Where there is a difference in ground levels the separation distance should be adjusted by 1m for every 1m level variation.

Waste and bin storage

Bin storage areas should be seen as an important design consideration in developments. Both storage and collection points for bins need to be considered as part of the overall design in order to reduce amenity issues relating to residents' access to bins and the problem of 'bin blight' which can diminish quality of spaces within the development. Developments should demonstrate three key needs – to provide convenience for both residents and waste collectors, to be safe to use and avoid being a detracting feature of the character of the area and the development's architectural quality.

Ideally, the storage of domestic waste in wheelie bins is best located to the rear of dwellings and away from the main frontage. However, this may not always be feasible or practical so in these circumstances, waste storage areas should effectively mask or screen wheelie bins from building frontages, ideally within purpose-built structures embedded into the design of the development.

Car Parking

Poorly thought out car parking can be detrimental to the street scene, make places function less well. Car parking in the wrong place can cause obstructions to pedestrian and cycle movements and larger vehicles which may need to access the development, including emergency vehicles and waste collectors.

When designing the layout of developments, developers should use Leicestershire County Council's Highways Design Guide which provides guidance on car parking in relation to the scale

of proposals and the type of development³. As such, accommodating parking should be a fundamental design consideration at the start of designing schemes.

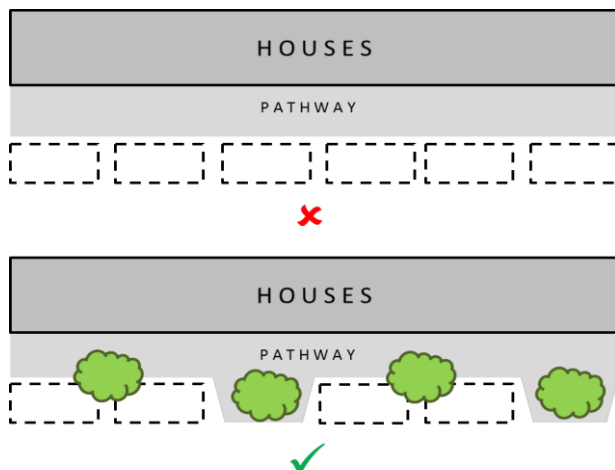
Many residential developments can accommodate a degree of parking provision on the street, but this needs to be limited to prevent parked vehicles dominating the street scene. Generally, a mix of on street and a variety of off-street provision can often be the best approach to successfully managing parking, particularly on larger schemes.

On street parking

Parking provision on streets should ensure that traffic is able to pass parked cars with adequate room. For this reason, on street parking which is not accommodated in parking bays should only be provided on one side of the street.

On street parking bays

Parallel parking can be visually intrusive upon the street-scene but with the use of recessed parking bays incorporating appropriate landscaping and street trees, the impact of vehicles on the character of building frontages can be softened.



Parking squares

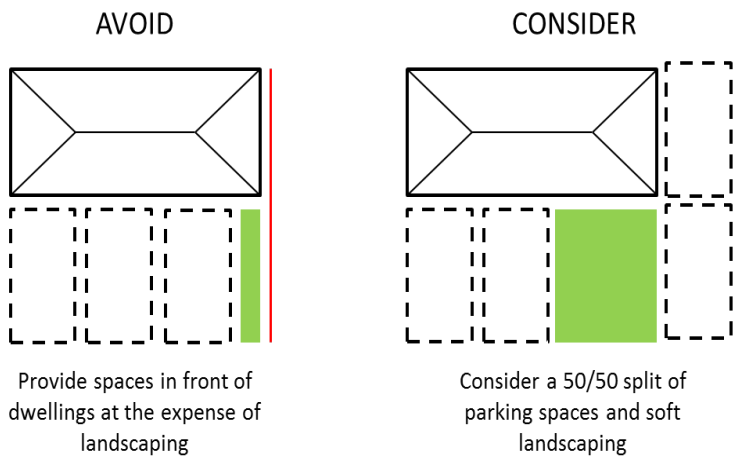
Parking squares can remove parked vehicles off streets and away from dwelling frontages, reducing the visual impact of parked cars. However, they still need to be in convenient locations. Landscaping in the form of street trees or planting beds can help break up monotony caused by expanses of tarmac or paving. Different styles of paving patterns and materials can also help provide a degree of variation in the street-scene character when providing parking squares, as well as help to easily distinguish them from other street functions.

³ For general parking standards, regarding the number of spaces required for different types of residential development, please refer to the Leicestershire Highways Design Guide – Section DG14: Vehicle parking and making provision for service vehicles. These are the adopted parking standards which apply to new development in the Borough.

Off street parking

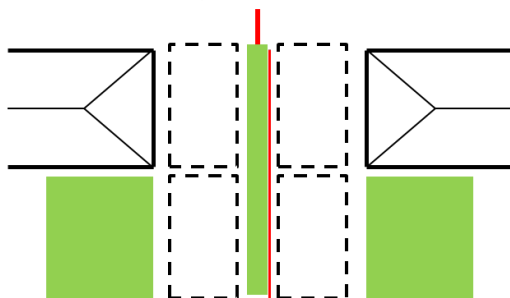
Parking provision located off the street should generally be maximised wherever possible. There are several key methods for accommodating off street parking provision..

Facing dwellings: This approach to parking provision is more likely to be used by residents to park their cars because they will be visible from within their homes. The provision of spaces in front of new dwellings should be balanced by appropriate quantities of landscaping so that the frontages are not dominated by large expanses of tarmac or paving. To help measure this, developers may want to consider applying a 50/50 approach for larger dwellings in balancing parking spaces with landscaping:



Tandem parking spaces serving two neighbouring properties should ideally be separated by landscaping strips at least a metre in width. These landscaping strips can increase permeability and reduce large expanses of hard surfacing. Any landscaping strip should serve a clear purpose such as provide planting or serve as part of a SuDs scheme.

Ensure a 1m minimum width landscaping buffer between adjoining tandem parking provision



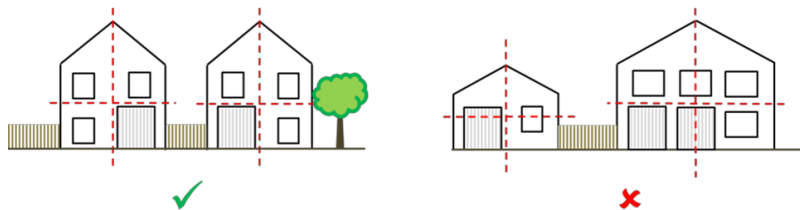
Parking courtyards can effectively remove vehicles from obstructing the street however they need to be afforded adequate levels of surveillance in order for them to be perceived as safe and therefore more likely to be used by residents. Simply adding parking areas behind houses without consideration of whether they will be well overlooked should be avoided.

When providing rear parking courtyards on residential schemes, developers should carefully consider the layout of the dwellings that surrounds them and make sure dwellings are able to provide both natural surveillance upon the courtyard and positively contribute to its character.

Although located away from the street itself, rear parking courts can still be afforded characterful street features such as landscaping, trees and appropriate street furniture. Parking courts should be afforded similar design considerations to public realm, so that they can be attractive spaces in their own right.

Garages: The placement of detached garages should positively respond to the wider layout of adjacent buildings and the neighbouring street scene – in particular, detached garages serving dwellings should not extend beyond the building line.

Integral garages can be a better use of space than detached ones but should be designed appropriately so that they do not serve to overly dominate the host dwelling or wider street-scene. Integral garages should not take up more than a quarter of the principal or front elevation of a dwelling. For this reason, integral garages would generally not be acceptable for single storey dwellings unless a sensitive design solution can be demonstrated.



Additional principles for well-designed parking

- Where there are a number of parking spaces, covered parking spaces can contribute to the continuity of built form and improve the design quality within parking courtyards.
- The use of permeable paving for parking spaces that would not create excess surface runoff should be explored, particularly in areas which suffer from surface water flooding.
- Electric car charging points should be discreetly installed and should avoid being placed on principal elevations. If they are installed in parking areas or to the front of properties, consideration should be given to their appearance so that they do not appear incongruous with the character of the surrounding area.
- The storage of bicycles on schemes should not be ignored, especially where car ownership/use is likely to be lower. Access to cycle parking facilities should be convenient, secure and adequately provide for visitors. Scope for designated space within the home to store bicycles should also be explored.

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

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
TR/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.*

Glossary

Affordable Housing: Housing for sale or rent, for those whose needs are not met by the market. Can comprise a range of tenures including social rented, affordable rented and intermediate housing. Eligibility is determined having regard to local incomes and house prices.

Air Quality Management Area (AQMA) Designated areas where priority action is required in order to meet air quality objectives by the relevant deadline. The area could be just one or two streets, or it could be much bigger.

Areas of Local Separation: An area of open countryside that separates two neighbouring settlements, whose main purpose is preserving settlement identity, and which is based on landscape character and visual appearance of the area.

Article 4 Direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Authority Monitoring Report: A report submitted to the Government by local planning authorities assessing progress with the implementation of planning policies, formerly the Annual Monitoring Report.

Biodiversity: Biodiversity is a term commonly used to describe the variety of life on Earth which encompasses the whole of the natural world and all living things with which we share the planet. It includes plants, animals, even invisible micro-organisms and bacteria which, together, interact in complex ways with the inanimate environment to create living ecosystems.

Biodiversity Action Plan: Summarises what is known about the most important areas of green space and how they provide a place for animals and plants to survive. The BAP identifies the priority habitats (spaces where plants and creatures live) and species (insects, birds and other animals) in the Borough, and targets actions to maintain and enhance the wildlife.

Brownfield Land: Land which has previously been developed encompassing vacant or derelict land, infill sites and land occupied by redundant or unused buildings.

Brownfield Land Register: A register of sites that would be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. The local register comprises two parts - Part 1 comprises all brownfield sites appropriate for residential development and Part 2 those sites granted permission in principle.

Building for Life 12: Building for Life 12 is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods so that new developments can be attractive, functional and sustainable places.

Business Improvement District: An arrangement whereby businesses get together to plan how to improve their trading environment and the public realm. They decide what improvements they want to make, what it will cost them and how they are going to manage the process.

Carbon Footprint: A carbon footprint is the total set of greenhouse gases (including carbon dioxide (CO₂) produced by the things we do.

Climate Change: Changes in climate due to human activity resulting in global warming and greater risk of flooding, droughts and heat waves. **Climate change adaptation** refers to adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities. **Climate change mitigation** refers to action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Community Infrastructure Levy: The Community Infrastructure Levy (CIL) is a levy that local authorities can choose to charge on new development in their area as a means of funding infrastructure required to deliver local plans.

Conservation Area: Areas of special architectural or historic interest. Conservation area designation does not prevent change but is intended to help preserve and enhance the character and appearance of the area.

Core Strategy: Spatial vision and strategy for the Borough including key policies and proposals to deliver the vision.

Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Design Review Panel: A method of improving the quality of development proposals by offering constructive, impartial and expert advice to developers and planning authorities.

Developable: To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

Development Plan: Development Plan Documents collectively make up the Development Plan. Under the Planning Acts the Development Plan is the primary consideration in deciding planning applications.

Edge of Centre: For retail purposes a location that is well connected and up to 300m of the primary shopping area. For all other main town centre uses, a location within 300m of a town centre boundary. For office development, this includes locations outside the town centre but within 500m of a public transport interchange.

First Homes: First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

- a) must be discounted by a minimum of 30% against the market value;
- b) are sold to a person or persons meeting the First Homes eligibility criteria (see Planning Practice Guidance)

c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,

d) after the discount has been applied, the first sale must be at a price no higher than £250,000.

Five Year Land Supply: A 5-year land supply is a supply of specific deliverable sites sufficient to provide 5 years' worth of housing (and appropriate buffer) against a housing requirement set out in adopted strategic policies, or against a local housing need figure, using the standard method.

Functional Economic Market Area (FEMA): A geographical area which is relatively self-contained in terms of economic activity.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Greenfield Land: Greenfield land is land that has never been built on or where the remains of any structure or activity have blended into the landscape over time. Greenfield land should not be confused with green belt land which is a term for specially designated land around large built up areas to prevent settlement coalescence.

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

Green Wedge: Green wedges are a local planning policy designation that have been used in Leicestershire since the 1980s whose role is to prevent the merging of settlements, guide development form, provide a green lung into urban areas and provide a recreational resource.

Heritage Asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated assets and assets identified by the local planning authority (including local listing) or through neighbourhood plans.

House in Multiple Occupation: A house in multiple occupation (HMO) is where at least 3 tenants live together in a single dwelling and share basic facilities.

Housing Delivery Test: Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data.

Housing Market Area (HMA): A geographical area which is relatively self-contained in terms of housing demand.

Infrastructure Delivery Plan: A supporting document which includes details of the infrastructure needed to support the delivery of the local plan.

Land Based Industries: In its simplest and traditional sense the land-based industries are assumed to refer to farming and forestry with an emphasis on agriculture and horticulture for primary food production.

Landscape Character Assessment: A tool that is used to help understand, and articulate, the character of a landscape, helping to identify the features that gives a locality its sense of place and pinpoints what makes it different from neighbouring areas.

Listed Building: Statutory Listed Buildings are protected for their architectural and historic value as part of the nation's heritage. There are nearly 800 such Listed Buildings and structures in Charnwood including individual buildings and groups of buildings, from modest cottages to stately houses, and structures such as bridges, monuments and milestones.

Local Development Framework (LDF): A folder of documents which includes all the Council's planning documents, for example the local plan and supplementary planning documents.

Local Development Scheme (LDS): A three-year project plan outlining the Council's programme for preparing the Local Development Framework.

Local Enterprise Partnership: A body designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of improving the conditions for economic growth in an area.

Local Housing Need: The number of homes identified as being needed through the application of the standard method as set out in the National Planning Policy Framework.

Local Nature Reserve: To qualify for Local Nature Reserve status, a site must be of importance for wildlife, geology, education or public enjoyment. Some are also nationally important Sites of Special Scientific Interest. All district and county councils have powers to acquire, declare and manage sites.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law, this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. The current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, also form part of the local plan. The term includes old policies which have been saved under the 2004 Act.

Local Wildlife Site: Local Wildlife Sites are identified and selected for their local nature conservation value. They protect threatened species and habitats acting as buffers, stepping stones and corridors between nationally designated wildlife sites.

Main Town Centre Uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000sqm or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Masterplan: Strategic plan setting out the overall framework and key principles for the development of a site.

Mineral Safeguarding Area: An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

National Cycle Route: Part of a national network spanning the UK comprising scenic traffic-free paths, quiet roads and lanes, signed on-road routes and themed long-distance routes.

National Forest: An environmental regeneration project covering 200 square miles of Leicestershire, Staffordshire and Derbyshire.

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

Neighbourhood Plan: A plan prepared by a Parish Council, Town Council or Neighbourhood Forum for a designated neighbourhood area and ultimately adopted by the Council as part of the development plan. It must be prepared in general conformity with the Council's local plan.

Open Space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Other Settlements: Villages in the settlement hierarchy which all have a primary school and some of the other services and facilities required to meet the day to day needs of residents, though they are less well-served than Service Centres. These settlements are Barkby, Burton on the Wolds, Cossington, East Goscote, Hathern, Newtown Linford, Queniborough, Rearsby, Seagrave, Swithland, Thrusington, Thurcaston, Woodhouse Eaves and Wymeswold.

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

Permission in Principle: An alternative way of obtaining planning permission for housing-led development which separates the consideration of matters of principle for proposed development from the technical detail of the development.

Planning Condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning Obligation: A legal agreement entered into under Section 106 of the Town and Country Planning Act 1990, to mitigate the impacts of a development proposal.

Policies Map: A map identifying land-use designations and allocations.

Priority Neighbourhoods: Parts of the Borough identified as areas of relatively higher need based on higher levels of social exclusion, deprivation and lower levels of educational attainment. The priority neighbourhoods in Charnwood are Loughborough East, Loughborough West, Mountsorrel and South Charnwood (Syston and Thurmaston).

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary Shopping Area: Defined area where retail development is concentrated.

Priority Habitats and Species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Regionally Important Geological Site: Sites selected for their geological or geomorphological value and their interpretive use for earth science as well as cultural, educational, historical and aesthetic reasons.

Registered Provider: An organisation providing social housing (for example low-cost rental properties and low-cost home ownership). Registered providers include local authority landlords and private registered providers (such as not-for-profit housing associations and for-profit organisations).

Renewable and Low Carbon Energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat.

Rural Exception Sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

Scheduled Monument: Scheduling is shorthand for the process through which nationally important sites and monuments are given legal protection by being placed on a list, or schedule. Historic England takes the lead in identifying sites in England which should be placed on the schedule by the Secretary of State for Culture, Media and Sport.

Section 106 Agreement: See Planning Obligation above.

Section 278 Agreement: Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and the County Council under Section 278 of the Highways Act 1980.

Self-build and Custom Housebuilding: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing.

Service Centre: Large villages with a good range of services and community facilities including shops, schools and health facilities which serve the more rural parts of the Borough. These settlements are Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley and Sileby.

Sequential Test: There are two areas in which a specific logical sequence is applied to taking planning decisions. For **town centres** the Sequential Test guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of town centre locations, with preference for accessible sites which are well connected to the town centre. When dealing with **flooding risk**, the Sequential Test is used to steer new development to areas with the lowest probability of flooding. The aim is to steer new development to Flood Zone 1 (areas with a low probability of flooding). Where there are no reasonably available sites in Flood Zone 1, available sites in Flood Zone 2 (areas with a medium probability of flooding) can be considered. Only where there are no reasonably available sites in Flood Zones 1 or 2 would sites in Flood Zone 3 (areas with a high probability of flooding) be considered.

Site of Special Scientific Interest (SSSI): A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features and designated by Natural England.

Small Villages and Hamlets: Small settlements which have few or no local facilities and most of which do not have a parish council of their own and are served by a parish meeting or form part of a larger parish. These are Barkby Thorpe, Beeby, Cotes, Cropston, Hoton, Prestwold, Ratcliffe on the Wreake, South Croxton, Ulverscroft, Walton on the Wolds, Wanlip, Woodhouse, and Woodthorpe.

Strategic Housing Land Availability Assessment (SHLAA): Part of the evidence base to inform local planning policies for housing which identifies sites with potential for housing and assesses their housing potential and when they are likely to be developed. May also include an assessment of employment land in which case it is called a **SHELAA**.

Strategic Road Network: Highways England is responsible for the construction and maintenance of motorways and major trunk roads in England used to move people and freight around the country which is known as the strategic network of roads.

Strategic Warehousing: Large scale commercial buildings relating to storage and distribution operations where the individual unit size is over 9,000sqm (or approximately 100,000sqft)

Supplementary Planning Documents (SPD): Documents which add further detail to policies in the development plan. They do not form part of the development plan itself but they are capable of being a material consideration in planning decisions.

Sustainable Development: Meeting our own needs without prejudicing the ability of future generations to meet their needs.

Sustainable Drainage Systems (SuDS): A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

Sustainable Urban Extension (SUE): An urban extension which enables sustainable patterns of living to be built into all stages of planning and implementation including high quality design, well-planned infrastructure and sustainable transport options facilitating easy access to a wide range of facilities and services.

Sustainable Transport Modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Sustainability Appraisal (SA): An appraisal of the social, economic and environmental implications of a strategy, policies and proposals.

Town Centre: Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport Statement: A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel Plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Use Class: Planning use classes are the categories in which various uses of land and buildings are placed and provide the legal framework which determines what they may be used for.

Village Design Statement: Documents prepared by local communities, which give guidance to developers and individuals to encourage good design of the type that will enhance and protect the individual character of the locality, without preventing future growth.

Water Framework Directive: A European Union directive which commits member states to achieve good qualitative and quantitative status of all water bodies by 2015. It provides an opportunity to plan and deliver a better water environment through river basin management planning.