

Harborough Local Plan 2011 to 2031



Adopted 30 April 2019



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Part A Strategy and General Policies

1 Introduction

1.1 What is the Local Plan?

1.1.1 The National Planning Policy Framework (NPPF, 2019) requires every local planning authority to have a succinct, up to date local plan, which will help to deliver sustainable development, conform to the NPPF, meet development needs, and reflect local aspirations. Although the Local Plan was examined against the NPPF (2012), in accordance with the transitional arrangements set out in Annex 1 of the NPPF 2018, consideration was also given to its conformity with the new NPPF during the examination process. All references to the NPPF in the Local Plan now refer to the NPPF (2019) unless otherwise specified.

1.1.2 The Harborough Local Plan provides an important strategy for Harborough District. It will play a significant role in delivering sustainable development in appropriate locations and in helping to protect the countryside, important green spaces, and the built and natural heritage from inappropriate or insensitive development, thus enhancing the quality of life for people and communities.

1.1.3 The Local Plan entirely replaces:

- Harborough District Local Development Plan Core Strategy 2006-2028 (adopted in 2011); and
- Harborough District Local Plan 2001 (Retained Policies).

1.1.4 Appendix A *Relationship with adopted Core Strategy, 2011 and Local Plan, 2001 'Saved Policies'* sets out how the policies in these plans have been replaced by the policies in this Local Plan.

1.1.5 The Local Plan explains how much and what types of development will take place, where it will be built and how and when it will be delivered. The Local Plan also identifies any additional infrastructure (such as new roads and schools) which is needed to support development and explains how this supporting infrastructure will be delivered.

1.1.6 The Local Plan provides an overall vision for the District, a number of specific objectives and a detailed set of policies to explain how the vision and objectives will be achieved, together with a Policies Map which shows where policies apply.

1.1.7 The Harborough Local Plan, along with 'made' neighbourhood plans and adopted minerals and waste plans, forms the overall development plan for Harborough District. An

up to date list and further information concerning these plans can be found in the Harborough District Local Development Scheme, available on the Council's website (see Appendix B *Supporting evidence*).

1.1.8 The Local Plan is the starting point for considering whether planning applications (apart from for minerals and waste development) can be approved. Decisions on planning applications will be taken in accordance with its policies, unless material considerations indicate otherwise. The Local Plan covers a range of issues and it is likely that several policies will be relevant to any given proposed development. **It is important therefore that the plan is read as a whole rather than treating policies in isolation.**

1.2 How has the Local Plan been prepared?

1.2.1 The Harborough Local Plan has been prepared taking account of:

- national planning policy as set out in the NPPF, various planning acts and ministerial statements, together with related guidance, especially Planning Practice Guidance;
- evidence studies prepared to inform the Local Plan; and
- ongoing and proactive stakeholder engagement throughout the preparation of the Local Plan, including responses to the following public consultations:
 - **Scoping consultation** - This first consultation gathered the views of interested parties on the proposed contents of the new Local Plan. These views were used to finalise the scope of the Plan and to inform the identification of any further evidence requirements. The scoping consultation took place in March and April 2013.
 - **Options consultation** - This consultation sought views on 9 alternative options for locating housing and employment, together with other proposed policy approaches. The alternative options consultation took place in September – October 2015.
 - **Proposed Submission consultation** – This consultation invited representations on the Proposed Submission version of the Local Plan in accordance with Regulation 19 of the Town and Country Planning (Local Development) (England) Regulations 2012 (as amended). The consultation took place during September – November 2017.

1.2.2 Further information concerning each of these is available online by following the link set out in Appendix B *Supporting evidence*.

1.3 What area does the Local Plan cover?

1.3.1 The Local Plan relates to the whole of Harborough District as depicted in Fig A.1 below and described in more detail in Appendix D *Spatial Portrait*.

1.3.2 The Local Plan may be supplemented by more detailed policies and proposals in neighbourhood plans where these are prepared for parts of the District.

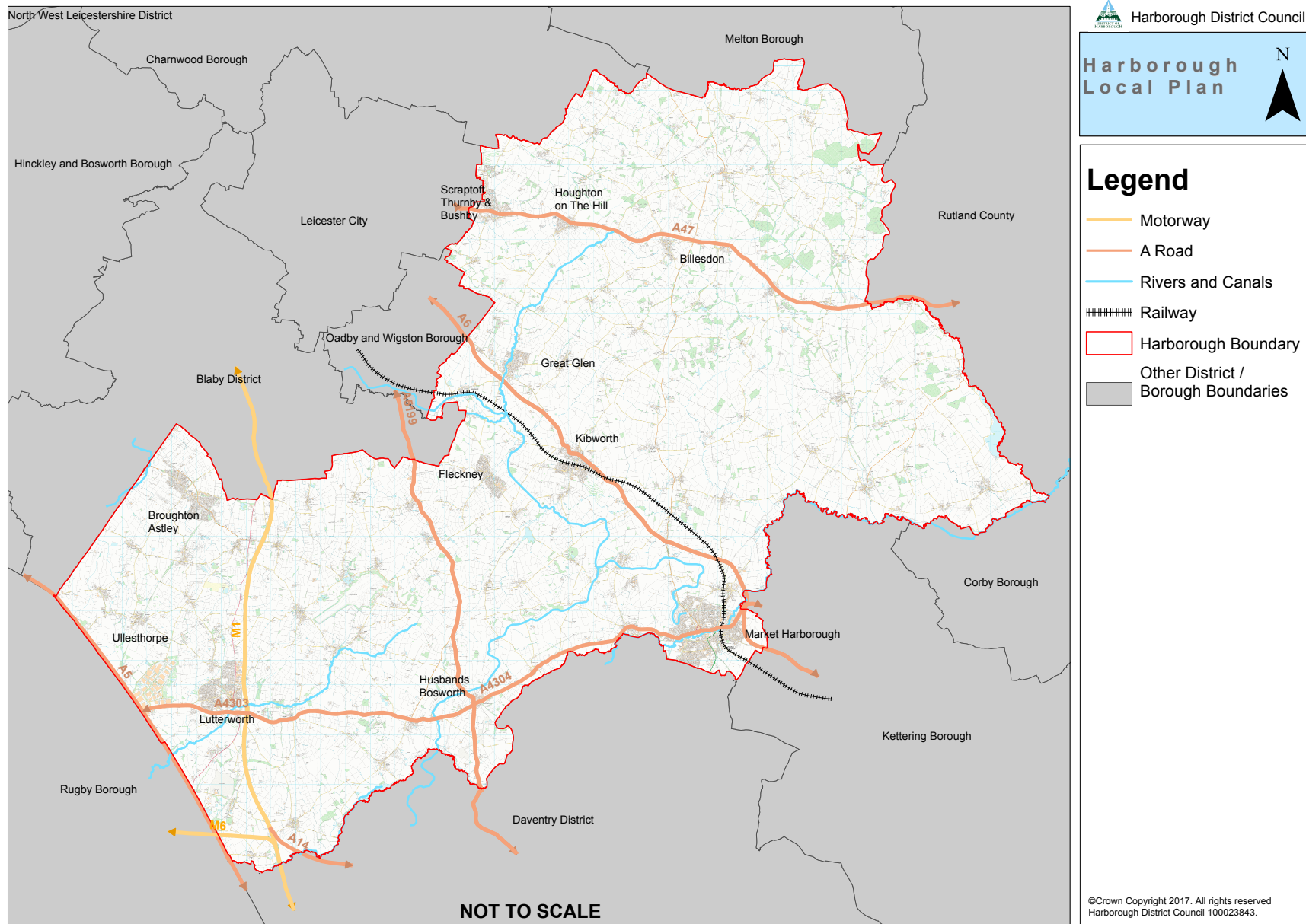


Fig. A.1 Harborough District and Neighbouring Authorities

1.4 How does Harborough relate to neighbouring places?

1.4.1 Harborough District cannot be viewed in isolation from adjoining areas. Fig. A.1 shows the local authorities which neighbour Harborough District. Harborough has a particularly strong relationship with Leicester and the rest of Leicestershire. It is dependent on the Leicester urban area not only for the significant amount of employment located there, but also for higher order health, retail and cultural facilities and services. Therefore, the regeneration and economic well-being of the Leicester urban area is an important consideration in any future strategy for the District.

1.4.2 The District lies within the Leicester and Leicestershire Housing Market Area (HMA) and Functional Economic Market Area (FEMA), which both cover the whole of Leicester and Leicestershire. These have been defined in recognition of the central economic role of Leicester and the fact that people travel to work and move house across local authority boundaries within this area. The Leicester and Leicestershire HMA and FEMA are shown in Fig. A.2 below.

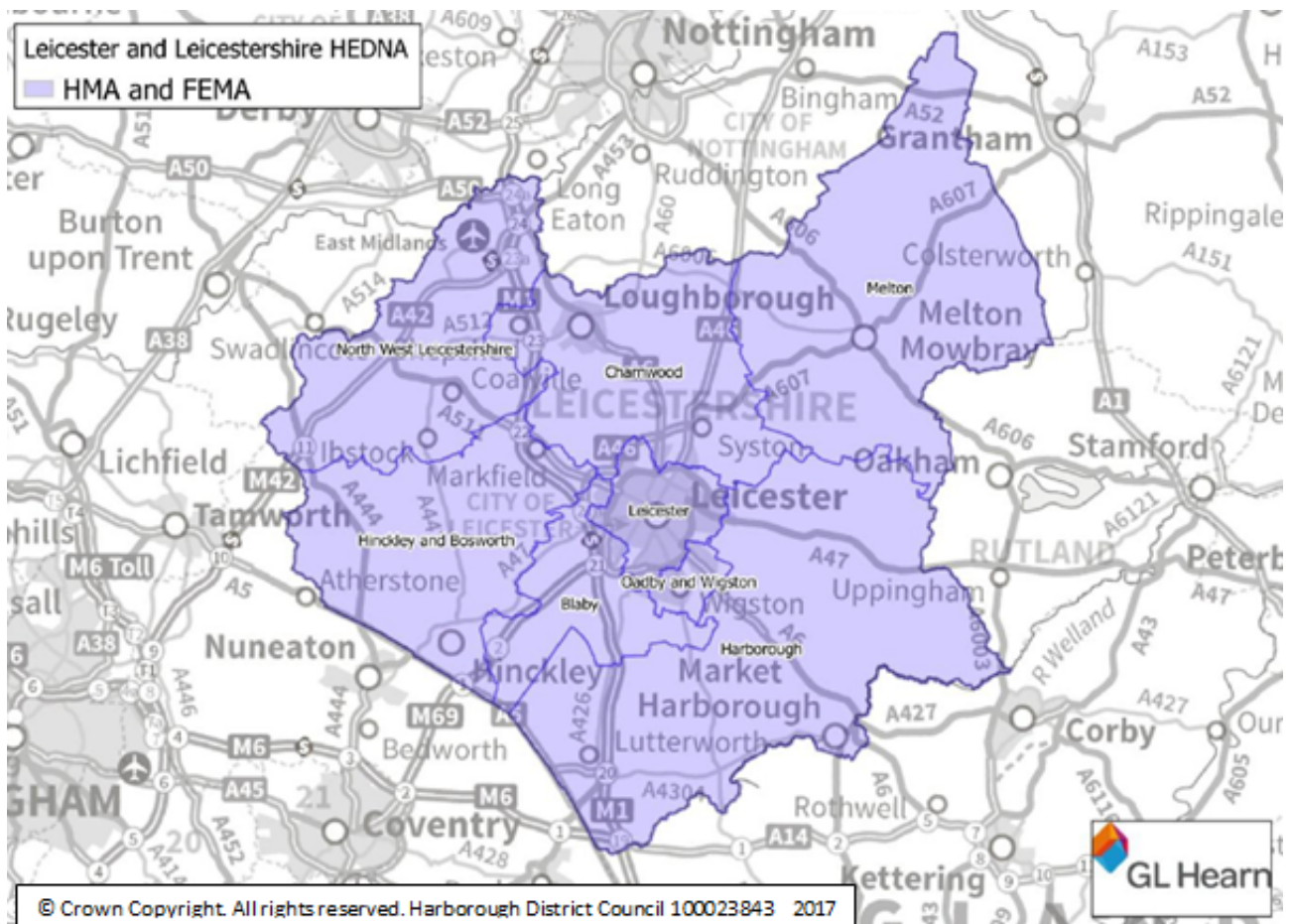


Fig. A.2 Leicester and Leicestershire HMA and FEMA

1.4.3 The nine Leicestershire local authorities and the Local Enterprise Partnership (LEP) have worked together to prepare the Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA) 2017 as part of their Duty to Cooperate responsibilities (see section 1.5 below). This important study informs the quantity of housing and employment land provision that the Local Plan provides for.

1.5 The Duty to Cooperate

1.5.1 The Duty to Cooperate was established in the Localism Act 2011, which amended the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils and public bodies to engage constructively, proactively and on an ongoing basis to ensure that significant issues that affect more than one local authority area are addressed adequately within plans. This Harborough Local Plan must therefore consider influences on and the requirements of adjoining areas and how strategic infrastructure is to be delivered.

1.5.2 It is up to individual local authorities to collaborate in identifying strategic matters where cooperation might be appropriate (NPPF, paragraph 25). As part of its Duty to Cooperate, the Council has actively engaged with its strategic partners on an agreed range of strategic priorities throughout the preparation of the plan. Details of how the Council has undertaken and met the Duty to Cooperate requirements are set out in a separate Duty to Cooperate Statement, 2018.

1.5.3 The following strategic priorities for the Local Plan have emerged from liaison with the prescribed bodies:

SP1: Meeting the housing and employment needs of the Leicester and Leicestershire housing and economic market areas.

SP2: Assisting other local authorities to meet their unmet housing need.

SP3: Meeting regional and national demand for strategic distribution (logistics) development.

SP4: Meeting the accommodation needs of Gypsies and Travellers.

SP5: Providing transport and other infrastructure to support new development.

SP6: Providing for strategic green infrastructure (i.e. Green Wedges).

SP7: Protecting and enhancing biodiversity and geodiversity.

SP8: Providing for retail needs.

SP9: Minimising flood risk.

SP10: Safeguarding land needed for minerals and waste.

1.5.4 The councils within Leicester and Leicestershire, with the Leicester and Leicestershire Local Enterprise Partnership as an observer, have prepared a Leicester and Leicestershire Strategic Growth Plan. This outlines the amount and location of future growth in Leicester and Leicestershire from 2031 to 2036 and sets out broad aspirations for growth up to 2050. The Strategic Growth Plan is a non-statutory document in planning policy terms, but provides the context for future reviews of this Local Plan, as described in Policy IMR1 *Monitoring and review of the Local Plan*. Its strategy has been taken into account in preparing this Local Plan but it does not directly impact on its policies to 2031.

1.6 Neighbourhood planning

1.6.1 The Government has given local communities new rights to shape their neighbourhood through the preparation of neighbourhood plans. Once made neighbourhood plans form part of the Development Plan and have the same status as this Local Plan in making decisions on planning applications.

1.6.2 There has been a high level of community interest and engagement in the preparation of neighbourhood plans, with almost a third of parish councils across the District leading on their preparation. The Council anticipates that the coverage of neighbourhood plans will continue to increase across the District over the plan period.

1.6.3 The Council is committed to working positively with local communities where they wish to develop a neighbourhood plan and to supporting them through the statutory processes. This includes ensuring that neighbourhood plans are in general conformity with strategic policies, as set out in this Harborough Local Plan, together with minerals and waste local plans, and helping to avoid duplication of local policies.

1.6.4 Neighbourhood plans will have an important role in bringing forward local housing sites as described in Policies SS1 *The spatial strategy* and H1 *Provision of new housing*.

1.6.5 Neighbourhood plans should be in general conformity with the strategic policies in this Local Plan. National Planning Practice Guidance states that, when reaching a view on whether a policy is a strategic policy, the following are useful considerations:

- whether the policy sets out an overarching direction or objective;
- whether the policy seeks to shape the broad characteristics of development;
- the scale at which the policy is intended to operate;
- whether the policy sets a framework for decisions on how competing priorities should be balanced;
- whether the policy sets a standard or other requirement that is essential to achieving the wider vision and aspirations in the Local Plan;
- in the case of site allocations, whether bringing the site forward is central to achieving

the vision and aspirations of the Local Plan;

- whether the Local Plan identifies the policy as being strategic.

1.6.6 Having given consideration to these factors, the Council is of the view that almost all the policies in this Local Plan meet some or all of these criteria and are therefore strategic. The exceptions to this are:

- GD6: Areas of Separation
- GD9: Minerals Safeguarding Areas
- H3: Rural exception sites
- RT3: Shopfronts and advertisements
- HC2: Community facilities
- HC3: Public houses, post offices and village shops
- GI3: Cemeteries
- GI4: Local Green Space
- CC4: Sustainable drainage.

1.6.7 With the exception of these policies, neighbourhood plans should be in general conformity with all policies of this Local Plan.

1.7 Supplementary Planning Documents

1.7.1 Supplementary Planning Documents (SPDs) add further detail to policies in the Local Plan. They can be used to provide further guidance for development on specific sites or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of the Development Plan.

1.7.2 The Planning Obligations SPD was adopted by the Council in September 2016 and published in January 2017. It sets out the circumstances in which planning obligations will be sought to meet additional infrastructure and affordable housing needs arising from new developments.

1.7.3 In addition, a number of other SPDs and Supplementary Planning Guidance Notes have been adopted by the Council, the majority of which are linked to policies in the previous Local Plan (2001). However, some of the detailed design principles contained within the documents are still relevant and valuable in giving guidance to applicants and in the determination of planning applications. As a result, the Council's Executive resolved on 19 December 2011 that existing guidance, where still relevant, should continue to be used as a material consideration in determining planning applications.

1.7.4 The Council may also set out proposals for new SPDs in its Local Development Scheme (see Appendix B *Supporting evidence*).

1.8 Structure of the document

Part A Strategy and General Development policies

1.8.1 This includes the Introduction to the Local Plan, explaining its role and purpose. The Key Issues and Objectives of the Plan flow from the Spatial Portrait (see Appendix D) and Vision and provide the overall aims of the policies that follow.

1.8.2 SS1 *The spatial strategy* sets out the overall strategy for the District during the plan period to 2031 and explains how development needs will be met.

1.8.3 Chapter 4 *General development policies* apply to all development proposals as appropriate and relevant.

Part B Key Topics

1.8.4 This includes policies relating to the following key topics: housing; business and employment; retail, town centres and tourism; heritage and community assets; green infrastructure; climate change; infrastructure; and implementation, monitoring and review.

Part C Places and Sites

1.8.5 This provides a site-specific policy for each of the sites allocated within the Local Plan for either housing or employment uses. It also includes policies L1 *East of Lutterworth Strategic Development Area* and SC1 *Scraftoft North Strategic Development Area* to manage the development of these SDAs.

Appendices

1.8.6 These contain important information to support the Local Plan.

Users of the Local Plan should note that, the Local Plan must be read as a whole. More than one policy is likely to be relevant for each development proposal.

2 Vision and objectives

2.1 Local Plan vision

2.1.1 The Local Plan vision explains how the Harborough District will change and develop over the plan period to 2031. It sets out a collective positive vision for the future of the area, as required by the National Planning Policy Framework (NPPF).

In 2031, Harborough District will be a vibrant, safe and prosperous place which retains its identity as a predominantly rural area of villages and market towns where local communities enjoy a high quality of life. Residents will benefit from increased access to suitable housing, a wider range of local skilled jobs, and high quality services and facilities, all of which promote healthy and safe lifestyles.

The District will have a diverse and thriving economy, with market towns and some large villages acting as employment and service centres for their surrounding rural areas. The diversity and quality of Harborough's countryside, natural and historic environment will have improved for the benefit of residents and visitors. Air and water quality will have been improved while the impacts of noise and light pollution will have been minimised. There will be better access to the countryside and an improved range of open spaces for local people to enjoy.

By 2031 the District will have improved resilience to the impacts of climate change, with new development located in areas of low flood risk and incorporating energy efficient design and sustainable drainage systems (SuDs) to manage run-off water sustainably. Low carbon design techniques and technologies, increased provision for walking and cycling, and improved access to public transport for new development will have contributed to a reduction in the District's carbon footprint.

New development will have been delivered in the most sustainable locations. The historic market town of Market Harborough will have retained its character and strengthened its role as the District's principal town. The impact of heavy goods vehicles and traffic more generally on noise and air pollution in Lutterworth town centre will have been reduced and the environmental quality of the town centre improved, thereby enabling its historic core to be enhanced and appreciated more fully.

These two market towns, along with settlements near to the edge of Leicester (Scraptoft, Thurnby and Bushby), Broughton Astley and the rural centres, will have been the main focus for development. Residential development will have been delivered to meet strategic and local needs and the necessary infrastructure and community facilities needed to support this growth will have been delivered on time. Selected rural villages will have seen small-scale, sensitively located development to

support local objectives, meet local housing needs and sustain village services. In the wider countryside only very limited development will have taken place to meet specifically identified housing needs and support long-term rural sustainability.

The economic base of the District will have been strengthened through the fostering of new enterprise and the sustainable growth of existing businesses. Supporting infrastructure will be in place to allow businesses to grow. The District will have full high speed broadband coverage benefiting businesses and local residents.

Strategic distribution sites will have adapted to the changing needs of the sector and maintained their significance to the District and the wider area in terms of employment provision.

New housing will reflect local needs in terms of type, size and tenure and enable equality of access to suitable accommodation. Older people will have increased access to accommodation to suit their changing needs and affordable homes will have been delivered to enable a new generation of home owners to get onto the housing ladder and to meet the needs of those unable to afford market housing for sale. New housing developments will be high quality, well designed, and respectful of their setting in order to ensure that the character of the District's towns and villages is maintained and protected.

Communities will have access to improved social, recreational, sports, health and educational facilities. Existing valued community services will have been retained and necessary new ones delivered to keep pace with development. The design of the public realm will have responded to the needs of the elderly, young and other vulnerable sections of the community, thereby assisting in a sense of inclusiveness and well-being for all residents.

Communities across the District will have embraced neighbourhood planning, affording them the opportunity to shape the future of their environment by ensuring that they have a real stake in the decision making processes that oversee what development takes place and where.

2.2 Key Issues

2.2.1 The following key issues have emerged from the Local Plan Vision, as well as from evidence studies, strategies and previous consultations, in particular:

- Harborough District Council Corporate Priorities;
- Harborough Economic Strategy: Harnessing Harborough District 2018/2023, 2018;
- strategic priorities identified through the Duty to Cooperate process (see section 1.5);
- Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA) 2017;
- consultation responses received on the vision and objectives as part of the Local Plan Options Consultation Paper, 2015;

- the social, economic and environmental profile of the District (see Appendix D *Spatial Portrait*);
- the sustainability assessment process.

Key issue 1: The spatial strategy for distribution of housing and employment development

- determining an appropriate distribution of housing and employment growth that takes account of strategic growth locations, the settlement hierarchy, and the ability to provide essential utilities and infrastructure, whilst safeguarding local heritage and sensitive landscapes.

Key Issue 2: Meeting housing needs

- establishing and meeting the objectively assessed housing needs and land requirements for the District to 2031 with sufficient flexibility in provision to ensure that the Government's 5 year housing land supply requirements can be met in future;
- addressing the problems of high house prices by providing a wider range of housing types/tenures, including affordable homes and suitable homes to meet the needs of an ageing population;
- making an appropriate contribution to meeting the established and justified unmet housing needs of other authorities within the Leicester and Leicestershire housing market area;
- identifying suitable, available and deliverable sites which can meet the District's housing needs in a sustainable manner that is complementary to the distribution of planned business development.

Key issue 3: Facilitating growth in the economy

- allocating sufficient land for business uses to meet employment growth in the District to 2031 in a way that is complementary to the amount and distribution of planned housing growth whilst also contributing significantly to wider sub-regional land requirements for road-based strategic distribution business space;
- reducing the dependence of Harborough's residents on commuting and increasing wage rates by providing a breadth of employment alternatives, including more opportunities for Harborough's higher skilled residents, through resisting the loss of 'fit for purpose' employment space, and encouraging the refurbishment of existing and delivery of new employment space to support inward investment and the growth of existing businesses;
- addressing areas of rural disadvantage, service loss and isolation by encouraging rural diversification and land-based businesses and safeguarding and encouraging the provision of additional village services and facilities.

Key issue 4: Development in the countryside

- restricting inappropriate development in the countryside whilst promoting rural diversification.

Key issue 5: Green infrastructure

- addressing the biodiversity deficit in the District through the provision of multifunctional greenspace that includes a range of habitats and linkages to established habitats, as part of all new development;
- safeguarding the recognised areas of high biodiversity and geodiversity.

Key issue 6: Climate change

- addressing the risk of flooding from rivers, surface water and groundwater to both new development and established communities through the location of new development and ensuring green infrastructure includes sustainable drainage systems (SuDs) that also contribute to improved water quality in the District's watercourses and biodiversity improvements;
- ensuring that the District is resilient to changes in climate by encouraging building design that minimises carbon emissions through maximising use of renewable energy and connections to decentralised networks, stores and reuses rainwater, remains comfortable in hot and cold weather, and is resilient to the increasing risk of flooding from any source.

Key issue 7: Town centres and retail

- maintaining, and where possible improving, the vitality and viability of the service centres in the District, so reducing the need to travel, while preserving, and where possible enhancing, the predominantly rural character of the District;
- sustaining the strength of town centres against the threat of 'leakage' to other centres and use of on-line shopping, realising rural vitality and making appropriate retail provision in Market Harborough, the Key Centres and local centres.

Key issue 8: Transport

- mitigating the highways and transportation impacts of new development within and, where necessary, beyond the District;
- helping to improve air quality, especially in Air Quality Management Areas, whilst at the same time encouraging and making provision for sustainable travel choices to reduce reliance on the private car.

Key issue 9: Infrastructure

- ensuring essential infrastructure, including high speed broadband and telecommunications to meet the needs of new and existing communities, is identified, secured and made available in a timely manner to support sustainable housing and employment growth.

Key issue 10: Gypsy and Traveller, and Travelling Showpeople

- addressing the needs of Gypsy, Traveller and Travelling Showpeople communities by providing suitable accommodation to meet the needs of these communities.

2.3 Local Plan objectives

2.3.1 These objectives have been identified as central to the delivery of the vision for the District and are the guiding principles for the policies set out in the Local Plan. The 14 objectives set out below are intended to address the strategic priorities (paragraph 1.5.3), deliver the Local Plan Vision (section 2.1) and deal with the key issues (section 2.2). Appendix E *Local Plan objectives* gives detail regarding which Local Plan policies address the objectives and the links to relevant key issues and strategic priorities.

Objective 1. Housing: Meet the housing requirements of the District in full by providing a range of market and affordable housing types, tenures and sizes in appropriate and sustainable locations to meet local needs. Recognise the specific accommodation requirements of the young and the elderly populations, including starter homes to help first time buyers, shared ownership and rented housing to help those who cannot afford to buy, and specialist housing such as sheltered and extra care accommodation.

Objective 2. Employment: Promote sustainable economic growth by facilitating the sustainable growth of businesses, fostering new local enterprise and helping to create more jobs that meet local employment needs. Contribute to reducing the need for out-commuting and thereby help to increase the sustainability and self-containment of communities, while encouraging the development of a vibrant, diverse and sustainable business community.

Objective 3. Location of development: Locate new development in sustainable locations that respect the environmental capacity of the local area. Encourage the appropriate and efficient re-use of previously developed land and buildings where such re-use achieves the objectives of sustainable development.

Objective 4. Infrastructure: Support local communities and maintain a high quality of life by ensuring that new development delivers the necessary infrastructure including that relating to health, education, security, culture, transport, open space, recreation,

water supply and treatment, power, waste and telecommunications (incorporating high speed broadband connectivity).

Objective 5. Protection of local services: Protect, enhance and, where appropriate, secure the provision of additional accessible community services and local facilities, supporting innovation in their delivery across the District.

Objective 6. Natural environment: Protect, maintain, restore and enhance the quality, diversity, character, local distinctiveness, biodiversity and geodiversity of the natural environment, creating links between wildlife sites ensuring that open countryside is protected against insensitive and sporadic development, the characteristics of the local landscape are respected and the unnecessary loss or sterilisation of natural resources is prevented.

Objective 7. Historic environment: Protect and enhance the character, distinctiveness and historic significance of settlements and their wider landscape and townscape settings, thereby recognising the important contribution that heritage assets and their settings make to securing a high quality public realm and supporting tourism and the economy.

Objective 8. Town/village centres: Support and enhance the vitality and viability of market town and larger village centres as places for shopping, leisure, cultural, commercial and community activities, thereby recognising and embracing their valued role as the hearts of their communities. This will be achieved by encouraging retail, leisure and commercial development in appropriate locations and at appropriate scales.

Objective 9. Design: Ensure that new development is of high quality and sustainable design which reflects local character and distinctiveness, provides attractive, healthy and safe environments, respects residential amenity and promotes sustainable behaviours including renewable energy technologies, and waste reduction.

Objective 10. Transport: Provide greater opportunities to reduce car use, thereby reducing the impacts of road traffic on local communities, the environment and air quality, by locating development where there is good access to jobs, services and facilities, and by supporting improvements in public transport, walking and cycling networks and facilities.

Objective 11. Flood risk: Locate new development in areas which will not put life or property at risk of flooding and build associated resilience by requiring the use of appropriate sustainable drainage systems in new developments and allowing for the provision of infrastructure associated with minimising flood risk, including in relation to future risk from climate change.

Objective 12. Environmental impact: Minimise the environmental impact of development and its vulnerability to the impacts of climate change, by reducing pollution and waste as much as possible, maximising water and energy efficiency, and promoting the use of low carbon, renewable energy, and other alternative technologies, with sustainable construction methods.

Objective 13. Tourism and Culture: Promote the sustainable growth of tourism, cultural activities and access to the countryside for the benefit of both residents and visitors. Enable the interpretation of the cultural assets of the District in order to enrich people's experiences.

Objective 14. Neighbourhood Planning: Encourage and support communities to make decisions at the local level through the preparation of neighbourhood plans and facilitate this process by setting out a clear strategic framework.

3 Sustainable settlements

SS1 The spatial strategy

The spatial strategy for Harborough District to 2031 is to:

1. manage planned growth to direct development to appropriate locations, in accordance with the following settlement hierarchy:
 - a. (part of) the Leicester Principal Urban Area: Scraftoft, Thurnby and Bushby;
 - b. Sub-regional Centre: Market Harborough;
 - c. Key Centres: Lutterworth, Broughton Astley;
 - d. Rural Centres: Billesdon, Fleckney, Great Glen, Houghton on the Hill, Husbands Bosworth, The Kibworths, Ullesthorpe;
 - e. Selected Rural Villages: Bitteswell, Church and East Langton, the Claybrookes, Dunton Bassett, Foxton, Gilmorton, Great Bowden, Great Easton (with Bringhurst), Hallaton, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton on the Hill, Tugby;
 - f. Other villages, rural settlements and the countryside where development will be strictly controlled.
2. enable housing and commercial development, during the period 2011- 2031, including:
 - a. Housing: provision of land for a minimum of 12,800 dwellings (Use Class C3), including:
 - i. about 8,792 dwellings already completed or committed, including through planning permissions, resolutions to grant permission and allocations in made neighbourhood plans;
 - ii. about 1,260 dwellings in a strategic development area (SDA) on land east of Lutterworth;
 - iii. about 1,200 dwellings in a SDA at Scraftoft North;
 - iv. about 1,200 dwellings on other sites allocated in this Local Plan;
 - v. about 307 dwellings on non-allocated sites or sites to be allocated in neighbourhood plans for Rural Centres and Selected Rural Villages.
 - b. Business: safeguard important existing employment areas, identify sites to meet future economic development needs and replace losses in the stock of employment land for offices (B1(a) and (b)), industry (B1(c) and B2) and non-strategic storage and distribution (B8) as follows:
 - i. about 18.3 hectares of employment land already completed or committed, including through planning applications, resolutions to grant permissions and allocations in made neighbourhood plans;
 - ii. about 23 hectares of employment land in the East of Lutterworth SDA;
 - iii. about 35.5 hectares of employment land on other sites allocated in this Local

Plan.

- c. Strategic storage and distribution: safeguard existing provision at Magna Park and enable additional development for non rail-served strategic storage and distribution (Class B8) uses as follows:
 - i. 380,000sq.m. already committed on two sites through planning applications; and
 - ii. 320,000sq.m. on land North and West of Magna Park in accordance with Policy BE2.3.
- d. Retail:
 - i. about 4,300 sq.m. gross sales area of convenience shopping, of which about 3,100 sq.m. should be in Market Harborough and 1,000 sq.m. in Lutterworth, within the East of Lutterworth SDA;
 - ii. about 10,100 sq.m. gross sales area of comparison shopping (A1), of which about 8,000 sq.m. should be in Market Harborough and 1,500 sq.m. in Lutterworth (including within the East of Lutterworth SDA).
3. bring forward strategic development areas at East of Lutterworth and Scraftoft North and ensure that they become well-planned, high quality living environments and that they support the maintenance and improvement of employment areas, shopping centres and community facilities both within them and nearby;
4. ensure that the quantity and location of development within or adjoining the Leicester Principal Urban Area safeguards the identity of the communities of Scraftoft and Thurnby/Bushby and supports regeneration and development objectives in the neighbouring City of Leicester and Oadby and Wigston Borough;
5. consolidate Market Harborough's role as a focus for development within the District, subject to traffic and environmental constraints, while promoting its historic function as a market town and safeguarding its compact and attractive character;
6. maintain and improve the character and environment of the market town of Lutterworth and develop Broughton Astley, both as Key Centres providing housing, business, retail, leisure, and community facilities to serve each settlement and its catchment area;
7. enable Fleckney, Great Glen, and The Kibworths and, to a lesser extent, Billesdon, Houghton on the Hill, Husbands Bosworth, and Ullesthorpe to operate as Rural Centres providing housing, business, retail, leisure, and community facilities to serve their needs and those of surrounding areas;
8. meet local needs in Selected Rural Villages, while protecting the character and environment of local areas; and
9. strictly control development in the countryside and on designated open space within all settlements.

3.1 SS1 Explanation

3.1.1 The evidence base has identified the need for new housing, employment, and retail developments over the period up to 2031. Policy SS1 sets out the scale of new development required to meet the Local Plan Objectives. The policy sets the overall framework for the rest of the Local Plan, setting out the proposed scale and distribution of new development by reference to existing and emerging growth plans for the sub-region of Leicester and Leicestershire and to the existing hierarchy of settlements within the District, with a focus on those at the higher levels of the hierarchy. Development in these locations will support identified growth areas and critical economic corridors and help to avoid the need for unnecessary journeys, thus limiting car usage and carbon emissions, while possibly enhancing and protecting local services. The main features of the strategy are illustrated in the Key Diagram (Fig. A.3).

Strategic Documents

3.1.2 Following revocation of the East Midlands Regional spatial strategy in 2013, strategic growth in Leicester and Leicestershire, especially infrastructure provision, has been guided by the Strategic Economic Plan (SEP). The SEP is the key overarching growth strategy that sets out how the Leicester and Leicestershire Economic Partnership (LEP) intends to bring together the European Structural and Investment Fund (ESIF) Strategy, City Deal and Growth Deal to build on the region's competitive advantages and tackle the major risks to its economy. The SEP provides the framework for achieving the LEP's vision by investing in Place, Businesses and People. It aims to unlock development sites and improve public realm and connectivity to enable the efficient transport of people and goods. It defines five growth areas where infrastructure investment will be prioritised, including the Leicester Urban Area and South West Leicestershire which covers Lutterworth and the M1 and A5 corridors. The SEP (which runs to 2020) is to be refreshed but is expected to maintain the same growth areas.

3.1.3 The Midlands Connect Partnership was established in 2014 and is a pan-Midlands grouping of local transport authorities, local enterprise partnerships, local business representatives, and the Department for Transport with its key delivery bodies which now forms the transport component of the Midlands Engine for Growth.

3.1.4 Midlands Engine for Growth was published in March 2017, linked to the national Industrial Strategy. Midlands Engine is a long term investment strategy covering the area from Shropshire to Lincolnshire the M1 and the M6. Its aim is to promote growth in the Midlands at the heart of the UK economy. Midlands Engine has a five key themes: promote the area nationally, support delivery of Midlands Connect, promote innovation, provide finance for business, and encourage skills.

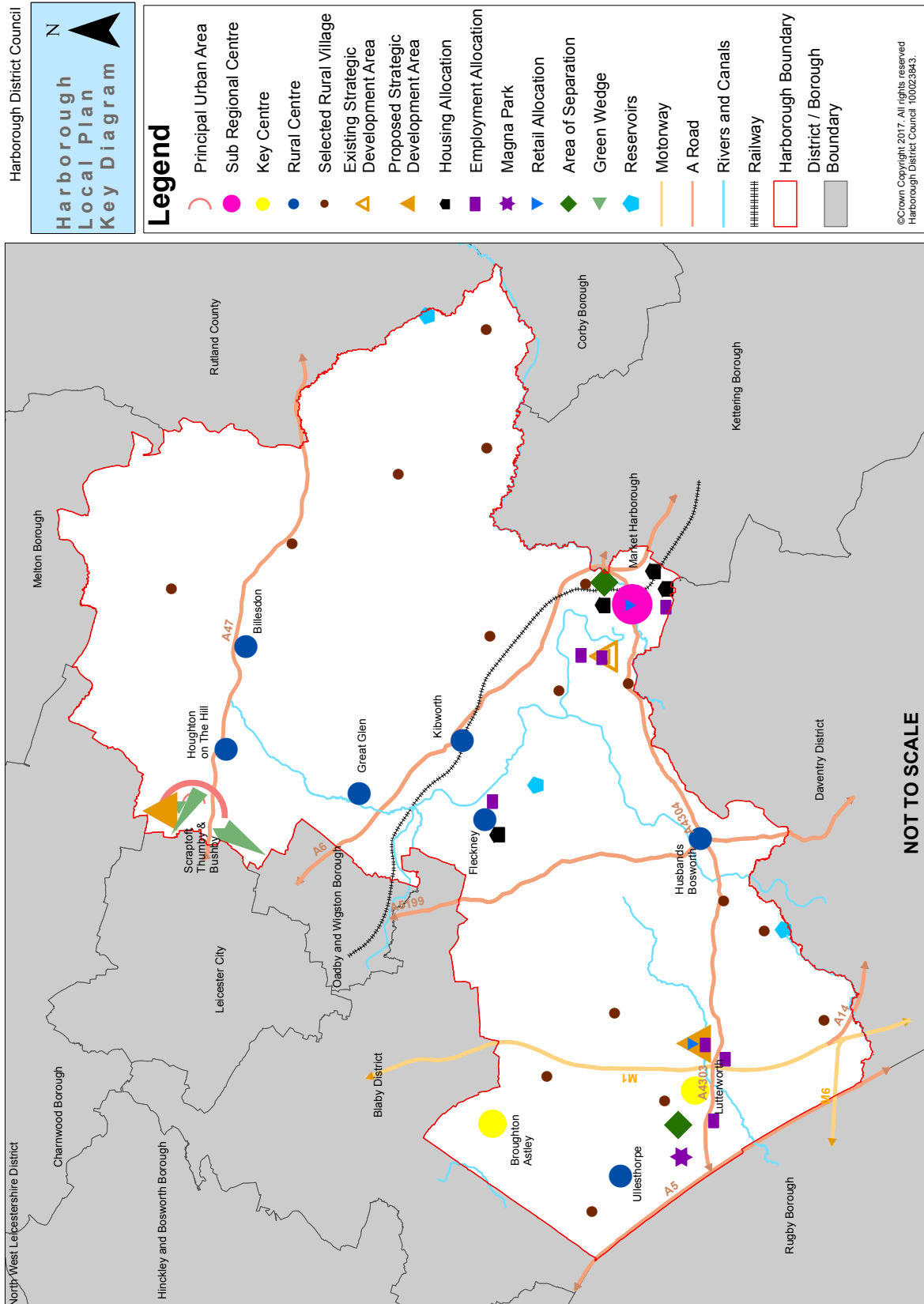


Fig. A.3 Harborough Local Plan Key Diagram

3.1.5 The Leicester and Leicestershire Strategic Growth Plan (SGP) builds on the transport strategy already prepared for the Midlands Engine and Midlands Connect strategies. It is an overarching plan which sets out the aspirations for delivering growth (housing, economic and infrastructure) in Leicester and Leicestershire until 2050. The aim of the Strategic Growth Plan is to help realise the opportunities and manage the risks of growth and to overcome the challenges experienced by existing communities and create high quality developments with supporting infrastructure across the LEP area. A consultation relating to a Strategic Growth Statement was undertaken in Summer 2016 on the high level plan objectives, options for growth and evidence requirements. Following further public consultation, the final Leicester and Leicestershire Strategic Growth Plan was published in December 2018.

The Settlement Hierarchy

3.1.6 The settlement hierarchy identifies the settlements which are most suitable in sustainability terms to meet the development needs of the District to 2031. It provides the framework from which the spatial strategy has evolved and sustainable development can be realised across the District to 2031. This is set out in more detail in Appendix F *The settlement hierarchy*.

3.1.7 At the top of the hierarchy is the whole built-up area of Leicester, including the City and parts of adjoining local authority areas that are physically joined to it, known as the Leicester Principal Urban Area (PUA). Within Harborough District this includes the suburbs that have been developed over many years centred on the historic villages of Scraptoft, Thurnby and Bushby. This area enjoys relative ease of access to the range of higher order health, education, cultural and retail services and employment opportunities available within Leicester City and is well suited to meet housing needs arising from the City. It already has almost 960 new housing completions (since 2011) and commitments and is proposed for a further 1,200 homes.

3.1.8 At the next level in the hierarchy is Market Harborough, a Sub-Regional Centre which was the focus of growth set out in the 2011 Harborough District Core Strategy to 2028. It is relatively self-contained with a wide range of services, facilities, shops and employment opportunities and good public transport links. It is a good location for development but is already committed to receiving about 1,500 new homes in the Market Harborough Strategic Development Area to the north-west of the town, with a similar number of completions (since 2011) and commitments elsewhere in the town. It also has about 9.5 hectares of land permitted for employment uses. Given these commitments, further development is limited to approximately 1,078 dwellings on three major housing sites, a 13 hectare allocation for employment within the SDA and the completion of employment sites that have previously been allocated.

3.1.9 Lutterworth and Broughton Astley are identified as Key Centres. Although similar in size, Lutterworth has a much wider range of services, facilities, shops and employment than Broughton Astley, and benefits from direct access to the M1. Magna Park, a large strategic distribution/logistics development, lies just to the west of the town providing

employment opportunities in addition to the many within the town itself. Lutterworth is therefore an appropriate location for significant housing and employment development to meet a large part of the District's requirement. Policy SS1 proposes that a Strategic Development Area (SDA) be allocated on land east of Lutterworth to deliver around one third of the District's requirement for new dwellings as well as further dwellings after the plan period, between 2031 and 2036. It also proposes 23 hectares of employment land. In addition to safeguarding existing storage and distribution at Magna Park, Policy SS1 also enables additional strategic storage and distribution development, including 380,000sq.m already permitted and a further 320,000sq.m on land north and west of Magna Park.

3.1.10 Broughton Astley was first identified as a Key Centre in the 2011 Harborough Core Strategy with the aim of broadening its retail, service and employment provision. A neighbourhood plan has been made which identified suitable sites and planning consents are now in place for retail and employment uses. The neighbourhood plan also allocates more than enough housing land to meet its needs.

3.1.11 Rural Centres are identified as a focus for rural development, to serve both the settlements themselves and the surrounding rural area. The size of these settlements, and level of services and facilities within them varies considerably. Fleckney, The Kibworths and Great Glen are the largest with significant village centres offering a range of shops and services. Fleckney has substantial employment provision. The Kibworths benefit from a secondary school. Great Glen is relatively close to the PUA and its higher order services, facilities and employment. Billesdon, Houghton on the Hill, Husbands Bosworth and Ullesthorpe are smaller settlements with a more limited range of services. Focusing rural development in these villages will help to support existing facilities and provide a focal point for use by residents of surrounding smaller villages and hamlets.

3.1.12 Whilst Rural Centres will be the main focus for development in rural areas, villages with access to at least two of the six key services (as described in Appendix F) have been identified as Selected Rural Villages. These are sustainable locations for more limited growth that will help to sustain these villages.

3.1.13 Paragraph 78 of the National Planning Policy Framework (NPPF) makes it clear that development in rural areas should be located where it will enhance or maintain the vitality of rural communities and this can include development in one village supporting services in a village nearby. Adopting this approach, the settlement hierarchy has grouped together neighbouring villages which share a primary school within acceptable, safe walking distance as composite Selected Rural Villages (Church and East Langton, the Claybrookes, and Great Easton with Bringhurst).

3.1.14 Rural villages and other settlements which do not meet the criteria for identification as Selected Rural Villages are not considered sustainable locations for development and are at the bottom of the settlement hierarchy. They are considered countryside and proposals and will be assessed against policies GD3 *Development in the Countryside* and GD4 *New Housing in the Countryside*.

NPPF Context

3.1.15 Policy SS1 meets several underlying principles of the NPPF, including:

- being plan-led;
- empowering people through neighbourhood plans;
- creating and enhancing places;
- pro-actively driving and supporting sustainable development;
- promoting the vitality of main urban areas;
- recognising the intrinsic nature of the countryside while supporting rural communities;
- promoting mixed use development; and
- actively managing patterns of growth to focus significant development in locations which are, or can be made, sustainable.

3.1.16 Furthermore, in relation to rural areas, the NPPF is clear that, in order to promote sustainable development, housing should be located where it will enhance or maintain the vitality of rural communities, that new rural housing should not only address housing supply and affordability issues but also support the broader sustainability of villages, and that all settlements can play a role in delivering sustainable development in rural areas.

3.1.17 The NPPF also states that local plans should meet objectively assessed needs unless there would be significant adverse impacts. Key evidence to assess housing and economic development needs has come from the Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017, the Strategic Housing Land Availability Assessment (SHLAA), 2016 and the Strategic Employment Land Availability Assessment (SELAA), 2017.

How the spatial strategy was arrived at

3.1.18 The distribution of development, particularly in relation to housing, was selected from a wide range of reasonable alternatives. The Options Consultation Document, 2015 contained 9 different options and combinations of options, although even these were actually greater since there were two different options for a Strategic Development Area (SDA) at The Kibworths while the site for a proposed Strategic Development Area in Scraftoft/Thurnby was amended after the Options Consultation by a further proposal for a SDA at Scraftoft North. Following consultation on the original 9 options, a comprehensive analysis of the latest proposals, including the proposed Scraftoft North SDA was undertaken looking at the available evidence relating to the following factors:

- **Consultation** – assessing the key issues raised during the Options Consultation in relation to each of the 9 Options;
- **Deliverability** - comprising evidence on Land Availability, Infrastructure, and Viability; and
- **Planning Principles** - comprising an assessment against Sustainability (using evidence from the Sustainability Appraisal (SA) Interim Report, September 2015), NPPF (2012) Core Principles and Local Plan Objectives.

3.1.19 This resulted in the identification of four Selected Options which were subject to the collection of further more detailed evidence and to a further assessment based on that evidence, looking at the following factors:

- **Transport** - including peak hour traffic impacts, network stresses in south-east Leicester, accessibility by sustainable transport, and transport benefits.
- **Deliverability** - covering housing land availability, marketability, infrastructure constraints and costs, viability, ownership issues and longer term potential.
- **Environmental factors** - flood risk; landscape capacity; Sustainability Appraisal of built heritage, natural environment, and resource use; and climate change mitigation.
- **Socio-economic factors** - location in relation to housing need; proximity to and provision of employment, retail, education and community facilities; Sustainability Appraisal of effects on housing, economy, health and well-being; open space provision; Gypsy and Traveller provision; and air quality impacts.
- **Planning principles** - re-assessment against NPPF (2012) Core Principles.

3.1.20 The outcome of this was to identify a hybrid option including the East of Lutterworth SDA and the SDA at Scraftoft North.

3.1.21 A single approach was adopted for the distribution of general employment development (Use Classes B1, B2 and non-strategic B8 i.e. individual units below 9,000 square metres) for all 9 options other than for options involving The Kibworths and East of Lutterworth SDAs which included slightly higher levels of employment, reflecting promoter proposals. The distribution reflected established centres of economic activity and the settlement hierarchy as well as the pattern of housing growth under specific options, developer proposals for SDAs and the availability of land for employment purposes.

3.1.22 Following the options consultation, which informed the proposed approach to employment set out in this Local Plan, a comprehensive assessment similar to that described above was undertaken looking at available evidence and focussing on deliverability and planning principles factors. The choice in terms of the distribution of employment, was led by the choice of housing option.

3.2 SS1 Supporting Information

Table A.1 Supporting Information: Policy SS1

| | |
|--|---|
| <p>What evidence has informed this policy?</p> | <p>Settlement Profiles 2015; Data from 2011 Census; Leicester & Leicestershire Strategic Economic Plan (SEP), 2014; Leicester and Leicestershire Strategic Growth Statement, 2016; LLEP Logistics & Distribution Sector Growth Plan, 2015; Report to Executive May 2016: Options Assessment and Selection (& supporting papers); Report to Local Plan Executive Advisory Panel Sept & Oct 2016: Assessment of Selected Spatial Options (& supporting papers);</p> |
|--|---|

| | |
|---|---|
| | <p>Report to the Local Plan Executive Advisory Panel on 17 October 2016: Settlement Hierarchy – Village Groups; Harborough District Potential Development Options Strategic Transport Assessment 2015; Harborough District Local Plan Preliminary Traffic Impact Assessment, November 2016; Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA) 2017; Strategic Housing Land Availability Assessment (SHLAA), 2016; Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; The Leicester and Leicestershire City Deal, 2014; The Leicester and Leicestershire Growth Deal, 2014, 2015 and 2017; The Midlands Connect Strategy, 2017; The Midlands Engine for Growth, 2017; and Sustainability Appraisal, 2017.</p> |
| Which Local Plan objectives will it meet? | <p>1 - Housing 2 - Employment 3 - Location of development 4 - Infrastructure 5 - Protection of local services 8 - Town/village centres 10 - Transport</p> |
| How will it be implemented? | <p>Through the provision of the policies in Parts B and C of this Local Plan, neighbourhood plans and decisions on planning applications.</p> |
| How will it be monitored? | <p>Through the annual Authority Monitoring Report by:</p> <ol style="list-style-type: none"> 1. an annual measure of the extent to which the completion of dwellings complies with the identified annual requirement for additional dwellings; 2. an annual measure of whether there is a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against the housing requirements (together with an additional buffer of 5% or 20% depending upon whether there has been a record of persistent under delivery of housing); 3. an annual measure of the cumulative amount and types of commercial floorspace compared to those planned for over the whole period; and 4. the monitoring of site/area-specific policies. |

4 General development policies

GD1 Achieving sustainable development

1. When considering proposals for development the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will work proactively and collaboratively with applicants to find joint solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental condition of the District.
2. Planning applications that accord with the Development Plan (including this Local Plan) will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission, unless:
 - a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - b. specific policies in the NPPF indicate that development should be restricted.

4.1 GD1 Explanation

4.1.1 This policy sets out the Council's commitment to promoting sustainable development within the District in line with the 'presumption in favour of sustainable development' in the National Planning Policy Framework (NPPF) (paragraph 11). This presumption is at the heart of the NPPF so as to ensure that sustainable development is pursued in a positive way. Policy GD1 confirms that the presumption will be applied locally and reflects the NPPF in making it clear that development which is considered sustainable will be approved without delay.

4.1.2 The NPPF defines sustainable as 'meeting the needs of the present generation without compromising the ability of future generations to meet their own needs'. It emphasises that three dimensions need to be considered in achieving sustainable development, namely economic, social and environmental. New growth across Harborough District needs to be 'sustainable' by supporting the local economy, by providing social benefits, by protecting and enhancing the natural and built environment, and by reducing the need to travel, particularly by private car. The principles of sustainable development are reflected in the Local Plan's vision and objectives and are incorporated into the Plan's policies.

4.1.3 The 'presumption in favour of sustainable development' does not mean that all planning applications will be approved as development must accord with the policies of the Development Plan which reflects the principles of sustainable development. The

Development Plan comprises this Local Plan and any relevant 'made' neighbourhood plans, together with adopted minerals and waste plans applying to the District that are prepared by Leicestershire County Council. With regard to planning applications for development for which there is no relevant policy or where the relevant policy is out of date, including any time when the Council cannot demonstrate a minimum 5 year housing land supply, then the decision-taking process set out in paragraph 11 of the NPPF, which is reiterated in Policy GD1, will apply. The NPPF (paragraph 14) sets out special provisions which may apply in the case of recently 'made' neighbourhood plans.

4.2 GD1 Supporting information

Table A.2 Supporting Information: Policy GD1

| | |
|---|--|
| What evidence has informed this policy? | None (other than the provisions of the NPPF) in terms of supporting the preparation of this Local Plan. This policy seeks to achieve sustainable development which the NPPF identifies as being the purpose of planning. |
| Which Local Plan objectives will it meet? | This policy has links to all the objectives of the Local Plan as it sets out general principles. |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | This policy outlines the decision-making process that will be undertaken in the determination of planning applications. It is therefore not necessary to monitor this policy. |

GD2 Settlement development

1. In addition to sites allocated by this Local Plan and neighbourhood plans, development within the existing or committed built up area of Market Harborough, Key Centres, the Leicester Principal Urban Area (PUA), Rural Centres and Selected Rural Villages will be permitted where:
 - a. it respects the form and character of the existing settlement and, as far as possible, it retains existing natural boundaries within and around the site, particularly trees, hedges and watercourses; or
 - b. it includes the redevelopment or conversion of redundant or disused buildings, or previously developed land of low environmental value, and enhances its immediate setting.
2. In addition to sites allocated in this Local Plan and neighbourhood plans, development adjoining the existing or committed built up area of Market Harborough, Key Centres, the Leicester Principal Urban Area (PUA), Rural Centres and Selected Rural Villages will be permitted where:
 - a. it does not disproportionately exceed the settlement's minimum housing requirement in Policy H1, taking into account allocations, completions and commitments (where there is no residual minimum housing requirement due to allocations, completions and commitments, only minor additional residential development will be supported); or
 - b. it is necessary to meet an identified district-wide housing need, or local housing need as evidenced through a housing needs survey or a neighbourhood plan; or
 - c. it comprises the redevelopment or conversion of redundant or disused buildings, or the development of previously developed land of low environmental value, and enhances its immediate setting;
 - d. its scale, individually or cumulatively with existing and committed development, reflects the size of the settlement concerned and the level of service provision within that settlement;
 - e. it is physically and visually connected to and respects the form and character of the existing settlement and landscape;
 - f. it retains as far as possible existing natural boundaries within and around the site, particularly trees, hedges and watercourses;
 - g. it complies with Policies GD6 and GD7.

4.3 GD2 Explanation

4.3.1 This policy applies to all applications for new build development within and on the edge of settlements identified in the policy (settlements of Selected Rural Village (SRV) status and above in the settlement hierarchy as set out in Appendix F *The settlement hierarchy*) and replaces limits to development referred to in the Harborough Core Strategy, November 2011, and the 2001 Local Plan. This policy is needed to ensure that development is delivered in appropriate locations and that housing development is in line

with Policy SS1 *The spatial strategy* and the distribution set out in Policy H1 *Provision of new housing*. The focus of the criteria in the policy is to ensure that sites put forward for development are suitable and sustainable in relation to the settlement concerned. It does not cover matters related to design, as these are part of Policy GD8 *Good design in development*, or to landscape character (covered by Policy GD5 *Landscape character*) or to the historic environment (covered by Policy HC1 *Built heritage*).

4.3.2 As a rural district, Harborough's settlements have varying levels of access to local services, facilities and public transport. Whilst it is important that the settlements identified in Policy GD2 are allowed to grow appropriately in order to maintain rural vitality, this policy also ensures that these rural communities retain their identity and distinctiveness, as reflected in a settlement's size, scale of service provision, form and character. An integral part of achieving sustainable development is to ensure that growth is sensitive to its surroundings and this is reflected through the criterion protecting natural boundaries, as well as in the other policies referred to above.

4.3.3 The National Planning Policy Framework (NPPF) makes it clear that the planning system should support strong, vibrant and healthy communities, by providing for the development needs of present and future generations (paragraph 8). The NPPF supports the delivery of sustainable development in suitable locations with access to services, facilities and public transport. It also emphasises that housing should be located where it will enhance or maintain the vitality of rural communities (paragraph 78).

4.3.4 Delivering housing to meet identified need across the District is a vital element of the Local Plan and Policy H1 sets out target figures for the most sustainable settlements in line with Policy SS1. These target figures are linked to ensuring that the District's housing requirements are met and most development is directed to the most sustainable locations in the District. Policy GD2 supports the aims of the spatial strategy by ensuring that the settlement housing targets set out in Policy H1 are followed. Policy GD2 allows for some flexibility where proposals comply with the criteria and other relevant policies but ensures the spatial strategy and the plan-led system are not undermined. Once the minimum housing requirement in Policy H1 has been met (by completions and/or commitments including allocated sites) only minor additional residential development will be supported as set out in GD2.2a above.

4.3.5 Delivering sites which are sustainable and suitable for settlements means that the size, character and existing form of the built up area must be considered. In many cases there are likely to be areas of undeveloped or open land that make a significant contribution to a settlement's overall character and form. Whilst some of these areas are designated as Local Green Space or open space, sport and recreation sites, there are others which do not benefit from such specific policy protection. Criterion 2(e) of this Policy will ensure that such sites are appropriately protected if their loss would adversely affect the character and/or form of the settlement.

4.3.6 Policy GD6 and neighbourhood plans define specific Areas of Separation in locations where the potential for settlement coalescence is greatest. As such, development proposals within defined Areas of Separation will be considered in accordance with GD6, and within defined Green Wedges, in accordance with GD7.

4.3.7 In the context of providing for the development needs of all settlements across the District, GD2's criteria-based approach will provide necessary flexibility, will be responsive to local circumstances and will provide a positive approach to managing development in conformity with the NPPF's presumption in favour of sustainable development.

4.4 GD2 Supporting information

Table A.3 Supporting Information: Policy GD2

| | |
|---|--|
| What evidence has informed this policy? | Settlement Profiles, 2015; Data from the 2011 Census; and Area of Separation Review, 2017. |
| Which Local Plan objectives will it meet? | 1 - Housing 2 - Employment 3 - Location of development 4 - Infrastructure 6 - Natural environment 7 - Historic environment 8 - Town/village centres 10 - Transport |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Through the annual Authority Monitoring Report by assessing the extent to which: 1. any unallocated development gaining planning permission reflects the size and the level of service provision of the settlement; and 2. any unallocated housing development gaining planning permission cumulatively significantly exceeds the target for the delivery of new homes in the plan period. |

GD3 Development in the countryside

1. Outside Market Harborough, Key Centres, the Principal Urban Area (PUA), Rural Centres and Selected Rural Villages, and land adjoining them, but excluding Green Wedges, development will be permitted where it is required for the following purposes:
 - a. agriculture, horticulture, woodland management or other similar uses appropriate to a rural area, including uses which would help to diversify the rural economy, such as:
 - i. local food initiatives, including farm shops and small-scale food and drink processing,
 - ii. tourist attractions and facilities that respect the character of the countryside,
 - iii. tourist accommodation, if it is of a scale that is proportionate to the identified tourism need and subject to Policies RT2 *Town and local centres* and RT4 *Tourism and leisure*,
 - iv. equestrian uses;
 - b. outdoor sport and recreation and associated buildings;
 - c. minerals and waste development;
 - d. renewable energy production;
 - e. where it is necessary for the continuation of an existing enterprise, facility or operation that is compatible with its setting in the countryside;
 - f. rural housing in accordance with Policy GD4 *New housing in the countryside*;
 - g. the conversion or re-use of permanent and substantial buildings, including proposals for the optimum viable use of a heritage asset;
 - h. minor extensions to existing dwellings and to other buildings that are subordinate in scale and appearance to the existing building;
 - i. facilities to enable the delivery of digital connectivity at speeds and reliability levels comparable with urban areas;
 - j. the provision or diversification of a public house, village shop or post office in accordance with Policy HC3 *Public house, post offices and village shops*;
 - k. other services and facilities that improve the sustainability of settlements; or
 - l. other uses which justify and are compatible with a countryside location.

4.5 GD3 Explanation

4.5.1 It is important that the countryside is protected from unacceptable development which would harm its intrinsic value and rural character. However, certain forms of development are necessary to support rural life and maintain or enhance the rural economy. Policy GD3 strikes a suitable balance between encouraging a thriving rural economy, maintaining and, where possible, improving the sustainability of smaller rural settlements, and conserving the character of the District's much valued countryside.

4.5.2 The policy defines the types of development which are acceptable in the countryside, in appropriate circumstances, to support a thriving rural economy. Developments required for the extraction, transportation or working of minerals and associated with waste disposal are determined by Leicestershire County Council. Criterion k refers to services and facilities such as village shops, libraries, community halls.

4.5.3 The National Planning Policy Framework (NPPF) emphasises that local plan policies should support a prosperous rural economy. Paragraph 83 sets out that this should be done through supporting the sustainable growth and expansion of rural business and enterprise, promoting the development and diversification of agricultural and other land-based rural businesses, and supporting sustainable rural tourism that respects the character of the countryside. The NPPF also recognises the intrinsic character and beauty of the countryside (paragraph 170).

4.5.4 The re-use of substantial brick or stone buildings which are structurally sound may be an appropriate way of preserving an important local feature in the landscape or providing for a rural use which otherwise may have required a new building. Minor extensions are also acceptable in principle, subject to the provisions of this and other relevant policies of the Local Plan being met. The conversion of agricultural buildings is generally permitted development subject to prior notification, and can only be resisted on limited grounds such as the current use of the building, the proposed floorspace, or if the building is a listed building or located within a conservation area. Further restrictions include highways and noise impact resulting from any conversion of an agricultural building, together with flooding and contamination considerations.

4.6 GD3 Supporting Information

Table A.4 Supporting Information: Policy GD3

| | |
|---|--|
| What evidence has informed this policy? | Annual Authority Monitoring Reports (AMRs). |
| Which Local Plan objectives will it meet? | 2 - Employment 5 - Protection of local services 6 - Natural environment 13 - Tourism and culture |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

GD4 New housing in the countryside

1. Outside Market Harborough, Key Centres, the Principal Urban Area, Rural Centres and Selected Rural Villages, but excluding Green Wedges, new residential development will only be permitted either where it is in accordance with Policy GD2, or where it is for:
 - a. Housing on small sites of no more than 4 dwellings which are within or physically and visually connected to settlements and which meet a local need for housing of a particular type, including small dwellings for the elderly and starter homes, providing this has been evidenced through a rural housing needs survey or a neighbourhood plan;
 - b. Housing to meet the needs of a rural worker, providing that:
 - i. there is an established existing functional need for a full time worker that is directly related to the commercial enterprise or operation concerned;
 - ii. the business has been established for at least three years, has been profitable for at least one of them, is financially sound and has a clear prospect of remaining so;
 - iii. the need cannot be met by any existing residential accommodation at the business or in the locality which is suitable and available to the worker;
 - iv. there are no available dwellings, or buildings that are suitable for conversion to dwellings, that have recently been sold separately from the rural business unit that could address the need;
 - v. the size of the dwelling is commensurate with the financial need and is not unusually large in relation to the functional needs of the unit;
 - vi. its location is suitable to meet the functional need and well-related to any existing farm buildings, dwellings or other buildings linked to the commercial enterprise or operation concerned; and
 - vii. it will be kept available to meet the functional need in perpetuity through being subject to an appropriate occupancy condition;
 - c. the re-use of redundant or disused buildings that results in enhancement to their immediate setting;
 - d. the subdivision of an existing dwelling;
 - e. a design of exceptional quality, in that it is truly outstanding or innovative and would significantly enhance its immediate setting; or
 - f. the rebuilding or replacement of an existing dwelling providing that the resultant dwelling preserves or enhances the character and appearance of the countryside.

4.7 GD4 Explanation

4.7.1 This policy reflects the concentration of housing development in the more sustainable settlements, while allowing some flexibility to meet demonstrable local needs. It supports the settlement hierarchy and the overall strategy set out in Policy SS1 *The spatial strategy*.

4.7.2 Protecting the countryside is a key part of achieving sustainable development, preserving valuable agricultural land and protecting the most valued landscapes. Restricting development in the countryside, where public transport is more limited and often non-existent, helps to meet the transport objective of this Local Plan as well as contributing to the reduction of carbon emissions by reducing travel distances and reliance upon the private car.

4.7.3 The NPPF makes it clear that housing in rural areas should be located where it enhances or maintains the vitality of rural communities and that new isolated homes in the countryside should be avoided. However, it supports, as an exception, isolated new homes in the countryside in the following categories:

- the essential need for a rural worker to live permanently at or near their place of work;
- a dwelling whose design is of exceptional quality or innovative nature;
- the optimal viable use of a heritage asset or appropriate enabling development to secure the future of heritage assets;
- the re-use of redundant or disused buildings, leading to an enhancement to the immediate setting; or
- the sub-division of an existing residential dwelling.

The categories referred to in bullet points 3 and 4 apply to all land uses and are included in Policy GD3 *Development in the countryside*.

4.7.4 Planning Practice Guidance (PPG) emphasises that all settlements can play a part in delivering sustainable development and therefore blanket policies restricting housing development in some settlements should be avoided. Policy GD4 reflects this guidance by allowing for the delivery of small-scale housing development of a type which meets evidenced local needs. Neighbourhood plans provide an opportunity for even the smallest communities to cater for specific, identified needs.

4.7.5 Two alternative approaches to managing housing development in the countryside were put forward in the Options Consultation Paper, 2015. While both approaches would have allowed development specified under NPPF (2012), the first would have strictly controlled development and the second would have allowed limited infill development in some smaller settlements. Public opinion was finely balanced. The first approach is felt to be overly restrictive in light of planning guidance. The second approach risks too much housing development cumulatively taking place in relatively unsustainable settlements. This was a trend that the Harborough Core Strategy, 2011, and now this Local Plan, has

been aiming to reverse by locating development in the most sustainable locations. Policy GD4 sets out a balanced approach to protecting the countryside while allowing for housing development to meet specific local needs.

4.7.6 Harborough District is a popular place to live although affordability is a particular issue. For social, economic or environmental reasons and because of continuing high demand for rural homes, the Council considers that new isolated homes in the countryside for occupation by rural workers should fulfil the criteria set out at 1.b in this policy. This reflects the guidance that was previously set out in national planning policy (Annex A to former Planning Policy Statement 7: Sustainable Development in Rural Areas), but which was superseded by the NPPF. It nevertheless remains as a useful and generally accepted basis for judging the need and justification for agricultural workers' dwellings.

4.8 GD4 Supporting information

Table A.5 Supporting Information: Policy GD4

| | |
|---|--|
| What evidence has informed this policy? | Responses to Options Consultation Paper, 2015; and Annual Authority Monitoring Reports setting out the extent of rural housing in the past. |
| Which Local Plan objectives will it meet? | 1 - Housing 6 - Natural environment 7 - Historic environment 10 - Transport 14 - Neighbourhood planning |
| How will it be implemented? | Through decisions on relevant planning applications in combination with Neighbourhood Plans and housing needs surveys where appropriate. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

GD5 Landscape character

1. Development should be located and designed in such a way that it is sensitive to its landscape setting and landscape character area and will be permitted where it:
 - a. respects and, where possible, enhances local landscape, the landscape setting of settlements, and settlement distinctiveness;
 - b. avoids the loss of, or substantial harm to, features of landscape importance;
 - c. safeguards important public views, skylines and landmarks; and
 - d. restores or provides equivalent mitigation for damaged features and/or landscapes that would be damaged or degraded as a result of the development.

4.9 GD5 Explanation

4.9.1 Harborough is essentially rural in character and the quality of the landscape has a key role to play in maintaining the District's identity. The Local Plan provides a framework for conserving, enhancing and managing the character, distinctiveness and appearance of landscape alongside providing for development which meets needs and delivers a thriving rural economy. Policy GD5 ensures that development proposals do not result in unacceptable harm to the landscape.

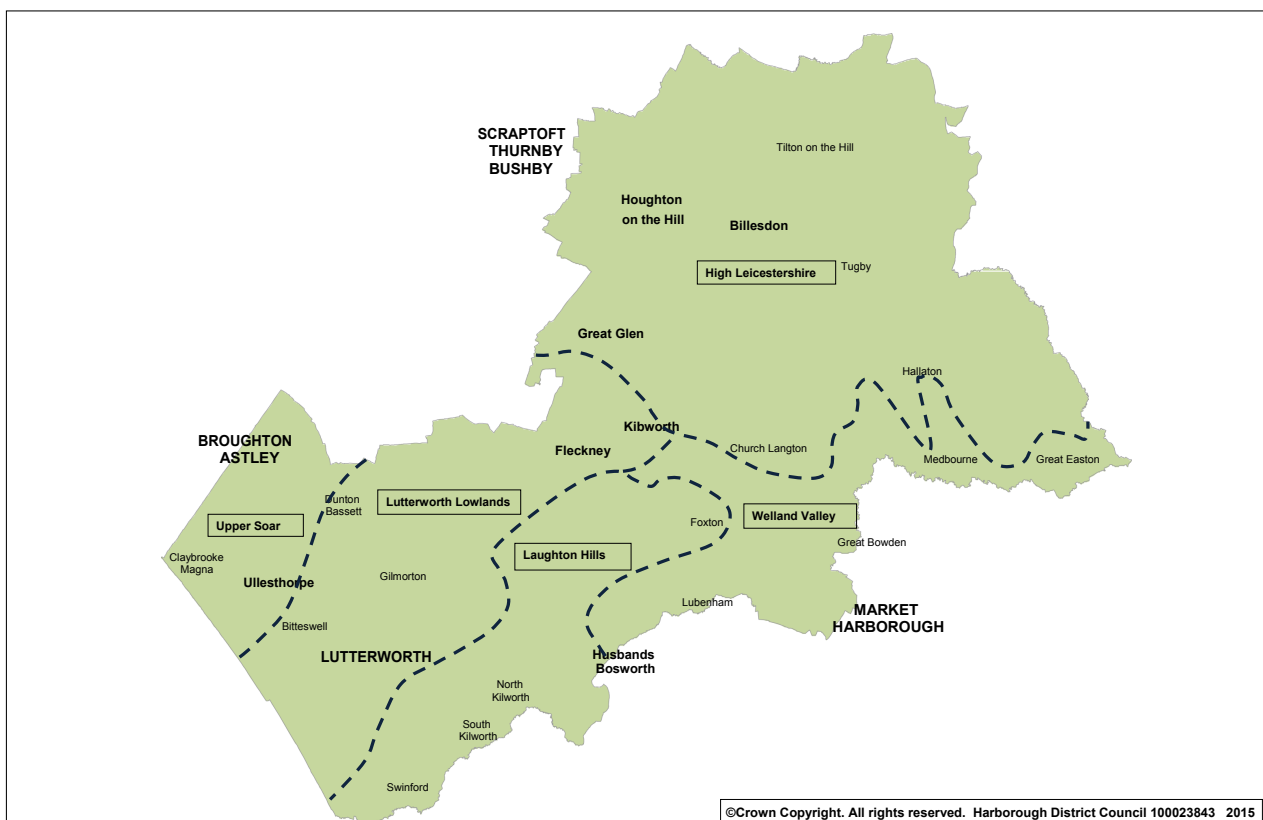


Fig. A.4 Landscape Character Areas

4.9.2 The National Planning Policy Framework (NPPF, paragraph 170) encourages planning policies which contribute to and enhance the natural and local environment through protecting and enhancing valued landscapes and recognise the intrinsic character and beauty of the countryside. Landscape is an integral and vital part of the countryside. Local plans are encouraged to include strategic policies to deliver the conservation and enhancement of the natural and historic environment, including landscape (NPPF paragraph 20). The preparation of landscape character assessments is also endorsed by Planning Practice Guidance.

4.9.3 In order to promote understanding of the local landscape, in 2007 the Council commissioned The Harborough District Landscape Character Assessment. This defined five landscape character areas in the District, identified their main characteristics and assessed their capacity to accommodate development without significant degradation in their existing landscape character. These character areas are High Leicestershire, Laughton Hills, Welland Valley, Upper Soar and Lutterworth Lowlands. Figure A.4 above shows these landscape character areas.

4.9.4 Complementing the District-wide assessment are several local scale and more detailed landscape character assessment and landscape character capacity studies. These studies provide a more fine grained assessment of the landscape around the main settlements (Market Harborough, Lutterworth, Broughton Astley, Scraftoft/Thurnby/ Bushby and the seven Rural Centres) and provide guidance on the landscape capacity of specific land parcels to accommodate development.

4.9.5 In combination, these studies are a source of information about the distinctive characteristics of the landscape across the District and surrounding the main settlements. They provide a useful starting point for applicants seeking to assess the landscape impacts of their proposals.

4.10 GD5 Supporting information

Table A.6 Supporting Information: Policy GD5

| | |
|---|---|
| What evidence has informed this policy? | Harborough District Landscape Character Assessment, 2007; Leicester PUA Landscape Character Assessment and Landscape Capacity Study, 2009 and Scraftoft Addendum, 2016; Market Harborough Landscape Character Assessment and Landscape Capacity Study, 2009; Lutterworth and Broughton Astley Landscape Character Assessment and Landscape Capacity Study, 2011; Rural Centres Landscape Character Assessment and Landscape Capacity Study, 2014; and Houghton on the Hill Landscape Character Assessment and Landscape Capacity Study, 2016. |
| Which Local Plan objectives will it meet? | 6 - Natural environment 7 - Historic environment |

| | |
|-----------------------------|--|
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

GD6 Areas of Separation

1. Areas of Separation, shown on the Policies Map, are designated between:
 - a. Great Bowden and Market Harborough; and
 - b. Bitteswell, Lutterworth and Magna Park.
2. Development in the Areas of Separation will be permitted where it would not compromise, either alone or in conjunction with other existing or proposed development, the effectiveness of the Area of Separation in protecting the identity and distinctiveness of these settlements.

4.11 GD6 Explanation

4.11.1 Areas of Separation are defined where the potential risk of merging is at its greatest, whether this is between settlements or settlements and nearby employment areas. The function of these areas is to ensure that development does not harmfully reduce the separation between settlements or between settlements and employment areas.

4.11.2 Most settlements in the District are physically separated from each other and there is little danger of new development resulting in villages or towns merging together. However, there are some settlements where potential coalescence with neighbouring settlements or employment areas is of concern. Some of these settlements have Conservation Area status, meaning that protecting individual settlement character from neighbouring development has added significance.

4.11.3 The prevention of coalescence has already seen the designation of Areas of Separation in 'made' neighbourhood plans. Policy EH2 of the Broughton Astley Neighbourhood Plan, 2014 prevents the merging of Sutton in the Elms and Broughton Astley. Policy S7 of the Scraftoft Neighbourhood Plan, 2015 defines an Area of Separation to ensure Scraftoft retains its identity and prevents coalescence with development to the south, including Thurnby and Bushby. However, much of this designation is effectively superseded by policy GD7 *Green Wedges* of this Local Plan which identifies a Green Wedge on most of the Area of Separation. Policy GD7 will take precedence in determining planning applications within its boundaries, as the most recently adopted part of the development plan. Outside of the boundaries of the Green Wedge, the Area of Separation (as defined by the Scraftoft Neighbourhood Plan) will continue to apply. A further Area of Separation is included in the Lubenham Neighbourhood Plan to retain separation between Lubenham and Market Harborough. Other Areas of Separation may be added by future neighbourhood plans.

4.11.4 Policy GD6 focuses on maintaining separation in two areas where there are specific development pressures and local community concerns over the potential loss of settlement identity. The Great Bowden/ Market Harborough Area of Separation seeks to retain the identity of Great Bowden and prevent coalescence with Market Harborough. The other

Area of Separation is between Bitteswell/ Lutterworth/ Magna Park and this aims to protect the identity of Bitteswell from the growth of nearby Lutterworth, and to maintain separation of both Lutterworth and Bitteswell from Magna Park.

4.11.5 In order to provide robust evidence to support the policy, the Council commissioned the Area of Separation Review, 2017. This study focused on the Market Harborough/ Great Bowden and Lutterworth/ Bitteswell/ Magna Park areas and categorised land into parcels that make a primary, supporting or incidental contribution to separation. This evidence was important to defining detailed Area of Separation boundaries.

4.11.6 Applicants putting forward proposals in these areas will need to show that they have considered the effect on the degree of separation and suggest mitigation measures to minimise the impact on separation.

4.12 GD6 Supporting information

Table A.7 Supporting Information: Policy GD6

| | |
|---|---|
| What evidence has informed this policy? | Area of Separation Review, 2017; and Appeal decisions. |
| Which Local Plan objectives will it meet? | 6 - Natural environment 7 - Historic environment |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to criterion 2 of this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

GD7 Green Wedges

1. The Leicester/Scraptoft/ Bushby Green Wedge and Thurnby/Leicester/Oadby Green Wedge are defined on the Policies Map with the aims of:
 - a. preventing the merging of settlements;
 - b. guiding development form;
 - c. providing access from urban areas into green spaces/open countryside; and
 - d. providing recreational opportunities.
2. Development within Green Wedges will be permitted where:
 - a. it relates to agriculture, horticulture, forestry, nature reserves, allotments, burial grounds, outdoor leisure, sporting or recreation facilities including school playing fields, cycleways, footpaths or bridleways;
 - b. it retains the open and undeveloped character of the Green Wedge;
 - c. it retains or creates additional green networks between the countryside and open spaces within the urban areas and benefits biodiversity;
 - d. it retains or enhances public access to the Green Wedge, especially for recreation; and
 - e. any built development is small scale and necessary to the operational requirements of the activity.

4.13 GD7 Explanation

4.13.1 The fringes of Leicester present particular issues in terms of the use and environmental quality of land adjoining the built-up areas. Whilst Leicester does not have a green belt, Green Wedges have formed part of planning policy for the Leicester urban area for almost 30 years. Green Wedges are strategic areas of land, mostly extending from the City into adjacent local authority areas. They are areas of largely undeveloped open land between the urban area and the surrounding countryside. They differ from Areas of Separation in that they are aimed not just at preventing the merging of settlements but also guiding development form, providing a 'green lung' into urban areas and facilitating recreational opportunities.

4.13.2 Harborough's Green Wedges form part of the network of such designations around the Leicester urban area. The Leicester/Scraptoft/Bushby Green Wedge lies entirely within Harborough District and the Thurnby/Leicester/Oadby Green Wedge adjoins similar designations in Leicester City and Oadby & Wigston Borough. Given that the importance of these areas extends beyond administrative boundaries, Green Wedges have been the focus of joint working for many years, including the preparation of an agreed joint methodology for the review of their boundaries in 2009 (updated in 2011), and are now a significant element of the Duty to Cooperate.

4.13.3 The National Planning Policy Framework (NPPF) states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities (paragraph 96). It also makes clear that

significant development should be focused in locations which are or can be made sustainable (paragraph 103). The Local Plan should therefore ensure that both aims are balanced and achieved. The purpose of Green Wedges is not to restrict the growth of an urban area but to ensure that, as urban development extends, open land is incorporated within it. The policy is more restrictive than countryside policies GD3 *Development in the countryside* and GD4 *New housing in the countryside*, which do not apply in Green Wedges.

4.13.4 The Core Strategy, 2011 supported the retention of Green Wedges and committed to a review of their boundaries as part of the Local Plan preparation process. The Green Wedge Review – Draft Technical Update, 2015 supported the Options Consultation in September/October 2015. Whilst it recommended that the boundaries remained largely unchanged from those identified in the 2001 Local Plan, it added that the boundaries put forward through the Local Plan would need to take into account the scale and distribution of housing required to meet need up to 2031. More recently the boundaries of the Leicester/Scraptoft Green Wedge were defined in the Scraptoft Neighbourhood Plan, 2016.

4.13.5 This Local Plan allocates Scraptoft North SDA for housing with accompanying infrastructure and community facilities. This results in a reduction in the size of the existing Green Wedge to the north of the village.

4.13.6 Policy GD7 defines an area of Green Wedge, comprising grazing paddocks between Scraptoft village and development within the City of Leicester, together with land to the south of Scraptoft village, incorporating the Edith Cole Memorial Park and the land on the upper slopes of the Thurnby Brook valley. The land was previously identified as part of the Green Wedge and part of the Area of Separation included in the Scraptoft Neighbourhood Plan, 2016. Policy GD7 will take precedence in determining planning applications within its boundaries, as the most recently adopted part of the development plan. Outside of the boundaries of GD7, the Area of Separation (as defined by the Scraptoft Neighbourhood Plan) will continue to apply.

4.13.7 The designation of the combined area as Green Wedge recognises that it has an important role to play in protecting Scraptoft village from merging with other built up areas to the south and west, thereby guiding future growth in Scraptoft, Thurnby and Bushby, allowing opportunities for access to the countryside and providing improvements to recreational opportunities. Not only does the designation ensure that Scraptoft village, in particular the Conservation Area, is protected from the adverse impacts of major development, but it also provides opportunities for the provision of recreational facilities as part of the new SDA. There is also substantial development committed to the south of Thurnby Brook in Thurnby and Bushby parish and the Green Wedge allows for strategic green space and access to the countryside to be incorporated as this growth takes place. The name of the Green Wedge has been changed to Leicester/Scraptoft/Bushby to reflect its wider coverage.

4.13.8 The Thurnby/Leicester/Oadby Green Wedge is a more extensive designation. The outer extent of the wedge south of Thurnby runs south of Bushby Lodge Farm to the edge of Stoughton Airfield. The village of Stoughton is completely surrounded by the designation which serves to protect it from coalescence with Leicester City and Oadby. The Green Wedge penetrates into Leicester City to encompass Evington Golf Course and the Arboretum. Whilst the boundaries of the Thurnby/Leicester/Oadby Green Wedge remain similar to those identified in the 2001 Harborough Local Plan, they have been drawn to exclude built development along Uppingham Road, including that associated with Coles Nursery, and along Stoughton Lane.

4.13.9 The Green Wedges incorporate areas of land of differing agricultural and environmental quality, which may be suitable for different types of land uses. The only types of land use that will normally be considered appropriate for these areas are those where the predominantly open and undeveloped nature of the land is retained. It is recognised that built development may be required in connection with some of the uses identified in the policy.

4.14 GD7 Supporting information

Table A.8 Supporting Information: Policy GD7

| | |
|---|---|
| What evidence has informed this policy? | Green Wedge Review, Technical Update 2015; Green Wedge Review Joint Methodology, 2011; Leicester PUA Landscape Character Assessment and Landscape Capacity Study, 2009; Leicester PUA Landscape Character Assessment and Landscape Capacity Study, Scraftoft Addendum, 2016; Leicester/Scraftoft/Bushby Green Wedge Background Report, 2018; Site visits, aerial photography, and O.S. maps (showing public rights of way) |
| Which Local Plan objectives will it meet? | 4 - Infrastructure 6 - Natural environment 7 - Historic environment 13 - Tourism and culture |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in part 2 of this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

GD8 Good design in development

1. Development will be permitted where it achieves a high standard of design, including meeting the following criteria:
 - a. being inspired by, respecting and enhancing both the local character and distinctiveness of the settlement concerned;
 - b. where appropriate, being individual and innovative, yet sympathetic to the local vernacular, including in terms of building materials;
 - c. in areas with high heritage value (Conservation Areas and in proximity to Listed Buildings, Scheduled Monuments and other heritage assets and their settings), reflecting those characteristics that make these places special;
 - d. respecting the context and characteristics of the individual site, street scene and the wider local environment to ensure that it is integrated as far as possible into the existing built form;
 - e. being designed to minimise impact on the amenity of existing and future residents by:
 - i. not having a significant adverse effect on the living conditions of existing and new residents through loss of privacy, overshadowing and overbearing impact, and
 - ii. not generating a level of activity, noise, vibration, pollution or unpleasant odour emission, which cannot be mitigated to an appropriate standard and so would have an adverse impact on amenity and living conditions;
 - f. minimising the amount of water consumption;
 - g. minimising pollution from glare or spillage of light from external lighting;
 - h. minimising opportunity for crime and maximising natural surveillance;
 - i. protecting and enhancing existing landscape features, wildlife habitats and natural assets (including trees, hedges and watercourses) as an integral part of the development;
 - j. enhancing the public realm, including high quality open spaces and links to the wider green infrastructure network to promote healthy lifestyles;
 - k. making provision for the needs of specific groups in the community such as the elderly and those with disabilities;
 - l. ensuring safe access, adequate parking and servicing areas including for refuse collection in new residential development;
 - m. ensuring the safe, efficient and convenient movement of all highway users, including bus passengers, cyclists, pedestrians and horse riders; and
 - n. where the site has previously been developed:
 - i. identifying the need for any decontamination and implementing this to an agreed programme; and
 - ii. ensuring that any contamination is not relocated elsewhere to a location where it could adversely affect the water environment or other wildlife habitats.

4.15 GD8 Explanation

4.15.1 This policy requires all proposals to achieve a high standard of design quality to ensure that new development is both sustainable and attractive. It aims to safeguard and improve the character and distinctiveness of the District both now and for future generations. Well designed places relate well to their environment, are attractive and safe, and offer an improved quality of life for those that live and work in the District. Crime and community safety are important factors as part of all new development, and the Council works with Leicestershire Police and developers to ensure that all new major developments are secured by design.

4.15.2 Although set out as a separate design policy, these issues are important threads that run through all aspects of the Local Plan, including the policies for individual places, heritage, the countryside, climate change, green infrastructure and town centres. The Council would encourage applicants for full or reserved matters applications for all major residential schemes of 10 dwellings and above to submit assessments based on best practice design tools such as Building for Life 12 (Design Council) and 'Active Design' (Sport England, in conjunction with Public Health England) as updated to assist in complying with relevant criteria of Policy GD8.

4.15.3 The District is rich in both designated assets, such as Conservation Areas, Listed Buildings, Registered Parks and Gardens, and Scheduled Monuments, resulting in many settlements having their own unique identities and character. The Local Plan will support these characteristics with new development being sympathetic and appropriate to the character of each settlement.

4.15.4 Impact on neighbouring amenity resulting from new development is an important consideration in determining planning applications. An impact on amenity through poor design may impact on the quality of life of neighbouring occupiers, or result in a disconnected development that fails to relate to its context. Applications that result in unacceptable harm to neighbouring amenity, through an overlooking or overbearing impact, or resulting in noise, odour or light pollution or disturbance will be resisted unless the harm can be overcome through suitable planning conditions.

4.15.5 Supplementary Planning Guidance (SPG) (see Appendix B *Supporting evidence*) sets out, and new Supplementary Planning Documents will set out, guidance for new development including minimum distances between principal windows and guidance for appropriate design of new dwellings and extensions to dwellings.

4.15.6 Due to the special characteristics of settlements in the District, the Council encourages neighbourhood plans to develop appropriate design guides, through incorporation of Countryside Design Summaries, Village Design Statements or specific policies into the neighbourhood plans. These policies should be justified and provide additional and location-specific guidance to help inform future planning applications in the neighbourhood area. Such neighbourhood plan policies will be subject to viability

considerations and compliance with all Local Plan policies, the National Planning Policy Framework and Planning Practice Guidance, and any other material considerations.

4.15.7 Land that is affected by contamination can pose a threat to groundwater, surface water, human health and the wider environment. Consideration of these risks at an early stage is an important consideration in the regeneration of brownfield land.

4.16 GD8 Supporting information

Table A.9 Supporting Information: Policy GD8

| | |
|---|--|
| What evidence has informed this policy? | Harborough Supplementary Planning Guidance Notes; Building for Life 12 - 2016 Edition, 2016; Active Design, Sport England, 2015. |
| Which Local Plan objectives will it meet? | 3 - Location of development 6 - Natural environment 7 - Historic environment 9 - Design 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

GD9 Minerals Safeguarding Areas

Non-exempt development in Minerals Safeguarding Areas will be permitted where the requirements set out in the minerals safeguarding policies of the Leicestershire County Council Minerals Local Plan have been met.

4.17 GD9 Explanation

4.17.1 In relation to minerals the National Planning Policy Framework (NPPF) places requirements on both local planning authorities and mineral planning authorities. The NPPF identifies that great weight should be given to the benefits of mineral extraction and local planning authorities should identify Minerals Safeguarding Areas. Leicestershire is a two-tier area for local government and Leicestershire County Council is the minerals planning authority. The County Council has identified Minerals Safeguarding Areas and supporting policies as part of the emerging Leicestershire Minerals and Waste Local Plan to 2031.

4.17.2 The County Council will be consulted on non-exempt development proposals in defined Minerals Consultation Areas covering the resources within the Minerals Safeguarding Areas. Non-exempt development proposals are those which would lead to the unnecessary sterilisation of mineral resources within a Minerals Safeguarding Area.

4.17.3 The Leicestershire Minerals and Waste Local Plan to 2031 was submitted in 2018. Following hearing sessions, modifications to the plan were published in December 2018.

4.17.4 Policy GD9 sets out the approach that the District Council will take when determining proposals for non-minerals development within Minerals Safeguarding Areas. The emerging Leicestershire Minerals and Waste Local Plan identifies Minerals Safeguarding Areas within Harborough District to which the policy will apply. Proposals for non-mineral development in these areas would need to meet a number of criteria, as set out in the Leicestershire Minerals and Waste Local Plan Safeguarding of Mineral Resources policy.

4.18 GD9 Supporting information

Table A.10 Supporting Information: Policy GD9

| | |
|---|---|
| What evidence has informed this policy? | Leicestershire County Council Minerals and Waste Local Plan Submission, 2018; Leicestershire County Council Minerals and Waste Local Plan List of Proposed Main Modifications, 2018; and Leicestershire County Council Mineral and Waste Safeguarding [Harborough District] Document S3/2015, 2015. |
| Which Local Plan objectives will it meet? | 3 - Location of development 6 - Natural resources 12 - Environmental impact |

| | |
|-----------------------------|--|
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

Part B Key Topics

5 Housing

H1 Provision of new housing

In addition to delivery of existing commitments and completions and the allowance for windfalls, land for a minimum of 3,975 new homes will be provided during the plan period to 2031 in the following locations:

1. at Scraftoft about 1,200 dwellings in a Strategic Development Area on land north of Scraftoft, in accordance with Policy SC1;
2. at Market Harborough a minimum of 1,078 dwellings, in the following allocations:
 - a. Overstone Park - about 600 dwellings in accordance with Policy MH1;
 - b. East of Blackberry Grange, Northampton Road - about 350 dwellings in accordance with Policy MH2;
 - c. Burnmill Farm - a maximum of 128 dwellings in accordance with Policy MH3;
3. at Lutterworth about 1,260 dwellings in a Strategic Development Area on land east of Lutterworth, in accordance with Policy L1;
4. at Fleckney about 130 dwellings, in an allocation: land at Arnesby Road in accordance with Policy F1;
5. at the following other Rural Centres, a minimum of:
 - a. Billesdon - 10;
 - b. Houghton on the Hill - 20;
6. at the following Selected Rural Villages, a minimum of:
 - a. Bitteswell - 30,
 - b. Church and East Langton - 30,
 - c. the Claybrookes - 12,
 - d. Dunton Bassett - 40,
 - e. Hallaton - 30,
 - f. Lubenham - 5,
 - g. Medbourne - 30,
 - h. South Kilworth - 19,
 - i. Swinford - 31,
 - j. Tilton on the Hill - 35,
 - k. Tugby - 15.

5.1 H1 Explanation

5.1.1 Paragraph 65 of the National Planning Policy Framework (NPPF) requires local planning authorities to ensure sufficient housing land is provided to meet identified needs across the 'housing market area'. For Harborough, this means working with the other local authorities which together form the Leicester and Leicestershire Housing Market Area (HMA). This is a relatively self-contained area, across which people travel to work and move house and was identified and confirmed by the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA), 2017.

5.1.2 The HEDNA calculated the objectively assessed need in accordance with the Planning Practice Guidance and used the official demographic projections (2014-based DCLG household projections, produced in July 2016) as the starting point. These projections were then adjusted to take account of local factors affecting migration and household formation rates and employment growth forecasts. An adjustment was made to take account of market signals and affordable housing needs. The outcome is the objectively assessed housing need for the Leicester and Leicestershire Housing Market Area and for each local authority within it.

5.1.3 The full objectively assessed housing need (OAN) for the Leicester and Leicestershire HMA is 4,829 dwellings per annum between 2011 and 2031 (96,580 total) and for Harborough District is 532 dwellings per annum between 2011 and 2031 (HEDNA, Table 89), giving an OAN for the 20 year plan period of 10,640 dwellings. Taking account of housing needs arising from growth at Magna Park, the housing requirement is 557 dpa, or 11,140 for the plan period, as explained in more detail below. This will be the basis for calculating the five year supply of deliverable housing land. This is a minimum figure. The Plan provides housing land for a minimum of 12,800 dwellings over the plan period. This provides for a contingency and is explained in more detail below.

5.1.4 Further to the HEDNA, another study was undertaken to consider the potential impact on housing requirements of the strategic storage and distribution growth proposed at Magna Park, in accordance with Policy BE2 *Strategic distribution*. The Magna Park Employment Growth Sensitivity Study, 2017 concluded that the HEDNA's objectively assessed housing needs (OAN) remain true and robust both for the Leicester and Leicester HMA and the Harborough District. However, taking account of Objective 2, particularly reducing the need for out-commuting and thereby helping to increase the sustainability and self-containment of communities (from 19% currently to 25% in future), there is a need for a small re-distribution of housing growth across the Leicester and Leicestershire area. This re-distribution would lead to a modest increase in housing requirements in Harborough District over and above the OAN, in order to help house the new workers expected to be employed at Magna Park. The Magna Park Employment Growth Sensitivity Study identified that the 700,000 sq.m. of strategic storage and distribution proposed for the plan period within Policy BE2 results in the need for

approximately 25 more dwellings per annum. This results in an overall housing requirement for Harborough District of 557 dwellings per annum, which amounts to a total housing requirement for the plan period of 11,140 dwellings.

5.1.5 Harborough District is able to meet all of its housing requirement within the District, as evidenced by the Strategic Housing Land Availability Assessment (SHLAA), 2016. However, should any local authorities within the Leicester and Leicestershire HMA be unable to meet their full housing needs, because of either a lack of physical capacity or significant harm to the principles and policies of the NPPF, there will be a need to consider whether those needs can be met elsewhere within the HMA.

5.1.6 Leicester City Council has indicated that there will be unmet housing need within the City. A letter from Leicester City Council to all the other local planning authorities in the HMA dated 13th February 2017 stated that 'the scale of the need [OAN] set out in the HEDNA is of such magnitude that it is concluded that there will be an unmet need arising in the city'. An additional letter sent on the same day to the Planning Inspector for the examination of the North West Leicestershire Local Plan set out 'our formal declaration of unmet housing need arising in the city'. The scale of the shortfall in Leicester City will be established during preparation of their Local Plan. Leicester City Council has indicated a desire to work with other local authorities within the HMA to ensure the unmet need can be accommodated within the HMA by ensuring emerging plans are flexible enough to respond to addressing such needs.

5.1.7 As set out in section 1.5, local authorities have a statutory Duty to Cooperate over such matters and to identify how any such needs would be met. A Memorandum of Understanding (MoU) is currently being prepared by the 9 local authorities within the HMA. This document will identify how any unmet housing needs will be accommodated and will be signed by each authority as a binding agreement. Until the MoU is agreed and the scale of any unmet need for Harborough to help to meet is identified, Harborough's plan requirement is 557 dwellings per annum, or 11,140 dwellings in total over the plan period.

5.1.8 The 557 dwellings per annum housing requirement will also be the basis for calculating the five year supply of deliverable housing land, in accordance with NPPF, paragraph 73. Policy H1 will help ensure that the Council is able to demonstrate this national requirement. Appendix G *Housing trajectory* sets out the expected annual housing delivery throughout the plan period. From 2018/19 and every year throughout the plan period, the housing trajectory demonstrates at least a five year supply of deliverable housing land.

5.1.9 The 5 Year Housing Land Supply report, as at 31 March 2018 shows that a 5% buffer has been applied, moving land forward from later on in the plan period to ensure choice and competition in the market for land.

5.1.10 Policy H1 provides for delivery of the housing plan requirement, plus an additional 15% contingency in the supply of housing land in order to allow for possible future circumstances affecting the supply of housing in the District, including:

- a potential need to help meet demonstrable unmet housing need arising from other local planning authorities within the Leicester and Leicestershire Housing Market Area (HMA);
- a slower delivery than expected on housing allocations and/or the strategic development areas;
- housing sites gaining planning permission but not delivering completed housing in a timely manner or at the density originally proposed;
- changing economic circumstances affecting the take-up of housing;
- the non-delivery of housing sites due to site-specific factors; and
- in order to provide flexibility and choice in the local housing market.

5.1.11 Policy H1 therefore makes provision for a minimum of 12,800 dwellings from 2011 to 2031. Of this, about 8,792 dwellings have already been built or committed (through the granting of planning permission, or through allocation in neighbourhood plans) with a further 225 anticipated on windfall sites. Policy H1 therefore provides housing land for a minimum of a further 3,975 dwellings.

5.1.12 Housing land is provided in accordance with the settlement hierarchy and strategic aims of Policy SS1 *The spatial strategy*. The sources of housing land supply are set out at Table B.1 below. Policy H1 includes slightly rounded figures.

Table B.1 Sources of Housing Land Supply

| | Dwellings |
|--|------------------|
| Completions (already built, as at 31 March 2018) | 3,042 |
| Commitments (with planning permission or allocated through neighbourhood plans, as at 31 March 2018) | 5,750 |
| On allocated housing sites (Policy H1) | 3,668 |
| To be delivered on non-allocated sites | 307 |
| Assumed contribution from unidentified (windfall) sites | 225 |
| Total housing land supply | 12,992 |

5.1.13 Housing land supply includes provision of two Strategic Development Areas (SDAs) at:

- land to the east of Lutterworth, delivering approximately 1,260 dwellings within the plan period and a further approximately 1,490 dwellings beyond 2031;
- land to the north of Scraptoft, delivering approximately 1,200 dwellings within the plan period.

5.1.14 The remainder of Harborough's housing land supply is provided in accordance with the housing distribution strategy used in the 2011 Harborough Core Strategy, which concentrates housing development in the urban areas. This reflects the generally more limited services available in rural settlements, and thus contributes to reducing journey lengths, especially by private car, and associated carbon emissions.

5.1.15 Policy H1 identifies the approximate number of homes to be provided in or adjoining each settlement in the settlement hierarchy. These homes will be provided on a range of sites, including on land specifically allocated for housing within the policy in the larger settlements. These specific sites are allocated in order to:

- provide certainty about the location of significant scale development (for local communities, infrastructure providers and developers);
- aid delivery of the individual sites; and
- ensure delivery of the overall strategy.

5.1.16 Each allocated site has been assessed through the SHLAA and identified as either deliverable within the first 5 years of the plan period or developable later within the plan period. The envisaged start date and duration of construction for each allocation (taking account of the extent of site preparation and upfront infrastructure provision required, together with expected overall annual delivery rates) is set out at Appendix G *Housing trajectory*. Each allocation is supported by a site-specific policy in Part C *Places and Sites*.

5.1.17 The scale of new housing to be provided in individual settlements reflects the roles of different places in the settlement hierarchy (see Policy SS1 *The spatial strategy*). These roles partly reflect the population size of the settlements and their location in respect of other settlements but also relate to the range of activities and services present and, in relation to primary schools, their ability to expand to accommodate the needs generated by new development. In selecting the scale of housing to be provided in each settlement, account has been taken of fundamental constraints on development, such as flood risk, and the supply of potential development sites in the Strategic Housing Land Availability Assessment (SHLAA). It also included further detailed consideration of villages where the Sustainability Appraisal (SA) of this Local Plan identified potential sensitivity, or where the SHLAA sites were considered to conflict with the criteria in Policy GD2 *Settlement development*. Each settlement figure is a residual figure (as at 31 March 2018), taking account of existing commitments and previous completions within the settlement. For this reason there are relatively few dwellings required to be found in Rural Centres, where a large number of planning applications have been recently approved. Some settlements have not been set a minimum housing requirement under Policy H1 because of the substantial number of completions and/or commitments that had already taken place by 31 March 2018 in proportion to the size of the settlement and the level of service provision. Policy GD2 allows for some flexibility in the provision of housing, but prevents a level of growth which could risk overwhelming local character and facilities or distorting the spatial strategy.

5.1.18 In order to provide choice in the housing market, provide a mix of sites and make sites available to small and medium size house builders, the Local Plan also makes provision for smaller housing sites. Provision of smaller sites will be made through: the delivery of existing small site commitments; 'windfall' sites (as defined in the NPPF glossary) and small sites identified in the SHLAA that accord with policies GD2 *Settlement development* and GD4 *New housing in the countryside*; and housing allocations in neighbourhood plans. Information on the current status of neighbourhood plans can be found on the Council's website.

5.1.19 The forecast for windfall delivery takes account of past rates of delivery, in accordance with NPPF, paragraph 70. The forecast excludes:

- residential gardens;
- sites identified in the Strategic Housing Land Availability Assessment (SHLAA); and
- sites in rural centres and sustainable rural villages, delivery of which will contribute towards the provision for the settlement set out in Policy H1.

5.2 H1 Supporting information

Table B.2 Supporting Information: Policy H1

| | |
|---|---|
| What evidence has informed this policy? | Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA) 2017; Harborough Strategic Housing Land Availability Assessment (SHLAA), 2016; Windfall Analysis, September 2016; Magna Park Employment Growth Sensitivity Study, 2017; and 5 Year Housing Land Supply report, as at 31 March 2018 (August 2018). |
| Which Local Plan objectives will it meet? | 1 - Housing 3 - Location of development |
| How will it be implemented? | Through decisions on relevant planning applications in combination with Neighbourhood Plans where appropriate. |
| How will it be monitored? | Through the annual Authority Monitoring Report by assessing the extent to which dwellings granted planning permission compared with H1. |

H2 Affordable housing

1. 40% affordable housing will be required on housing sites:
 - a. of more than 10 dwellings; or
 - b. with a combined gross floorspace of more than 1,000 square metres.
2. The tenure split for the affordable housing will be as follows:
 - a. about 75% affordable or socially rented; and
 - b. about 25% low cost home ownership products; or
 - c. a variation on the above mix which is shown to be justified by reference to the latest assessment of affordable housing need.
3. Where on-site provision is demonstrated to be impractical, off-site commuted sums of an equivalent value will be made in lieu of on-site provision.
4. Where small housing developments (of 10 or fewer dwellings or with a combined gross floorspace of 1,000 square metres or less) are proposed within five years of each other on sites that have a spatial relationship (such as a shared access or being located adjacent to each other), or on adjacent sites that are (or have been within the five year period) in the same ownership, affordable housing will be required where a cumulative total of more than 10 dwellings or a combined gross floorspace of more than 1,000 square metres is proposed.
5. Proposals which do not meet the above policy requirements will be acceptable where it is demonstrated to the Council's satisfaction that a different level or mix of affordable housing is required to make the development viable and the approach contributes towards creating mixed and balanced communities.

5.3 H2 Explanation

5.3.1 Affordable Housing is provided for sale or rent to those whose needs are not met by the market and includes social rented, affordable rented and low cost home ownership products. The National Planning Policy Framework (NPPF) (paragraph 61) requires local planning authorities to set policies to meet affordable housing need in order to help create sustainable, inclusive and mixed communities.

5.3.2 The number of affordable houses needed in the District has been calculated at 179 new affordable homes per annum from 2017 to 2031 (Affordable Housing Need Update, Appendix 1, Responses to the Inspector's Initial Questions Q1 – Q23, 2018). This figure includes an estimate of the backlog of households currently in need and a prediction of future need. Total need is compared with an estimate of future supply, to give a net figure for the number of affordable homes needed in the plan period.

5.3.3 Policy H2 requires housing developments to provide a minimum of 40% of the dwellings as affordable housing.

5.3.4 The threshold site size of more than 10 dwellings to provide affordable housing specified in Policy H2 is set by national policy and guidance.

5.3.5 The affordable housing requirement will be met in partnership with registered affordable housing providers, such as housing associations, to ensure the amount of affordable housing required to meet the requirement is delivered. The Council will support applications from registered providers, housebuilders and other relevant parties to Homes England for funding through its affordable homes programmes.

5.3.6 The required affordable housing tenure split reflects evidence of the relative need for different affordable housing products (HEDNA, Table 43). The relative requirements have been rounded for ease of implementation. The term 'intermediate housing' used in the HEDNA has been replaced in the policy with the broader range of products described as 'low cost home ownership products'. The tenure split set out in the policy conforms with national policy requirements for housing sites to deliver a minimum of 10% affordable home ownership units. However, Policy H2 allows for a different tenure split to be provided to reflect the latest evidence of need. Provision of a different tenure split would require agreement with the Council, following liaison with the relevant registered providers. The make-up of provision type within these tenures will be determined by the Council on a site-by-site basis according to the latest evidence of local need.

5.3.7 The Council is keen to ensure that affordable housing is delivered in circumstances where small housing sites are developed adjacent to each other, or have another spatial relationship such as a common access or where parts of a site are developed via separate planning applications within 5 years of each other. In these circumstances the Council will require provision of affordable housing commensurate with the cumulative total number of dwellings proposed on the sites to be developed.

5.3.8 Sites will be designed to help create mixed and balanced communities, to avoid an over-concentration of one particular form of housing. Where on-site provision is demonstrated to be impractical following consultation with registered affordable housing providers, the developer will provide a commuted sum to the Council at an equivalent value which recognises the need and cost of future land acquisition, in order to allow for the provision of affordable housing on a separate site.

5.3.9 The affordable housing requirements set out in Policy H2 have been assessed in terms of their potential impact upon the viability of individual housing developments. The Local Plan Viability Assessment, 2017 demonstrates that both the required percentage of affordable housing and the mix of tenures are viable across a range of housing developments in the District and for both the East of Lutterworth and Scraftoft North Strategic Development Areas.

5.3.10 However, should an applicant consider that an individual housing proposal is unable to meet these affordable housing requirements due to particular unusual circumstances, the applicant will be required to submit a viability assessment to the Council. In such cases

the Council will commission an independent review of the viability assessment, for which the applicant will bear the cost. This review should take account of the availability of public funding. Only where the independent review supports the conclusions of the applicant's viability assessment will a scheme which does not meet the affordable housing requirements be considered appropriate. In relation to sheltered housing, it is recognised that provision of affordable housing may be particularly difficult to achieve in relation to extra care schemes and other types of supported living schemes. In such circumstances, the policy will be implemented on a case by case basis, and the individual viability assessment and its review will be used to demonstrate an appropriate affordable housing requirement / commuted sum.

5.3.11 The Planning Practice Guidance enables the provision of starter homes on industrial and commercial land which is considered under-used or unviable. Applications for starter homes on such sites will be considered in the context of the need to retain key employment land for use by local businesses, as set out in Policy BE3 *Existing employment areas*. In addition, there will be consideration of whether the site is suitable for housing use, taking account of such considerations as its location in relation to retail and community services, and any impacts upon the amenity of the site in question arising from adjoining uses.

5.3.12 Policy H3 *Rural exception sites* includes requirements concerning the development of affordable housing in rural locations where particular provisions apply.

5.4 H2 Supporting information

Table B.3 Supporting Information: Policy H2

| | |
|---|--|
| What evidence has informed this policy? | Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA) 2017; Affordable Housing Need Update, Responses to the Inspector's Initial Questions Q1 – Q23; Appendix 1, 2018; and Local Plan Viability Assessment, 2017. |
| Which Local Plan objectives will it meet? | 1 - Housing |
| How will it be implemented? | Through securing starter homes and other affordable housing through decisions on relevant planning applications. |
| How will it be monitored? | This will be monitored through the annual Authority Monitoring Report, reporting on: <ol style="list-style-type: none"> 1. extent to which % of affordable housing secured on relevant sites complies with policy; 2. extent to which agreed tenure split on affordable housing complies with policy; and 3. whether any variation on the agreed tenure split was justified by reference to the latest assessment of housing need; or 4. whether any variation on the agreed tenure split was justified to make the development viable and contribute towards creating mixed |

| | |
|--|---|
| | and balanced communities; and 5. whether commuted sums were received towards affordable housing from small housing developments. |
|--|---|

H3 Rural exception sites

1. Development proposals for affordable housing on small sites in rural areas that would not normally be permitted for housing, will be approved as rural exception sites where:
 - a. the development would meet clearly evidenced local affordable housing need;
 - b. the housing remains affordable in perpetuity;
 - c. the site is proportionate in scale to, closely related to, and in safe and reasonable walking distance of a rural settlement; and
 - d. the development respects the character, form and appearance of the immediate vicinity and surrounding rural area.
2. Small numbers of market homes may be permitted on rural exception sites where they:
 - a. are essential to enable the delivery of affordable units;
 - b. meet an identified and proven element of local need, such as starter homes or units to enable 'downsizing'; and
 - c. constitute no more than 20% of the number of dwellings proposed, the exact percentage being determined by the viability of each scheme

5.5 H3 Explanation

5.5.1 The development of rural exception sites is an exceptional circumstance where affordable housing development may be permitted in the open countryside. 'Affordable housing' refers to a number of housing products as defined by the National Planning Policy Framework (NPPF), 2019. Rural exception sites will be considered as an exception to Policies SS1 *The spatial strategy*, GD2 *Settlement development*, GD4 *New housing in the countryside*, and H1 *Provision of new housing*. However, rural exception sites are still required to comply with all other policies of the Local Plan, together with the NPPF and national Planning Practice Guidance (PPG).

5.5.2 A local connection policy will be agreed per scheme between the relevant Housing Association and the Council. The Council will ensure that dwellings provided under Policy H3 meet local affordable housing needs through mechanisms such as lettings and ownership criteria with the following pattern:

- A property would usually be released to a household currently living in the Parish who needs an affordable dwelling. Such a household would usually have lived in the Parish for a minimum period of time (e.g. 9 out of the previous 12 months).
- If no one who lives in the Parish needs the affordable home, then any person with a strong local connection to the Parish would be considered. Strong local connections include a resident:
 - with immediate family living in the Parish;
 - who previously lived in the Parish;

- who works in the Parish; or
- who needs to move to the Parish to provide care or receive care.

5.5.3 In the event that a property cannot be released to a resident who meets the criteria as above, a cascade mechanism will be put in place to ensure that an affordable dwelling is not left empty. This will allow for the letting or sale of affordable dwellings delivered on rural exceptions sites to residents who live outside the Parish and will enable those in need of an affordable home who live in neighbouring parishes to be considered ahead of others in need elsewhere in the District.

5.5.4 All rural exception sites must remain as affordable housing for local people in perpetuity. This will be secured through a Section 106 legal agreement which is specific to the site concerned.

5.5.5 Where site or financial viability constraints indicate that cross-subsidy through an element of market housing provision may be necessary, the need for this must be justified to the Council. This should include an economic viability assessment to demonstrate the economic need for inclusion of market housing and clear evidence of local need for the types of market housing proposed. The Council will need to be satisfied that there are no other options available (e.g. funding from other sources). It must be evident from the proposal that the local affordable housing need is the focus of the proposal so market housing cross-subsidy should be no more than 20% of the overall scheme. This would enable a small scheme of four affordable units to progress based on cross-subsidy from a single market house.

5.6 H3 Supporting Information

Table B.4 Supporting Information: Policy H3

| | |
|---|--|
| What evidence has informed this policy? | Previous delivery of exception sites in Harborough; Parish housing need surveys. |
| Which Local Plan objectives will it meet? | 1 - Housing |
| How will it be implemented? | Through the identification of rural exception sites in partnership with parishes, decisions on relevant planning applications and delivery by housing associations. |
| How will it be monitored? | Through recording the progress of rural exception site permissions and development in the annual Authority Monitoring Report. Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

H4 Specialist housing

1. The provision of well-designed specialist forms of accommodation in appropriate locations will be supported, taking into account housing needs.
2. Specialist accommodation development will be:
 - a. permitted on sites within existing residential areas;
 - b. permitted where it is in accordance with Policy GD2;
 - c. sought as an integral part of all residential developments of over 100 dwellings at a rate of at least 10% of all dwellings proposed, where:
 - i. the site offers a suitable location for the provision of specialist housing; and
 - ii. provision of specialist housing would not have an adverse impact upon the deliverability and/or viability of the scheme.
3. Any proposal for specialist accommodation development should demonstrate that it:
 - a. is conveniently situated in relation to local retail and community services; and
 - b. has a design, layout and access suitable for occupation by the particular specialist group for whom it is intended.

5.7 H4 Explanation

5.7.1 Specialist housing refers to forms of sheltered or extra care accommodation where the occupiers receive care and assistance of some kind, but live in self-contained dwellings and have a degree of independence. It is included in the C3 Use Class – 'dwelling houses', rather than Use Class C2 - 'residential institutions', although some accommodation within C2 can be provided as part of the same development. On-site communal facilities may be provided and properties can be rented, owned or part owned/part rented.

5.7.2 The National Planning Policy Framework (NPPF) (paragraph 61) requires local planning authorities to plan for a mix of housing needs, including for older people and people with disabilities.

5.7.3 The District's need for specialist housing for older people to 2031 has been estimated to be 63 dwellings per annum or 1,267 dwellings over the plan period (Leicester and Leicestershire Housing and Employment Development Needs Assessment (HEDNA), 2017, Table 65).

5.7.4 The call for sites to be included in the Strategic Housing Land Availability Assessment (SHLAA) did not identify any specific specialist housing sites and the Council has very little land of its own that may be suitable. New provision often arises on previously unidentified / redevelopment sites. However specialist housing can also be appropriately located as part of a larger general purpose residential scheme and will be sought by the Council on sites delivering more than 100 dwellings that offer a suitable location. Provision of at least 10% of units on sites of 100 or more dwellings would yield

approximately 280 specialist housing units throughout the plan period. In combination with the provision of specialist housing on dedicated sites, this requirement will make a significant contribution to meeting identified needs. This will be in addition to the 154 specialist unit completions since 2011 and the 217 units currently with planning permission.

5.7.5 Provision of the remaining approximately 600 units will be encouraged on suitably located windfall sites in accordance with the spatial strategy and Policy GD2. The provision of properties suitable for older people in the villages is also important, as many villages have even higher age profiles. Neighbourhood plans are well placed to identify local need and include provision in neighbourhood plan policies.

5.7.6 The design of specialist housing should include meeting the needs of those in wheelchairs. The requirements laid out in Building Regulations Part M4(2) Category 2 include wider doorways, step free access to bathroom facilities and wider parking spaces.

5.8 H4 Supporting information

Table B.5 Supporting Information: Policy H4

| | |
|---|--|
| What evidence has informed this policy? | Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017; and Leicestershire Adult Social Care: Accommodation Strategy for Older People 2016-2026. |
| Which Local Plan objectives will it meet? | 1 - Housing |
| How will it be implemented? | Through decisions on relevant planning applications for approved schemes implemented by private developers, registered providers and the District Council either as standalone schemes or in combination with other development. |
| How will it be monitored? | Through the annual housing land supply survey. It will also be monitored through the annual Authority Monitoring Report. |

H5 Housing density, mix and standards

1. New housing development will be permitted where it:
 - a. makes efficient use of land and, while respecting the character of the surrounding area, maximises the density on sites from where a full range of services and facilities is accessible by walking, cycling and public transport; and
 - b. is designed to meet higher water efficiency standards of 110 litres per person per day as prescribed in Building Regulations, Part G.
2. Major housing development should provide a mix of house types that is informed by up to date evidence of housing need.
3. Housing development on sites capable of providing 100 dwellings or more, should meet the accessible and adaptable standards in Building Regulations, Part M4(2) Category 2, in 4% of dwellings proposed.
4. Proposals for self-build and custom build housing will be supported in any location suitable for housing, including allocated sites, committed sites, windfall sites and sites which are in accordance with Policy GD2. Where there is clear evidence of demand, and where servicing and site arrangements can be made suitable and attractive for such homes, the Council will seek the provision of land for custom and self-build housing on housing allocations capable of providing 250 or more dwellings, as part of an appropriate mix of dwellings.

5.9 H5 Explanation

5.9.1 The density of a residential development is the amount of houses on a given area of land and is normally expressed in terms of the number of dwellings per hectare. Housing density should make efficient use of land whilst reflecting local circumstances.

5.9.2 The centres of Market Harborough and Lutterworth in particular have the highest concentrations of both public transport and access to other services. Higher residential densities close to these locations makes the best use of such sites, subject to appropriate design and layout. In more peripheral locations, lower density housing may be more appropriate. However, rather than applying rigid density standards, the appropriate density should be a result of good design and layout, in accordance with Policy GD8 *Good design in development* and informed by design reviews where appropriate.

5.9.3 The European Environment Agency defines water stress as occurring when the demand for water exceeds the available amount during a certain period or when poor quality restricts its use. The review of water resources in 2013 identified that the majority of the District is considered to be moderately water-stressed, but towards the east of the District there are areas that are seriously stressed. This means there is pressure on drinking water resources and implications for water quality, particularly in drought conditions.

5.9.4 Given the level of growth and the potential impacts of climate change it is vital that new developments limit their additional demand on water to reduce this pressure. Severn Trent has identified a risk to long term supply and demand in the strategic grid (covering Harborough District) from 2020. Developments designed to be more water efficient, through the installation of water efficient fittings and appliances, can help reduce water consumption, as can capturing and re-using rain water and grey water (i.e. waste water generated from households from streams without faecal contamination) on-site. Residential developments will be expected to meet the requirement in the Building Regulations, currently 110 litres per person per day, including five litres for external water use.

5.9.5 In establishing the appropriate mix of dwelling types, account should be taken of the range of accommodation types required in the local area. This is derived from an understanding of the size and characteristics of future households over the plan period and an appreciation of how well suited the existing dwelling stock is to meet those needs. New housing should complement the existing accommodation and provide the additional types of housing required. The prescribed mix of house types required in 'major development' schemes (see Appendix M *Glossary*) will be informed by the Leicester and Leicestershire Housing and Employment Development Needs Assessment (HEDNA), 2017 and other up to date evidence of need, including housing needs assessments, neighbourhood plans and local needs surveys.

5.9.6 There are optional Building Regulations standards that apply to housing which is intended for occupiers who require greater degrees of accessibility and adaptability. The HEDNA, 2017 has identified a growing unmet need for wheelchair accessible housing. Meeting this need would require a total of 440 homes over the plan period to be built to the accessible and adaptable standard as laid out in Building Regulations, Part M4(2): Category 2 - Accessible and adaptable dwellings. This has informed the requirement for 4% of homes on sites for over 100 homes to be built to the higher standard. The viability implications of this requirement have been fully tested through the Harborough Local Plan Viability Assessment. All bungalows are expected to conform to the higher standard. In assessing whether a site is subject to this criterion, a net density of 35 dwellings per hectare will be used.

5.9.7 Through recent legislation, regulations and advice in respect of self-build and custom build, the Government has made it clear that it wants more people to have the opportunity to build their own homes. As of 22 May 2017 the Council has 57 individual registrations for self build on the Council's self-build register. Relevant legislation (Self-build and Custom Housebuilding Act 2015) places a duty on the Council to have regard to this register in carrying out its planning function. The HEDNA anticipates most new delivery to be on small windfall sites but recognises that there is some potential, through policy, to encourage developers of larger schemes to provide plots for self-build. Policy H5 supports self-build and custom build housing in any location considered suitable for housing in accordance with the spatial strategy and the criteria set out in Policy GD2.

5.10 H5 Supporting information

Table B.6 Supporting Information: Policy H5

| | |
|---|--|
| What evidence has informed this policy? | Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA) 2017; Local Plan Viability Assessment, 2017; Harborough Self-Build Register; Water Stressed Areas- final classification, 2013, DEFRA; Water Resources Management Plan, 2014, Severn Trent Water. |
| Which Local Plan objectives will it meet? | 1 - Housing 3 - Housing density, mix and standards 9 - Design |
| How will it be implemented? | Through decisions on planning applications with appropriate standards enforced through Building Regulations. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

H6 Gypsy, Traveller and Travelling Showpeople accommodation

1. Provision will be made for a minimum of 5 Gypsy and Traveller permanent residential pitches, and 26 plots for Travelling Showpeople.
2. The following sites are allocated as Gypsy and Traveller sites:
 - a. Land at Spinney View Farm, Claybrooke Parva (3 pitches) as shown on the Policies Map;
 - b. Smithfields, Lutterworth Road, Dunton Bassett (additional 2 pitches within existing site boundary, as shown on the Policies Map);
 - c. Land at Boneham's Lane, Gilmorton (10 pitches) as shown on the Policies Map as a reserve site, to meet future accommodation needs due to either:
 - i. an increase in need of pitches arising from a change to the Planning Policy for Traveller Sites (PPTS) definition of Gypsies and Travellers; and/or
 - ii. sufficient evidence is provided that the identified 'unknown' Gypsy and Traveller population does meet the PPTS definition of Gypsies and Travellers;
 - d. all subject to the following criteria:
 - i. provision of a safe access;
 - ii. retention and improvement of all existing hedgerow boundaries;
 - iii. provision of adequate and appropriate additional landscape screening; and
 - iv. provision of a suitable drainage scheme.
3. The following site is allocated as a Travelling Showpeople site:
 - a. Land at Moorbarns Lane, Lutterworth (18 plots) as shown on the Policies Map; subject to the criteria 2d i-iv above.
4. Development for non Gypsy, Traveller and Travelling Showpeople uses will not be permitted on the above sites, or on existing permitted or lawful Gypsy, Traveller and Travelling Showpeople sites.
5. Development for new, and extensions/improvements to existing permitted or lawful, Gypsy and Traveller sites (including transit sites) will be permitted where:
 - a. the development is for residential use only;
 - b. the site is located within safe walking distance to a settlement and has access to a range of services including health and education provision;
 - c. the size reflects the scale of the nearest settlement, its local services and infrastructure;
 - d. there is suitable and safe highway access;
 - e. the development provides mitigation measures, such as adequate and appropriate landscape screening, to prevent adverse impacts on the character and appearance of the locality and on neighbouring uses;
 - f. the site conforms to current good practice design guidelines; and
 - g. the development does not put the health and safety of occupants at risk through:
 - i. unsafe access;

- ii. unacceptable noise levels or air quality from existing land uses;
 - iii. unacceptable levels of contaminated land; or
 - iv. flood risk.
6. Development for new, and extensions/improvements to existing permitted or lawful, Travelling Showpeople sites will be permitted subject to:
- a. the site meeting criteria 5b - 5g above;
 - b. any commercial use remaining ancillary;
 - c. any ancillary commercial activity, the movement of vehicles to and from the site and the maintenance of equipment on the site not creating unacceptable noise or visual disturbance for occupants of existing land uses within the surrounding area; and
 - d. additional traffic movements resulting from commercial uses not being considered detrimental to highway safety or resulting in the residual cumulative impact on the road network being severe.
7. Development of rural exception sites will be permitted for affordable Gypsy and Traveller accommodation subject to the site:
- a. providing affordable pitches in perpetuity; and
 - b. only accommodating households who are either current residents of the District or have an existing family or employment connection with the District.
8. Provision for Caravan and Boat dwellers will be permitted subject to the proposal meeting criteria 5a - 5g above.

5.11 H6 Explanation

5.11.1 Gypsies, Travellers and Travelling Showpeople have particular accommodation requirements. Showpeople need space to store and maintain their show ground equipment, especially over the winter months. All sites need to be located so that the occupiers can pursue their business interests and access services, whilst not conflicting with neighbouring land uses. This can lead to the need for sites to be near to employment sites and settlements and also in countryside locations due to the availability of suitable sites.

5.11.2 At March 2016 there were 82 residential pitches occupied by Gypsies and Travellers across Harborough District. In addition, there were 98 plots occupied by Travelling Showpeople households. The Gypsy and Traveller sites include well established sites at Greenacres, north of Market Harborough, and Mere Farm, Ullesthorpe, together with a publicly-owned site at Boneham's Lane, Gilmorton. Existing Travelling Showpeople provision is largely concentrated south of Lutterworth.

5.11.3 The Gypsy and Traveller Accommodation Assessment (GTAA), 2017 identified a need for 5 additional pitches, and 26 further Showpeople plots as shown in Table B.7 below.

5.11.4 A Gypsy and Traveller pitch is normally conditioned through a planning application to be for up to 2 caravans per pitch, of which no more than 1 will be a static caravan. A Travelling Showpeople plot is normally conditioned to be for up to 3 caravans per plot, of which no more than 1 will be a static caravan. Both of the above are based on planning merit, and are dependent upon the size of the pitch/plot proposed, together with the size of the wider site and location of the site. Travelling Showpeople sites have significantly larger plots than Gypsy and Traveller site pitches due to the additional space needed for the storage, maintenance and servicing of equipment, and therefore an additional caravan will not have the same visual impact as it would on a Gypsy and Traveller site. Licenses are a legal requirement for all caravan sites, with licenses required to be obtained from the Council's Environmental Health Team prior to occupation of sites, and for Travelling Showpeople sites a Showman Guild license will also be required.

Table B.7 Gypsy, Traveller and Travelling Showpeople requirements 2016-2031

| | April 2016 - March 2021 | April 2021 - March 2026 | April 2026 - March 2031 | Total |
|-----------------------------|----------------------------|----------------------------|----------------------------|-------|
| Gypsy and Traveller pitches | 3 | 1 | 1 | 5 |
| Travelling Showpeople plots | 19 | 3 | 4 | 26 |

5.11.5 The GTAA, 2017 identifies Gypsy, Traveller and Travelling Showpeople need in accordance with the definitions of the Government's Planning Policy for Traveller Sites (PPTS), 2015. Policy H6 meets the identified needs of Travellers who accord with the definition through site allocations and a criteria-based enabling policy.

5.11.6 For those that **do not** meet the definition of the PPTS, 2015, the policy sets out criteria to be applied for the provision of additional sites to meet the needs of those who do not meet the definition, in accordance with the 2016 draft Communities and Local Government guidance 'Housing Need for Caravan and Boat Dwellers'. This draft guidance is concerned with all those who have a need to live in a caravan or houseboat whatever their race or origin, but do not meet the 2015 PPTS definition through not leading a nomadic way of life. It includes, but is not restricted to:

- Bargees;
- Romany Gypsies;
- Irish and Scottish Travellers;
- New-age Travellers; and
- Travelling Showpeople.

5.11.7 In addition to identifying those who do not meet the PPTS, 2015 definition, the GTAA, 2017 identifies a need arising from 'unknown' Gypsies and Travellers and Travelling Showpeople. The unknown need arises from sites where existing occupants were not able to be interviewed as part of the GTAA fieldwork. The needs of these households are recognised by the GTAA as there is likely to be future household formation from those that meet the PPTS definition. For unknown Gypsies, Travellers and Travelling Showpeople,

the GTAA uses a national approximation of 10% of households meeting the PPTS definition, and applies an annual growth rate of 1.5%. Both the need for currently unknown Gypsies, Travellers and Travelling Showpeople together with those that do not meet the PPTS definition are shown in Table B.8 below.

Table B.8 Unknown and non-definition Gypsy, Traveller and Travelling Showpeople need 2016-2031

| | April 2016 - March 2021 | April 2021 - March 2026 | April 2026 - March 2031 | Total |
|--|----------------------------|----------------------------|----------------------------|-----------|
| Unknowns | | | | |
| Gypsy and Traveller pitches | 4 | 4 | 5 | 13 |
| Travelling Showpeople plots | 3 | 1 | 1 | 5 |
| Do not meet the PPTS definition | | | | |
| Gypsy and Traveller pitches | 18 | 3 | 3 | 24 |
| Travelling Showpeople plots | 1 | 1 | 1 | 3 |

5.11.8 Given the itinerant nature of Gypsies, Travellers and Travelling Showpeople, it is important to take account of any cross boundary considerations with neighbouring authorities, including outside of the County, as part of the Duty to Cooperate. The outcome of discussions between the relevant authorities is that it has been agreed that the Harborough District is able to meet its own needs in full with no dependence on neighbouring areas.

5.11.9 The Council has undertaken a Gypsy, Traveller and Travelling Showpeople Site Identification Study (GTTSIS), 2017 assessing all sites for Gypsy, Traveller and Travelling Showpeople provision. The results of this work have provided the list of deliverable sites, whilst also providing updated guidance in relation to best practice regarding site accommodation and layout.

5.11.10 Deliverable sites are identified as allocations and are expected to help meet need for Gypsy and Traveller sites within the first 5 years of the plan period, with a further site at Boneham's Lane, Gilmorton to be identified to assist in meeting future needs. The existing site at Boneham's Lane, together with the extension site adjacent to the north east are in public ownership, with the existing site owned and managed by Leicestershire County Council.

5.11.11 The GTTSIS did not manage to identify any sites for Travelling Showpeople despite extensive calls for sites and through assessing existing sites for potential expansion. A deliverable site at Moorbarns Lane, Lutterworth has been identified to help meet Travelling Showpeople needs. The site has a lapsed planning consent for 18 Showpeople plots, and is considered to be deliverable within the first 5 years of the plan period. In addition, a further site of 7 plots as an expansion to an existing site in Lutterworth will also count towards the identified need. Further provision is expected to be achieved through the criteria-based enabling policy.

5.11.12 In addition to meeting Policy H6 criteria 2 and 4, all Gypsy, Traveller and Travelling Showpeople sites that come forward through the allocations and enabling policy will be subject to relevant planning application considerations, including the need for relevant ecology surveys.

5.12 H6 Supporting information

Table B.9 Supporting Information: Policy H6

| | |
|---|--|
| What evidence has informed this policy? | The Leicester and Leicestershire Gypsy and Traveller Accommodation Assessment, May 2017; and Gypsy and Traveller and Travelling Showpeople Site Identification Study, July 2017. |
| Which Local Plan objectives will it meet? | 1 - Housing 3 - Location of development |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Through the annual Authority Monitoring Report updating:- 1. the extent to which planning permissions granted for:- - Gypsy and Traveller permanent residential pitches; and - plots for Travelling Showpeople meet the identified requirements during the plan period; and 2. the supply of specific deliverable sites sufficient to provide 5 years' worth against:- - the locally set pitch targets for Gypsies and Travellers; and - the locally set plot targets for Travelling Showpeople. |

6 Business and employment

BE1 Provision of new business development

1. Scale and Distribution

In addition to the delivery of existing commitments, a minimum of 59 hectares for office B1(a) and (b), industrial B1(c) and B2, and storage and distribution B8 will be provided in the following locations:

- a. at Market Harborough, a minimum of 24 hectares including the following allocations:
 - i. Land at Airfield Farm (North West Market Harborough SDA) - approximately 13 hectares in accordance with Policy MH4.
 - ii. Airfield Business Park, Leicester Road - approximately 6 hectares in accordance with Policy MH5;
 - iii. Compass Point Business Park, Northampton Road - approximately 5 hectares in accordance with Policy MH6;
- b. at Lutterworth, a minimum of 26 hectares including the following allocations:
 - i. about 10 hectares of business use within Use Class Orders B1 and B2 as part of the East of Lutterworth Strategic Development Area (SDA) in accordance with Policy L1;
 - ii. 13 hectares of storage and distribution within Use Class Orders B8 on land to the south of the A4304 as part of the East of Lutterworth SDA, in accordance with Policy L1;
 - iii. Land south of Lutterworth Road/Coventry Road - about 3 hectares in accordance with Policy L2.
- c. Land off Marlborough Drive, Fleckney - about 3 hectares in accordance with Policy F2.
- d. Land south and west of Priory Business Park, The Kibworths - about 6 hectares in accordance with Policy K1.

2. Rural Economic Development

On sites within or well related to Rural Centres and Selected Rural Villages, sustainable development which delivers local employment opportunities, supports and diversifies the rural economy or enables the expansion of business and enterprise will be permitted where it:

- a. re-uses existing buildings; or
- b. re-develops existing and former employment sites and commercial premises; or
- c. comprises well designed new buildings of a size and quality to cater for identified local needs; and
- d. is equipped to meet modern business requirements.

6.1 BE1 Explanation

6.1.1 Policy BE1 relates to the following as set out in the Town and Country (Use Classes) Order 1987 (as amended):

- B1a - Offices
- B1b - Research and development
- B1c - Light industry
- B2 - General industry
- B8 - Storage and distribution, where for the purposes of this plan units below 9,000sq.m gross are considered non-strategic and units in excess of 9,000sq.m gross are considered strategic.

6.1.2 A key function of the Local Plan is to provide the framework within which the economic objective of promoting sustainable economic growth and increasing prosperity for residents can be achieved. Paragraphs 80-82 of the National Planning Policy Framework (NPPF) require local planning authorities to help achieve economic growth, by planning pro-actively to ensure sufficient land for employment is provided to meet identified needs.

6.1.3 The Local Plan complements Harborough's Economic Development Strategy 'Harnessing Harborough District 2018/2023 (2018)'. This outlines the Council's commitment to improving the economic prosperity of the District so residents, businesses and visitors are able to thrive. The strategy sets out economic aspirations, with key priorities around:

- physical and digital infrastructure;
- promoting Harborough/strategic championing;
- inward investment;
- promoting and bringing forward sites for development;
- town centres, tourism and culture;
- business support and engagement; and
- skills and learning.

6.1.4 The Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA), 2017 calculates future need in accordance with the National Planning Practice Guidance (PPG). In considering future employment land need its approach draws together a number of strands of analysis including labour demand and trend based forecasts. The HEDNA interrogated the economic growth potential of the Leicester and Leicestershire Functional Economic Market Area (FEMA), the area's economic structure and past performance. It also assessed baseline forecasts and overlaid economic drivers and planned investment to derive a planned growth scenario.

6.1.5 The planned growth scenario sees both enhanced employment growth and productivity improvements to 2031. Employment growth is expected across a range of sectors, with Professional, Scientific and Technical and Administrative and support services expected to see the highest absolute increases for the FEMA. These sectors in particular are expected to drive demand for office floorspace.

6.1.6 Employment growth of 9,500 jobs is expected for Harborough District (2011-31) representing a percentage growth per annum which exceeds that expected across the FEMA, region and UK. The HEDNA translates job forecasts for the planned growth scenario into forecasts of employment land need by relating sectors to B class uses, and using jobs to floorspace and floorspace to land area ratios. Set alongside this, the assessment runs projections of need based on past completions for B1, B2 and non-strategic B8 use, and uses demand forecasts for strategic B8 based on the Leicester & Leicestershire Strategic Distribution Study: Update, 2016. The strategic distribution sector is addressed separately and more fully in Policy BE2 *Strategic distribution*.

6.1.7 The identified gross need for B Class employment land in Harborough District, excluding strategic distribution (B8 use in units over 9,000sq.m. gross floorspace), is a minimum of 51 hectares between 2011 and 2031 (HEDNA, Table 83), as shown in Table B.10 below.

Table B.10 Gross Land Requirements by Use Class 2011-2031 (Hectares)

| B1a/b (Office) | B1c/B2 (Industrial) | Non-strategic B8 (Storage /Distribution in units <9,000sq.m) | Total |
|-----------------------|----------------------------|--|----------------|
| Range 14 to 21 | 22 | 8 | Range 44 to 51 |

6.1.8 In order to ensure delivery of sufficient land to meet the requirement for employment, Policy BE1 takes the HEDNA future need for different B class uses and factors in the supply side. BE1 therefore provides for a minimum of 59 hectares of employment land. This is more than the minimum 51 hectares of gross need, identified by the HEDNA (using the upper end of the range identified for office use). The additional supply provides for flexibility in order to: strengthen Market Harborough's established role as the District's primary economic centre; achieve a balance between jobs and areas of housing provision; provide for a sustainable distribution of sites; and off-set potential future losses of existing employment sites. This includes the need to replace poorer quality existing employment floorspace which is expected to be lost during the plan period. Further allowance is made for economic aspirations, reflecting the ambition of the emerging Harborough EDS, 2017, the LLEP Strategic Economic Plan (SEP), 2015 and sector growth plans, and taking account of local circumstances affecting the supply or employment-generating potential of employment land including:

- the objective to reduce out-commuting for work;
- provision of greater short term supply and choice in the local market;

- potential non-delivery of committed employment sites due to specific circumstances or economic factors; and
- employment sites gaining permission but not delivering in a timely manner or at the density anticipated.

6.1.9 Since the start of the plan period (1 April 2011) a net total of 18.3 hectares has been built or committed for B1, B2, and non-strategic B8 uses through the granting of planning permission or through allocation in neighbourhood plans. This results in a residual requirement for a minimum of 32.7 hectares based on the upper end of the range for offices. As illustrated in Table B.11 below, the Plan allocates sites in excess of this minimum figure for the reasons outlined in para 6.1.8 above.

Table B.11 Sources of Employment Land Supply (Hectares) at 31 March 2018

| | Office B1a/b | Industrial B1c/B2 | Non-strategic B8 Storage / Distribution (units <9,000sq. m) | Total |
|--|-----------------|----------------------|---|-------------|
| Net Completions (already built, as at 31 March 2018) | 4.6 | 6.9 | -3.1 | 8.4 |
| Net Commitments (with planning permission or allocated through neighbourhood plans, as at 31 March 2018) | 3.9 | 3.0 | 3.0 | 9.9 |
| On allocated employment sites (Policy BE1) | 18.6 | 18.9 | 21.0 | 58.5 |
| Total employment land supply | 27.1 | 28.8 | 20.9 | 76.8 |

NB Totals may not add exactly due to rounding

6.1.10 Policy BE1 provides for a supply of employment land in accordance with the settlement hierarchy and strategic aims of Policy SS1 *The spatial strategy*. The preferred strategy is to focus development at Market Harborough and Lutterworth (particularly within the SDAs) as the District's main economic centres, and at Rural Centres all of which are well located, served by infrastructure and are accessible by sustainable modes of travel. In order to support the delivery of allocated sites in the District's main economic centres, outside these areas further employment delivery would only be supported in accordance with Policy BE1.2. Policy L1 allocates part of the East of Lutterworth SDA for B8 storage and distribution use in order to support the viability of the wider Strategic Development Area.

6.1.11 Policy BE1 identifies a minimum amount of land to be provided in or adjoining particular settlements, together with site allocations. These specific sites are allocated in order to:

- provide certainty about the location of significant scale development (for local resident and business communities, infrastructure providers and developers);
- aid delivery of the individual sites; and
- to ensure delivery of the overall strategy and the minimum requirement for employment land and different types of B class use.

6.1.12 The assessment of potential employment allocations considered the following factors:

- fundamental constraints on development (such as flood risk);
- their suitability, availability, and deliverability as evidenced by the Strategic Employment Land Availability Assessment (SELAA 2017);
- the Sustainability Appraisal; and
- the criteria in Policy GD2 *Settlement development*.

6.1.13 Each allocation is supported by a site specific policy in Part C of this Local Plan and is shown on the Policies Map. Several sites with the benefit of outline planning consent are identified as allocations, as should consent lapse for any reason they still need to be relied upon to meet the land requirement to 2031. These are not included in the Net Commitments figures in Table B.11 above. In addition further land for employment use may be allocated in neighbourhood plans and is expected to come forward for development through the usual development management process to supplement the planned provision in Policy BE1.

6.1.14 Some of the sites allocated are new undeveloped sites, whilst others are partially developed and were allocations in the previously adopted Harborough District Local Plan 2001. The site areas stated in Policy BE1 relate to the land area that remains available for development.

6.1.15 The site capacity (in terms of floorspace) of each allocation is based on its most likely B Class use/s and plot densities as set out in the HEDNA, unless the characteristics of the site and/or its location suit a higher or lower density. The Council encourages development proposals that provide a variety of unit sizes ranging from approximately 50 - 500sq.m. to cater for the requirements of both starter businesses and expanding or relocating companies.

6.2 BE1 Supporting Information

Table B.12 Supporting Information: Policy BE1

| | |
|--|--|
| <p>What evidence has informed this policy?</p> | <p>Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017; Harborough Strategic Employment Land Availability Assessment Update (SELAA), 2017; HDC Existing Employment Area Review (EEAR), 2012;</p> |
|--|--|

| | |
|---|--|
| | <p>Harnessing Harborough District 2018/2023, (2018); Leicester and Leicestershire Strategic Distribution Sector Study (L&L SDSS), 2014; Leicester and Leicestershire Strategic Distribution Study: Update and Refresh of Outputs and Conclusions (L&L SDSS Update), 2016; Leicester and Leicestershire Strategic Economic Plan (SEP) (2014-2020), 2015; and Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016.</p> |
| Which Local Plan objectives will it meet? | 2 - Employment |
| How will it be implemented? | Through decisions on relevant planning applications plus any associated improvement schemes. |
| How will it be monitored? | <p>This will be monitored through the annual Authority Monitoring Report outlining the extent to which planning permission has been granted for:-</p> <ol style="list-style-type: none"> 1. B1/B2/non-strategic B8 uses on:- - 6 ha. of land at Airfield Business Park, Leicester Road, Market Harborough; - 13 ha. of land at Airfield Farm, Market Harborough; 2. B1 uses on 5 ha. of land at Compass Point Business Park, Northampton Road, Market Harborough; 3. B1/B2 uses on 10 ha. in an SDA on land east of Lutterworth; 4. B8 uses on 13 ha. in an SDA on land east of Lutterworth; 5. B1 uses on 3 ha. of land south of Coventry Road/Lutterworth Road, Lutterworth; 6. B1(c)/B2 uses on 1.5 ha. and non-strategic B8 uses on 1.5 ha. of land off Marlborough Drive, Fleckney; and 7. B1/ B2 uses on 6ha of land south and west of Priory Business Park, The Kibworths. |

BE2 Strategic distribution

1. Magna Park and adjoining committed or allocated sites, as identified on the Policies Map, are safeguarded for strategic storage and distribution (Class B8). Proposals for redevelopment at the existing, committed or allocated sites will be permitted where:
 - a. each unit has at least 9,000 sq.m. gross floorspace; and
 - b. any new building or the change of use of an existing building(s) is for Class B8 and ancillary use only; or
 - c. the proposal for any non-strategic storage and distribution use is small-scale, proportionate in scale to the strategic storage and distribution use and ancillary to the use of individual plots or beneficial to the functioning of the area as a strategic storage and distribution park.
2. Additional development of up to 700,000 sq.m. for non rail-served strategic storage and distribution (Class B8) use will be provided in the District. Additional development should form an extension of, or be on a site adjoining, Magna Park in the following locations:
 - a. 380,000 sq.m already committed on two sites, as shown on the Policies Map; and
 - b. 320,000 sq.m on land North and West of Magna Park, in accordance with Policy BE2.3 below.
3. Land to the North and West of Magna Park, as identified on the Policies Map, is allocated for 320,000 sq.m of strategic storage and distribution (Class B8) floorspace. This development will be guided by a master plan and form an extension to Magna Park that enhances the high quality commercial environment as far as possible. The development will mitigate adverse impacts and deliver net environmental, social and economic gains where possible. Proposals that comply with other relevant policies and meet the following will be permitted:
 - a. each unit has at least 9,000 sq.m gross floorspace;
 - b. proposals for any non-strategic storage and distribution use are small-scale, proportionate in scale to the strategic storage and distribution use and ancillary to the use of individual plots or beneficial to the functioning of the site as a strategic storage and distribution park;
 - c. heritage assets and their settings are protected and where possible enhanced, including Bittesby Deserted Mediaeval Village (DMV) which is a Scheduled Monument and non-designated heritage assets including Bittesby House which forms part of the setting of the DMV. Any planning application will be informed by a heritage impact assessment, which forms the basis for approaches to design, scale and layout of development. Green space, such as a community park, is to be provided to protect the setting of the DMV;
 - d. the layout and design is informed by a landscape visual impact assessment to minimise the impact on the character of the immediate and wider landscape;

- e. impacts on the highway are mitigated through:
 - i. junction improvements to the Whittle Roundabout (A4303/A426);
 - ii. junction improvements to the Gibbet Hill Roundabout (A426/A5);
 - iii. an extension to the dual carriageway of the A5;
 - iv. improvements to public transport services, including serving the development at shift changeover times of 6am, 2pm and 10pm;
 - v. provision of a Travel Plan, to incorporate measures and targets for reducing single car occupancy use;
 - vi. provision of HGV parking facilities, including overnight lorry parking facilities; and
 - vii. footpath and cycle provision, linking the development with the existing Magna Park, and the wider footpath and cycle network.
- f. impacts on Lutterworth Air Quality Monitoring Area are minimised and an HGV routing agreement (to include a monitoring and enforcement scheme) is to be submitted to and approved by the Local Planning Authority;
- g. impacts of construction on air quality through dust and other emissions are mitigated and a dust management plan is to be submitted to and approved by the Local Planning Authority;
- h. impacts on nature conservation are mitigated and a Biodiversity Management Plan (specifying the mitigation requirements) is to be submitted to and approved by the Local Planning Authority;
- i. impacts of construction and operation on noise and vibration are mitigated and a Construction Environmental Management Plan is to be submitted to and approved by the Local Planning Authority;
- j. impacts on hydrology and flood risk, during both the construction and operational phases, are mitigated in accordance with Policies CC3 and CC4 and to the satisfaction of the Environment Agency and the Lead Local Flood Authority;
- k. impacts of construction and future operation on sources of contamination are mitigated and a Risk Based Land Contamination Assessment is to be submitted to and approved by the Local Planning Authority;
- l. provision of a suitable lighting scheme to minimise light pollution from the development;
- m. employment opportunities for local residents are increased, including training and apprenticeships, and opportunities for local businesses are improved through a Construction Job and Business Employment Strategy, to be submitted to and approved by the Local Planning Authority; and
- n. the development, including 24 hour operations, does not have an unacceptable impact on the immediate and wider surrounding area.

6.3 BE2 Explanation

6.3.1 The NPPF 2019 requires planning policies to recognise and address specific locational requirements of different sectors, including provision for storage and distribution operations at a variety of scales and in suitably accessible locations. Policy BE2 therefore sets out the amount of additional development that should be provided, directs development towards sites adjoining Magna Park that best meet the locational requirements of the sector, and allocates a site in this location which can provide strategic distribution operations at a variety of scales.

6.3.2 This policy contributes towards meeting the requirement for land to support the strategic distribution sector, specifically non rail-served provision. It does so without compromising the overall objective of sustainable development and the protection of the quality and diversity of the District's natural and historic environment.

6.3.3 The need for further strategic distribution facilities was identified in the Leicester and Leicestershire Strategic Distribution Sector Study (L&L SDSS) 2014, which was updated in 2016. The study considered all existing and planned sites within Leicestershire and the East Midlands. These were as follows:

- East Midlands Distribution Centre, Castle Donnington, Leicestershire.
- East Midlands Gateway, Lockington, Leicestershire.
- East Midlands Intermodal Park, Etwell, Derbyshire.
- Daventry International Rail Freight Terminal (DIRFT) Phase 3, Lilbourne, Northamptonshire.
- South Northants, Milton Malsor, Northamptonshire.
- Corby Eurohub, Corby, Northamptonshire.
- Corby International Rail Freight Terminal, Corby, Northamptonshire.

6.3.4 The sector and industry is global in its nature and economic drivers and cross-boundary in its effects. The study identified minimum gross land requirements for strategic B8 development across the HMA, including provision for non rail-served sites of 152 hectares by 2031.

6.3.5 Harborough District has been a focus of strategic distribution since Magna Park was developed in the early 1990s. Magna Park is a 223 hectare strategic warehousing and distribution park located to the west of Lutterworth. It is located in an area of land bounded by the M1, M6, and M69 motorways; known as the 'Golden Triangle' for its logistically favourable location.

6.3.6 Magna Park is the largest single employment centre in the District in terms of land and the number of jobs. It is significant in economic terms at a district and sub-regional level and as a nationally recognised distribution centre. The site is occupied by blue chip multi-national companies who operate their national and regional distribution centres from there.

6.3.7 Magna Park is a first generation specialist distribution park, which meets the criteria for a commercially attractive strategic distribution site and will serve the needs of a modern logistics and distribution industry throughout the plan period. Policy BE2.1 therefore maintains and safeguards the existing Magna Park as a leading regional and national distribution hub by limiting future development to Class B8 uses only with a minimum floorspace of 9,000 sq.m (this part of the policy will also apply to the committed and allocated sites once they have been developed). Plots should be re-developed for new strategic distribution buildings once existing units have become either physically or functionally obsolete.

6.3.8 The M1 corridor in Harborough District is a key area of opportunity for Leicester and Leicestershire as identified in the L&L SDSS Update, 2016 and is of regional and national significance to the strategic distribution sector. The forecasts of land in the SDSS are minimum levels of provision and there is a strong case that Harborough should continue to make a substantial contribution to long term non-rail served strategic warehouse, logistics and distribution development in Leicester and Leicestershire. There is a need to meet the further requirements for non rail-served B8 strategic distribution by supporting additional development at Magna Park to help maintain and expand the established competitive advantage which Leicester and Leicestershire has in accommodating the sector.

6.3.9 Additional development of 380,000 sq.m is already committed through two planning permissions (as shown on the proposals map) in the Magna Park area which can help deliver this objective (planning application references 15/00919/FUL and 15/00865/OUT). Policy BE2 therefore allocates land to accommodate an additional 320,000 sq.m of strategic distribution floorspace on a site North and West of Magna Park meeting the 700,000 sq.m limit when added to these commitments. The limit on the amount of development to be permitted in the District balances the strategic distribution floorspace with the capacity of the housing provision. Development above this amount would impact upon the distribution of housing in the wider area.

6.3.10 This figure is based on the Magna Park Employment Growth Sensitivity Study 2017, as already described in paragraph 5.1.4. This looked at the jobs growth associated with three floorspace scenarios for strategic distribution (100,000 sq.m., 400,000 sq. m. and 700,000 sq.m.) and at three levels of 'self-containment' of the workforce (19% commuting within Harborough District as in the 2011 census, 25% and 35%) . It concluded that the highest growth scenario, accompanied by a 25% self-containment target, could be accommodated within the flexibility in housing numbers already being allowed for in the Local Plan and that there would only be a very small increase in housing requirement in two other local authorities (Daventry and Oadby and Wigston), both of which are within the margin of error for the study.

6.3.11 In combination with other plan policies, including but not limited to the General Development, Infrastructure, and Climate Change policies, BE2 seeks to minimise and

mitigate the environmental, community and landscape impacts of strategic distribution development and improve local economic benefits - by achieving the highest possible standards of design, environmental sustainability and performance in operation.

6.3.12 An Environmental Impact Assessment for additional development will be required to address impacts for the immediate locality and wider surrounding area, the scope of which is to be agreed with the Council at the outset. Development proposals are likely to have significant job creation potential and will be expected prepare an Employment and Training Strategy to demonstrate how the employment and training requirements will be addressed and supported, in addition to meeting the requirements of Policy IN2 *Sustainable Transport*. This will be agreed by the Council and secured via planning obligation.

6.4 BE2 Supporting information

Table B.13 Supporting Information: Policy BE2

| | |
|---|--|
| What evidence has informed this policy? | Harborough Strategic Employment Land Availability Assessment Update (SELAA), 2017; Leicester and Leicestershire Strategic Distribution Sector Study (L&L SDSS), 2014; Leicester and Leicestershire Strategic Distribution Study: Update and Refresh of Outputs and Conclusions (L&L SDSS Update), 2016; Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017; LLEP Logistics & Distribution Sector Growth Plan, June 2015; Magna Park Employment Growth Sensitivity Study, 2017; Evaluation of Need, Demand and Impact, 2018; Proposed Allocation – Site Identification and Selection, 2018; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Lutterworth East SDA Junctions Operational Assessment, 2016; Lutterworth East Strategic Transport Assessment, 2016; and Lutterworth East Strategic Transport Assessment 2017 Update, 2017 |
| Which Local Plan objectives will it meet? | 2 - Employment |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. The extent to which proposals granted planning permission contribute toward the delivery of 700,000sq.m. of additional development. |

BE3 Existing employment areas

1. In Key Employment Areas, as identified on the Policies Map, development will only be permitted where it:
 - a. is for business use (Use Classes B1, B2, B8); or
 - b. is for small-scale uses providing services to support the business use; and
 - c. would not be detrimental to the quality and attractiveness of the Key Employment Area.
2. In General Employment Areas, as identified on the Policies Map, development will be permitted where it:
 - a. is for business use (Use Classes B1, B2, B8) or non-B class economic development uses subject to Policy RT2; or
 - b. is for small scale uses providing services to support the business or non-B class economic development use; and
 - c. would not prejudice the wider redevelopment or regeneration of the area;
 - d. would not result in any significant loss in employment;
 - e. would, where possible, enhance the quality and attractiveness of the General Employment Area; and
 - f. would not, alone or cumulatively, result in the General Employment Area ceasing to be predominantly in B class use.
3. Development of starter homes on industrial and commercial land that is considered under-used or unviable for future commercial uses and suitable for housing will be permitted providing that:
 - a. any such provision does not prejudice the use of other well-used or viable employment land or premises; and
 - b. the development would not result in unsatisfactory residential amenity for future residents.

6.5 BE3 Explanation

6.5.1 Policy BE3 supports the provision of new jobs in the District to 2031 by guiding the type of development that will be permitted in existing employment areas. It reflects the National Planning Policy Framework (NPPF) by planning to meet the development needs of business and supporting sustainable economic growth.

6.5.2 Harborough District contains a wide variety of established employment areas in a range of locations which provide a diverse stock of commercial buildings in terms of size, type, quality and condition. These areas play a significant role in the local economy and provide job opportunities that already help to meet local employment needs. The Leicester and Leicestershire Housing and Employment Development Needs Assessment (HEDNA), 2017 forecasts the demand for employment land and floorspace over the plan period, but

does not take account of the quality of existing stock or demand arising from its renewal. Protecting identified employment areas and encouraging their renewal, where appropriate, therefore reduces the need for new employment allocations.

6.5.3 Protecting employment areas that are both suitable and viable for continued employment use is also important to help prevent the incremental loss of land to other more valuable or profitable land uses and to support economic growth. It also helps to promote a sustainable pattern of employment across the District and maintain the vitality of Rural Centres, particularly where an existing employment area is the last or only one in a settlement.

6.5.4 The HDC Existing Employment Areas Review (EEAR), 2012 assessed the District's main existing employment areas against a comprehensive set of criteria and categorised them as follows:

- Key Employment Areas (KEA) – sites of significance for existing and future business use;
- General Employment Areas (GEA) – sites generally fit for purpose for business use but may benefit from upgrade or renewal; and
- Lower Quality Employment Areas – sites that do not warrant retention for business use.

6.5.5 KEAs are therefore protected for continued business use. GEAs remain important but, in order to continue to be attractive to the market and achieve high levels of occupancy, may benefit from:

- physical enhancement;
- improvement through intensification; or
- redevelopment for business or other economic development uses.

6.5.6 Economic development provides job opportunities, generates wealth or an economic output or product. The types of non B Class economic development uses that may be considered appropriate within GEAs under this policy include certain C and D class uses (e.g. education and training facilities, childcare facilities) and certain sui generis uses that have characteristics similar to B1, B2 and B8 class uses. Proposals for trade counters, bulky goods retail, hotel and leisure facilities, together with proposals for Use Class B1a and other main town centre uses, will be considered on a case by case basis with regard to the scale and nature of the operation and its potential retail, town centre and transport impacts, including assessment under Policy RT2 *Town and local centres*.

6.5.7 Proposals for development within KEAs and GEAs, other than for B class uses, must be supported by sufficient information to determine their economic implications and impact. These areas function better if they remain only or predominantly in B class use as this reinforces commercial investment confidence, facilitates trading between like businesses and avoids conflicting activities. Policy BE3 provides a framework within which business investment decisions can be made.

6.5.8 Those areas identified as KEA and GEA, as shown on the Policies Map, are listed in Table B.14 below. They will be subject to periodic review. Once employment allocations identified in Policy BE1 *Provision of new business development* are fully developed they will be deemed to be KEAs.

Table B.14 Key and General Employment Areas

| Key Employment Areas | General Employment Areas |
|---|--|
| Market Harborough | Market Harborough |
| The Point Business Park, Rockingham Road | Welland Industrial Estate, Rockingham Road |
| Bowden Business Village, off Leicester Road | Euro Business Park, Rockingham Road |
| Riverside End Industrial Estate, Riverside | The Shires, Euro Business Park, Rockingham Road |
| Compass Point Business Park, Northampton Road | Riverside Industrial Estate, Rockingham Road |
| Airfield Business Park, Leicester Road | Rockingham Road Industrial Estate, Rockingham Road |
| Peaker Park, Rockingham Road | Sovereign Park, Lathkill Street |
| | Courtyard Workshops, Bath Street |
| | Fernie Road Industrial Estate, Fernie Road |
| | Fosters Foods, Great Bowden Road |
| | Farndon Road Business Centre, Farndon Road |
| | Saw Mill, Gores Lane |
| Lutterworth | Lutterworth |
| St John's Business Park, off Rugby Road | Wycliffe Industrial Estate, Leicester Road |
| Bilton Way Industrial Estate, Leicester Road | Semelab, Coventry Road |
| Midland Court, off Leicester Road | Elizabethan Way, off Leicester Road |
| Cosford Business Park, off Central Way | Oaks Industrial Estate, Gilmorton Road |
| | Ladywood Works, off Leicester Road |
| Broughton Astley | Off Leicester Road (Lutterworth Coaches/ Travis Perkins area) |
| Swannington Road/ Stanier Road Industrial Estate | Land at Gilmorton Road |
| Rural Centres | Rural Centres |
| Nursery Court and Milestone Court, Kibworth Business Park, south of Harborough Road, Kibworth Harcourt. | The Hatchery, Harborough Road, Kibworth Harcourt. |
| Churchill Way Industrial Estate, Fleckney. | Victoria Works, Saddington Road, Fleckney. |
| | Agricultural Barns, Gliding Club, Sibbertoft Road, Husbands Bosworth |

6.5.9 Outside KEAs and GEAs, employment land does not warrant protection and its release for alternative uses will be considered flexibly and in accordance with the general development policies of this plan.

6.6 BE3 Supporting Information

Table B.15 Supporting Information: Policy BE3

| | |
|---|--|
| What evidence has informed this policy? | HDC Existing Employment Areas Review (EEAR) 2012; and Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. |
| Which Local Plan objectives will it meet? | 2 - Employment |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. The AMR will also monitor:- 1. the amount of industrial and commercial land lost to starter homes; and 2. the number of starter homes granted planning permission on industrial and commercial land. |

BE4 Bruntingthorpe Proving Ground

1. Within the area of Bruntingthorpe Proving Ground as defined on the Policies Map, development will be permitted where:
 - a. the proposed use is for an authorised use, including the proving and testing of motor vehicles, vehicle storage, the aircraft museum and related tourism activity, car auctions, and aircraft recycling, maintenance and storage; or
 - b. it is associated with the operation of the site by vehicles for corporate entertainment, in accordance with the 2009 unilateral undertaking and under the terms of the associated Operational Plan.
 - c. it will conform with the controls set out in the noise limits of the Operational Plan, and noise monitoring system set out in the Noise Management Plan and the 2009 unilateral undertaking;
 - d. the design, materials, massing and bulk of new development would have no unacceptable impact on the character and appearance of the area;
 - e. the development would be assimilated into the landscape setting by retaining, replacing and/or enhancing existing perimeter tree planting;
 - f. traffic to be generated by the development would not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network; and
 - g. highway mitigation is provided where necessary taking into account total traffic to be generated by existing and proposed development within the Proving Ground and the Industrial Estate, with all access taken via the main gate to Bath Lane.
2. Within the area of Bruntingthorpe Industrial Estate, as defined on the Policies Map, development for Class B1b, B1c, B2 and B8 uses only will be permitted if:
 - a. the design, materials, massing and bulk of new development would have no unacceptable impact on the character and appearance of the area;
 - b. traffic generated by the development would not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network;
 - c. it is subject to the approval and implementation of a Travel Plan seeking to reduce reliance on access by private car and highway mitigation is provided where necessary, taking into account total traffic to be generated by existing and proposed development in the Industrial Estate and the Proving Ground and with all access taken via the main gate to Bath Lane; and
 - d. any individual unit for Class B8 use does not exceed 500sq.m in gross floorspace.

6.7 BE4 Explanation

6.7.1 The vehicle proving ground use of this former airfield dates back to the early 1970s. Since then, the 265 hectare site has been used for a variety of other purposes including open storage (mainly of vehicles), car auctions and an aircraft museum, as well as limited

flying. There are three large hangar buildings on the site along with other former airfield structures. An extensive hard standing area sits on the north side of the runway and is used for the storage of new vehicles awaiting sale. Adjacent to the site to the south east is Bruntingthorpe Industrial Estate, an industrial area providing space for a range of small to medium-sized businesses in a variety of new and old, former military, buildings. It presents a generally untidy and unattractive appearance especially when viewed from Mere Road.

6.7.2 The proving ground site is located in a rural area to the north east of Lutterworth so is quite remote from any substantial settlement. The main entrance is at Bath Lane. From here commercial traffic serving the site, including vehicle transporters and heavy goods vehicles, is routed eastwards to the A5199. A well established tree planted belt surrounds nearly the whole site, providing a good ground level screen from bordering rural lanes, nearby villages and isolated farmsteads. There is poor access to facilities and sustainable modes of transport.

6.7.3 This is a large site which is capable of being used for a variety of purposes. However, because of its rural location and limited accessibility, the range of uses needs to be closely controlled. The site and its operation for corporate entertainment is subject to a 2009 unilateral undertaking between the Council and the owner. Permitted event activity involves: the demonstration and testing of motor vehicles (including emergency service vehicles or equipment) and related driver instruction, hospitality, vehicle maintenance and repair, cycling and Go-karting in accordance with the Unilateral Undertaking.

6.7.4 Restricting the range of permitted uses will help avoid both disturbance to nearby residents and any wider impacts on the rural character of the area. Also, there is a risk that uses that are dependent on road access here could lead to inappropriate types and volumes of traffic. This could pose a serious risk to highway safety, given the limitations on carriageway width and alignment. It would also reinforce unsustainable travel patterns. Any additional development at either the Proving Ground or the Industrial Estate will be required to use the main gate to Bath Lane for access, with a Travel Plan required to support additional proposals at the Industrial Estate to minimise additional private vehicle trips. Highway mitigation for the surrounding road network will be required where necessary and in consultation with the County Highway Authority.

6.7.5 The policy recognises the scope of the Bruntingthorpe Proving Ground site to accommodate specialist uses whilst managing the impact on the rural area. It also recognises the opportunity to comprehensively redevelop Bruntingthorpe Industrial Estate to improve premises and provide wider transport and environmental benefits.

6.7.6 Policy BE4 relates specifically to Bruntingthorpe Proving Ground and Industrial Estate and provides an exception to Policy GD3 *Development in the countryside*, but should be read in conjunction with other general development policies in Chapter 4 of this plan.

6.8 BE4 Supporting information

Table B.16 Supporting Information: Policy BE4

| | |
|---|---|
| What evidence has informed this policy? | Responses to the consultation on Local Plan Options, October 2015; Unilateral Undertaking relating to Bruntingthorpe Aerodrome and Proving Ground, 2009; Noise Management Plan relating to Bruntingthorpe Aerodrome and Proving Ground, 2009; Existing Employment Areas Review, (EEAR) 2012; Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; and Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. |
| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority's Monitoring Report and the reasons for it being granted explained. |

BE5 Leicester Airport, Stoughton

1. Within the area of Leicester Airport, as defined on the Policies Map, development will be permitted where:
 - a. it is required for the operational use of the airfield, including improvements to the existing control tower and runway;
 - b. it is for aviation uses or is ancillary to an existing aviation use; or
 - c. it involves the conversion or re-use of an existing permanent building on site.
2. Within the complex to the North of Gartree Road, as defined on the Policies Map, additional development or the re-use of existing buildings for Class B1b, B1c, B2 or B8 will be permitted where:
 - a. the proposed use does not conflict with safety requirements of existing uses at the airfield;
 - b. it is necessary for the continuation of an existing enterprise, facility or operation compatible with the operational use of the airfield;
 - c. the design, materials, and massing of new development would not have an unacceptable impact on the character and appearance of the area;
 - d. traffic generated by the development is capable of being accommodated on the highway network and will not have a significant adverse impact on the amenity of local residents;
 - e. a Travel Plan is approved and implemented to increase access to the site by modes other than the private car; and
 - f. any individual unit for Class B8 use does not exceed 500sq.m in gross floorspace.

6.9 BE5 Explanation

6.9.1 This is the site of a former Second World War airfield situated on the eastern edge of Leicester and just to the south of the small village of Stoughton. Now known as Leicester Airport, it is used for the flying of light aircraft and helicopters and is home to the Leicestershire Aero Club. There is also a small commercial area, a karting circuit and paint ball centre. However the bulk of the airfield site that is not used for runway and apron purposes is farmed. Although part of the former runway is disused there are no extensive areas of open commercial storage. Although the site is close to the urban area of Leicester it is served only by local roads with its entrance off Gartree Road, and has poor access to sustainable modes of transport.

6.9.2 Although the site is not remote from facilities and potential employees, it is situated in the countryside with relatively poor rural road access. Despite being modest in scale, there is the risk that its near-urban location could be attractive to numerous business ventures creating road traffic and disturbance that would harm the character of the immediately

surrounding area. Clearly the airfield serves a need for light aircraft flights and there is potential for commercial uses with aviation links. These should be limited in scale and type of activity to avoid inappropriate adverse impacts.

6.9.3 Policy BE5 relates specifically to Leicester Airport and provides an exception to Policy GD3 *Development in the Countryside*, but should be read in conjunction with other general development policies in Chapter 4 of this plan.

6.10 BE5 Supporting information

Table B.17 Supporting Information: Policy BE5

| | |
|---|---|
| What evidence has informed this policy? | Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; and Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. |
| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | The policy will be monitored through the annual employment land survey. Any planning permissions which are granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

7 Retail, town centres and tourism

RT1 Provision of new retail uses

1. During the plan period additional retail provision will be made for a minimum of 4,300 sq.m (gross) of convenience floorspace and a minimum of 10,100 sq.m (gross) of comparison floorspace.
2. Retail or mixed use developments contributing to the delivery of the following settlement-specific retail floorspace targets to 2031 will be permitted provided they are in accordance with Policy RT2:
 - a. Market Harborough: 3,100 sq.m (gross) convenience and 8,000 sq.m (gross) comparison;
 - b. Lutterworth: 1,000 sq.m (gross) convenience and 1,500 sq.m (gross) comparison; and
 - c. Broughton Astley: 200 sq.m (gross) convenience and 200 sq.m (gross) comparison.
3. Market Harborough Allocations
 - a. The Commons Car Park and adjoining retail unit as shown on the Policies Map is allocated for retail and town centre uses. Development will be permitted where it:
 - i. delivers a mixed use development including a net increase in retail floorspace of at least 1,500 sq.m (gross);
 - ii. delivers a sensitively designed comprehensive scheme which conserves and enhances the Conservation Area and complements the character of the town centre in terms of scale, height, mass, design, materials and layout;
 - iii. provides safe, attractive pedestrian linkages within the site and to the wider town centre;
 - iv. results in no net loss of public car parking spaces either on site or through additional equivalent provision elsewhere; and
 - v. is sensitive to the River Welland and its role as a wildlife corridor.
 - b. Land off High Street as shown on the Policies Map is allocated for retail and town centre uses. Development will be permitted where it:
 - i. delivers a mixed use development including a net increase in retail floorspace of at least 2,000 sq.m (gross);
 - ii. delivers a sensitively designed comprehensive scheme which conserves and enhances the Conservation Area and complements the character of the town centre in terms of scale, height, mass, design, materials and layout, including a significant improvement to the appearance of the frontage onto High Street; and
 - iii. ensures any development to the rear of frontage properties has suitable, prominent, safe and attractive pedestrian access from High Street.

4. East of Lutterworth SDA Allocation

- a. Of the target in 2.b. above, about 1,000 sq.m (gross) of convenience floorspace and about 500 sq.m (gross) of comparison floorspace shall be provided as a neighbourhood centre within the East of Lutterworth SDA in accordance with Policy L1 to meet the needs of the expanding community.

7.1 RT1 Explanation

7.1.1 Policy RT1 supports retail growth in the District by setting out the appropriate retail floorspace provision figures over the plan period and by allocating sites in appropriate locations to contribute to meeting identified need.

7.1.2 When planning for growth in their town centres, local planning authorities are encouraged to allocate suitable sites to meet the scale and type of retail development likely to be needed, looking at least 10 years ahead (NPPF, paragraph 85). It is important that the needs for retail and other main town centre uses are met in full and not compromised by limited site availability.

7.1.3 The Harborough Retail Study Update, 2017 provides an update of the District wide needs assessment for retail floorspace in Harborough which was first carried out in 2013 through the Harborough Retail Study. The Update is based on population projections assuming the 12,800 housing provision over the plan period. The findings for convenience (mainly food) and comparison (non-food) goods retail floorspace are set out in Table B.18 and Table B.19 respectively below.

Table B.18 Convenience Goods Retail Floorspace Projections to 2031

| Centre | Additional Retail Floorspace sq.m <u>Gross</u> (1) (assuming net to gross ratio of 70%) | | | |
|-------------------|--|--------------------|--------------------|--------------------|
| | Up to 2021 | 2021-2026 | 2026-2031 | Total Up 2031 |
| Market Harborough | 1,800 sq.m. | 600 sq.m. | 700 sq.m. | 3,100 sq.m. |
| Lutterworth | 400 sq.m. | 300 sq.m. | 300 sq.m. | 1,000 sq.m. |
| Broughton Astley | 100 sq.m. | 100 sq.m. | - | 200 sq.m. |
| Other (2) | - | - | - | - |
| Total | 2,300 sq.m. | 1,000 sq.m. | 1,000 sq.m. | 4,300 sq.m. |

(1) Over and above commitments. (2) Negative floorspace projections excluded

Table B.19 Comparison Goods Retail Floorspace Projections to 2031

| Centre | Additional Retail Floorspace sq.m <u>Gross</u> (1) (assuming net to gross ratio of 75%) | | | |
|-------------------|--|--------------------|--------------------|---------------------|
| | Up to 2021 | 2021-2026 | 2026-2031 | Total Up to 2031 |
| Market Harborough | 900 sq.m. | 3,200 sq.m. | 3,900 sq.m. | 8,000 sq.m. |
| Lutterworth | 500 sq.m. | 500 sq.m. | 500 sq.m. | 1,500 sq.m. |
| Broughton Astley | - | 100 sq.m. | 100 sq.m. | 200 sq.m. |
| Other | 100 sq.m. | 100 sq.m. | 200 sq.m. | 400 sq.m. |
| Total | 1,500 sq.m. | 3,900 sq.m. | 4,700 sq.m. | 10,100 sq.m. |

(1) Over and above commitments (2) Negative floorspace projections excluded

7.1.4 The Retail Study Update, 2017 stresses that long term floorspace capacity forecasts beyond 2026 are susceptible to change due to unforeseen circumstances including changes in population growth, growth in expenditure per capita and growth in turnover efficiencies. Small variations in recommended growth rates can lead to large variations in floorspace capacity where projected over a long period. Therefore the Retail Update, 2017 recommends that long term projections (beyond 2026) should be treated with caution. In view of this advice, the Council will keep projections for the period 2026-31 under review.

7.1.5 Whilst the re-use of vacant shop units will absorb an element of the identified retail floorspace need, the Harborough Retail Study, 2013 identified a number of sites in Market Harborough and Lutterworth with potential to accommodate additional floorspace requirements. Subsequently, the Local Plan Options Consultation, 2015 put forward four sites in Market Harborough and one site in Lutterworth for allocation.

7.1.6 Springfield Retail Car Park in Market Harborough has been discounted as an option as the location of the site is outside the primary shopping area and could dilute the shopping offer of the town centre and encourage car-based shopping. The redevelopment could also involve a car park deck which would have an adverse impact on the Grade II listed Settling Rooms at the centre of the site.

7.1.7 The Commons Car Park site in Market Harborough is included as an allocation for mixed use retail development. The site lies partially within the town's primary shopping area and within the town centre boundary. It is ideally located to contribute to future retail need. However, any development scheme would need to be sensitive to its location within the town's Conservation Area and riverside frontage and should be guided by a development brief. The allocation includes existing retail floorspace (Tesco) along with the Council owned Commons Car Park. Current frontage onto The Square (Tesco building) is poorly designed. A comprehensive redevelopment of the allocated site provides the opportunity to enhance the Conservation Area. Development proposals would need to ensure that there would be no net loss of car parking in the town centre.

7.1.8 The second allocation (Land off High Street) is a site which also has the potential to enhance the Conservation Area. High Street forms the backbone of the town's Conservation Area and the frontages included in the allocation currently detract from the rhythm and cohesiveness of the streetscape. The redevelopment of these properties offers the opportunity to open up land to the rear which would be well related to the primary shopping area and support its vitality. Any development scheme would need to be sensitive to its location within the town's Conservation Area and should be guided by a development brief. Given that this site is likely to be more complicated to deliver, being in multiple ownership, it is envisaged that this site would come forward later in the plan period.

7.1.9 Both allocations are ideally located to support Market Harborough's retail floorspace needs and maintain vitality and viability over the coming decade. Development briefs will be prepared, in conjunction with the owners/ developers, to bring these sites forward. There will also be additional convenience retail floorspace provision as part of the committed schemes forming the North West Market Harborough Strategic Development Area. The precise scale of this provision is as yet unknown but will be delivered in two local centres that will serve the proposed development to the north west of the town.

7.1.10 With regard to Lutterworth, the Strategic Development Area to the east of the M1 will be required to provide a local centre with retail provision of up to 1,000 sq.m of convenience floorspace and up to 500 sq.m of comparison floorspace. This will help to reduce the number of car trips and improve sustainability. Whilst no sites have been allocated in the town centre, it is expected that vacant units will absorb some of the identified need. Proposals for new retail floorspace will be assessed in accordance with Policy RT2 *Town and local centres*.

7.1.11 As recommended by the Retail Study Update, 2017, longer term retail needs (beyond 2026) for both Market Harborough and Lutterworth Town Centres will be monitored through regular floorspace requirement updates that take into account any changing assumptions.

7.2 RT1 Supporting information

Table B.20 Supporting Information: Policy RT1

| | |
|---|---|
| What evidence has informed this policy? | Harborough Retail Study, 2013; Harborough Retail Study Update, 2016; and Harborough Retail Study Update, 2017. |
| Which Local Plan objectives will it meet? | 2 - Employment 7 - Historic Environment 8 - Town/Village Centres 9 - Design |
| How will it be implemented? | Through decisions on planning applications in conjunction with the promotion of sites in the Council's ownership or where there is a need to coordinate action on land in multiple ownership. |

| | |
|----------------------------------|--|
| <p>How will it be monitored?</p> | <p>Through the annual Authority Monitoring Report setting out the extent to which planning permission has been granted towards the following retail floorspace targets:</p> <ol style="list-style-type: none">1. 3,100 sq.m. (gross) convenience + 8,000 sq.m. (gross) comparison at Market Harborough including 1,500 sq.m. (gross) at Commons Car Park and 2,000 sq.m. (gross) on land off High Street.2. 1,000 sq.m. (gross) convenience + 1,500 sq.m. (gross) comparison at Lutterworth including 1,000 (gross) convenience + 500 sq.m. (gross) comparison as a neighbourhood centre within the Strategic Development Area east of Lutterworth. |
|----------------------------------|--|

RT2 Town and local centres

1. The vitality and viability of the following retail hierarchy of city, town, district and local centres will be maintained and enhanced:
Town centres: Market Harborough, Lutterworth;
District centre: Broughton Astley;
Local centres: Fleckney, Great Glen, Kibworth Beauchamp.
Town centres and primary shopping area
2. Within the town centres of Market Harborough and Lutterworth, as defined on the Policies Map, development proposals for main town centre uses and residential uses will be permitted providing their scale and design reflects the role, function, distinctive qualities and historic/architectural heritage of the town centre. Development that would harm the vitality and viability of either town centre will not be permitted.
3. Market Harborough primary shopping area, as defined on the Policies Map, will be the focus for retail uses. Development which helps maintain the existing retail function of the area, and does not lead to a concentration of non-retail uses which would undermine the vitality and viability of the area's primarily retail role, will be permitted.
4. Sequential test
Development, including extensions to existing facilities, for main town centre uses should be located in the defined Town Centres, then in edge of centre locations and only outside defined town centres if a sequential test shows that the development, having demonstrated appropriate flexibility in form and scale, cannot be accommodated within a suitable and available centre or edge of centre location.
5. Impact assessment
Development of main town centre uses outside the defined town centres, or of retail uses within Market Harborough town centre but outside the primary shopping area, will only be permitted if an impact assessment demonstrates that the proposal would not have a significant adverse impact on the vitality and/or viability of existing centres. An impact assessment will be required for development of, or in excess of:
 - a. 1,500 square metres gross in Market Harborough; and
 - b. 500 square metres gross elsewhere in the District.
6. Local centres
Within the local centres of Fleckney, Great Glen and Kibworth Beauchamp, as defined on the Policies Map, proposals for shopping and business uses, including mixed development with residential accommodation, will be permitted provided development proposals do not detract from the character of the area in terms of design, mass, material, height or location and the amenity of neighbouring residents is not adversely affected. Proposals outside the defined local centre will need to apply the sequential test and carry out an impact assessment in accordance with the threshold set out above.

7.3 RT2 Explanation

7.3.1 Town and village centres are at the heart of local communities and are valued as places in which to meet, eat, shop, relax and work. Policy RT2 is concerned with supporting the retail hierarchy and promoting the continued vitality and viability of the District's town and local centres, with particular emphasis on Market Harborough and Lutterworth, both of which are market towns with Conservation Areas covering their centres.

7.3.2 The way in which town centres are used is continually evolving and the National Planning Policy Framework (NPPF) emphasises that local plans should plan positively for the growth, management and adaptation of town centres to support the role they play at the heart of local communities. It also makes clear that the Local Plan should define a network and hierarchy of centres and promote their long-term vitality and viability. Table B.21, below, sets out the hierarchy of retail centres in Harborough District and shows some centres outside the District boundary which potentially have a functional relationship with the District.

Table B.21 Harborough Retail Hierarchy

| | Description | Within Harborough District | Beyond Harborough District |
|--------------|---|-----------------------------------|--|
| City centre | The highest level of centre identified in development plans. In terms of hierarchies, it will often be a regional centre and will serve a large catchment. The centre may be very large embracing a wide range of activities and may be distinguished by areas which may perform different main functions. | | Leicester, Northampton. |
| Town centres | Usually the second level of centres after city centres, in many cases they will be the principal centre in a Local Authority's area. In rural areas they are likely to be market towns and other centres of similar size and role which function as important service centres, providing a range of facilities and services for extensive rural catchment areas. In planning for the future of town centres, local planning authorities should consider the function of different parts of the centre and how these contribute to its overall vitality and viability. | Market Harborough, Lutterworth. | Rugby, Kettering, Corby, Wigston, Hinckley Melton Mowbray, Oakham, Uppingham, Blaby. |

| | Description | Within Harborough District | Beyond Harborough District |
|------------------|---|---|--|
| District centres | These usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library. | Broughton Astley. | Oadby, South Wigston, Hamilton, Evington, Narborough, Enderby. |
| Local centres | These include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot food take away and launderette. In rural areas, large villages may perform the role of a local centre. | Kibworth Beauchamp, Fleckney, Great Glen. | Desborough, Burbage, Stoney, Stanton, Countesthorpe, Cosby, Huncote, Sapcote, Whetstone. |

7.3.3 The NPPF emphasises that local plan policies should allow for growth and diversification in response to rapid changes in the retail and leisure industries, promote a suitable mix of uses (including housing) and promote the individuality and distinctive characters of town centres. It sets out two key tests that should be applied when considering proposals for main town centre uses which are not in an existing town centre and which are not in accord with an up to date local plan, namely the sequential test and the impact assessment. Both are designed to ensure that development does not undermine the health of existing town centres.

7.3.4 Policy RT2 allows both a sequential test and an impact assessment to be applied taking into account local criteria and thresholds. The sequential test is considered first as it may identify more preferable sites in the town centre, referred to as a 'town centre first' approach. If no such sites are found, then the development is subject to the impact test to determine the likely adverse impacts of locating the development outside the town centre. Main town centre uses are defined in the NPPF and comprise retail, office, leisure, entertainment, arts, culture, and tourism development.

7.3.5 Market Harborough is the largest and most vibrant shopping centre in the District, benefiting from an historic, attractive environment. Given its size and role in the retail hierarchy, and in order to ensure that retail development and other town centre uses are directed to the most appropriate locations, both a town centre boundary and a primary shopping area are defined in line with the findings of the Harborough Retail Study, 2013.

7.3.6 The policy approach aims to guide most retail development to the primary shopping area, in order to support the existing retail function of the area, maintain the vitality and

viability of the centre as a whole, keep its shopping offer within easy walking distance and avoid it being diluted by too many non-retail uses. It also ensures that other main town centre uses, such as leisure, hotels and offices, and secondary shopping take place within the wider town centre boundary where a greater variety of uses co-exist, or as a last resort in an edge of centre location. Edge of centre is defined by the NPPF as locations within 300 metres of the town centre boundary, or for retail development in Market Harborough within 300 metres of the Primary Shopping Area boundary.

7.3.7 Lutterworth's town centre is much smaller than Market Harborough's with a more limited choice of comparison shops, with residents looking primarily to nearby Leicester and Rugby for higher order stores. Whilst the town centre is a Conservation Area, the shopping environment is impacted by heavy through-traffic. The town centre boundary has been identified for Lutterworth as the preferred location for retail and other town centre uses.

7.3.8 Policy RT2 sets local floorspace thresholds for the preparation of Impact Assessments. These thresholds follow the recommendations set out in the Harborough Retail Study Update, 2017 and reflect the fact that the NPPF default threshold of 2,500 square metres represents a significant proportion of the overall projected retail needs for the District. Developments of less than 2,500 square metres could have a significant adverse impact on centres within Harborough. The thresholds represent a more reasonable and locally specific approach which reflects the scale of identified need and the modest size of town and local centres across the District.

7.3.9 In promoting thriving town centres, it is essential that both the historic and architectural context is taken into account in the design of development. Both Market Harborough and Lutterworth Town Centres have Conservation Area status and the historic environment provides an irreplaceable and distinctive backdrop to the activities that take place. The policy ensures that new development respects its setting in scale and design.

7.3.10 Broughton Astley, identified as a district centre in the retail hierarchy, has a Neighbourhood Plan that was 'made' in 2014. This sets out retail policy for the village, including a defined Shopping and Business Area and an allocation for additional retail provision beyond the centre to improve the village's sustainability. Therefore Policy RT2 does not refer to Broughton Astley.

7.3.11 So far as the local centres are concerned, Fleckney, Great Glen and both Kibworth parish councils are all leading on the preparation of neighbourhood plans which are likely to set out policies for their local centres. However, Policy RT2 sets out the policy approach and defines Local Centre boundaries for these settlements to guide those emerging neighbourhood plans. The policy also recognises that these centres have an important role to play in supporting and servicing local communities to the benefit of the sustainability of these settlements.

7.4 RT2 Supporting information

Table B.22 Supporting Information: Policy RT2

| | |
|---|--|
| What evidence has informed this policy? | NPPF – definition of uses; Harborough Retail Study, 2013; Harborough Retail Study Update, 2016; and Harborough Retail Study Update, 2017. |
| Which Local Plan objectives will it meet? | 2 - Employment 7 - Historic environment 8 - Town/village centres |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

RT3 Shop fronts and advertisements

1. New shop fronts will be permitted where they relate well in scale, proportion, material and decorative treatment to the façade of the building and its neighbours. In Conservation Areas changes to shop fronts will only be permitted where they contribute to the conservation and enhancement of the area's character or appearance.
2. Advertisement designs should respect the character and architectural details of the buildings on which they are proposed and their surroundings, in terms of scale, siting, materials, colour and lettering and method and intensity of illumination.
3. New shop fronts should, where possible, improve accessibility and make provision for the needs of specific groups in the community such as the elderly and those with disabilities.

7.5 RT3 Explanation

7.5.1 The Council is committed to maintaining and improving the District's shopping streets and centres. It recognises that shop fronts play a key role in creating attractive and vibrant areas which people want to live in and visit. Well designed shop fronts and adverts can benefit areas in a variety of ways including adding visual interest to the street scene, attracting customers and improving the townscape. However, when poorly designed or positioned, they can be harmful and result in visual clutter, obstructions and even hazards.

7.5.2 Securing high quality design and a good standard of amenity is one of the underlying principles of the NPPF. It recognises that poorly placed advertisements can have a negative impact on the quality and character of places.

7.5.3 Whilst the principal function of any shop front and associated signage is to advertise and display the goods and services provided within the building, the secondary, less obvious, role is to influence or improve the overall appearance and attractiveness of the street scene, public realm and accessibility to the community. Policy RT3 has been included to ensure that this secondary role is appreciated and taken into account in the design of shop fronts and advertisements which are sympathetic to their immediate and wider surroundings.

7.5.4 Both of the District's town centres, and many of the village centres, have Conservation Area status and contain numerous listed buildings and other buildings of local interest. In such areas it is essential that shop fronts are sensitively designed to complement architectural details and historic features. In order to achieve this, internally illuminated signs and advertisements will be resisted in the Conservation Areas of Market Harborough, Lutterworth, and Kibworth Beauchamp, or in any other Conservation Area.

7.6 RT3 Supporting information

Table B.23 Supporting Information: Policy RT3

| | |
|---|--|
| What evidence has informed this policy? | Enforcement cases; and Applications for advertisements. |
| Which Local Plan objectives will it meet? | 7 - Historic environment 8 - Town/village centres 9 - Design |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

RT4 Tourism and leisure

1. The potential of tourism in the District will be maximised and tourism and leisure opportunities for visitors and residents will be increased by:
 - a. supporting the retention, enhancement and expansion of existing tourism and leisure attractions and tourist accommodation;
 - b. permitting development of tourism and leisure attractions and tourist accommodation that are well connected to other leisure destinations and amenities, particularly by public transport, walking and cycling;
 - c. encouraging enhancement of the environment and local distinctiveness, including heritage and landscapes, which will increase the attractiveness of the District to visitors and increase tourism.
2. New tourist accommodation, attractions and other tourism-related development will be directed to Market Harborough town centre, Key Centres and Rural Centres in accordance with the settlement hierarchy, except where:
 - a. an initiative requires a countryside location or setting or it is directly related to a specific tourist destination and, where possible, it re-uses previously developed land and existing buildings; or
 - b. it involves the diversification of agricultural uses or otherwise benefits rural businesses and communities; and
 - c. its scale and appearance respects the character of the countryside, the local landscape and the surrounding environment; and
 - d. it does not adversely affect the local transport infrastructure.
3. Land off St Mary's Road as shown on the Policies Map is allocated for leisure, entertainment and tourism uses. Development will be permitted where it:
 - a. delivers a mixed use scheme of at least 3,000sq.m (gross) including some or all of the following uses: A3-A5 food and beverage, C1 hotel, D2 assembly and leisure; and
 - b. delivers a sensitively designed comprehensive scheme which protects the Listed Buildings at 91-93 St. Mary's Road and their setting.
4. The Council will support the promotion and management of Foxton Locks and the Grand Union Canal in line with the ambition for the area to be a regional tourist attraction.

7.7 RT4 Explanation

7.7.1 As a district which benefits from a number of tourist attractions, the tourist industry forms an important part of the local economy and can support the provision of local services and facilities.

7.7.2 The value of tourism in Harborough has been increasing steadily since 2009. The economic impact of tourism has increased by 27% between 2009 and 2015 whilst visitor

numbers have remained roughly the same (rising by 0.76%). This would indicate that those visitors in 2015 were contributing more to the economy with a higher spend per visit than those in 2009.

7.7.3 This increased value per visit appears to be attributed to a growing staying visitor trend and the associated additional spend related to this (cost of hotels, evening meals and spend over at least two days instead of one). Between 2009 and 2015 the amount of staying visitors has increased by 9.1% whilst day visitors have gone down by 0.1%.

7.7.4 The East Leicestershire Tourism Accommodation Study, January 2015, identified that two thirds of east Leicestershire's tourist accommodation is located within Harborough District. The Tourism Accommodation Study identified strong demand for all forms of tourist accommodation to support increasing trends in domestic short breaks, a growth in leisure trips linked to visiting friends and relatives, trends for family get together breaks away, and a growing market for high quality distinctive contemporary accommodation. Harborough's central location in the country means it is well placed to capitalise on the growth of accommodation needs and increase tourism. The study highlights the following benefits of tourism for Harborough:

- Providing opportunities to boost the incomes of farming and rural land-based businesses;
- Generating income for rural shops, pubs, restaurants, and food producers;
- Creating new jobs, both directly and indirectly as customer and accommodation business spending permeates through the local economy.

7.7.5 A further benefit would be to support the vitality and viability of town centres, in particular the night-time economy of Market Harborough whose historic town centre, with its collection of attractive independent shops and its restaurants and bars, is an attraction in its own right.

7.7.6 The Local Plan Options Consultation, 2015, included a potential development area for retail/town centre uses north of St. Mary's Road, Market Harborough. The review of commercial and leisure uses undertaken by the Retail Study Update, 2017, identified a need for food and beverage uses, as set out in Table B.24 below, and other commercial leisure facilities (including a small cinema and health and fitness facilities).

Table B.24 Food and Beverage Floorspace Projections to 2031

| Centre | Additional Food and Beverage Floorspace (sq.m Gross) | | | |
|-------------------|--|--------------------|--------------------|--------------------|
| | Up to 2021 | 2021-2026 | 2026-2031 | Total Up to 2031 |
| Market Harborough | 800 sq.m. | 700 sq.m. | 700 sq.m. | 2,200 sq.m. |
| Lutterworth | 200 sq.m. | 200 sq.m. | 200 sq.m. | 600 sq.m. |
| Broughton Astley | 100 sq.m. | - | 100 sq.m. | 200 sq.m. |
| Other | 300 sq.m. | 300 sq.m. | 300 sq.m. | 900 sq.m. |
| Total | 1,400 sq.m. | 1,200 sq.m. | 1,300 sq.m. | 3,900 sq.m. |

7.7.7 Developing the St Mary's Road site for retail would extend shopping provision outside the Primary Shopping Area and dilute the retail offer of the town centre. However the site has the potential to increase the commercial leisure and tourism offer within the town, in particular to provide a new hotel, a health and fitness centre and associated public house, bar or restaurant facilities. An element of residential and office development would be acceptable on the site providing it is small scale and complementary to the allocated uses (leisure, entertainment and tourism) and secures the viability of the overall redevelopment scheme. The site is in a single ownership. It is occupied by various industrial and sui generis uses which would need to be relocated. These include the Market Harborough Brewery which could be relocated within the development as part of the tourism offer. It also includes two Listed Buildings (91-93 St. Mary's Road) and any development would need to retain these and be sensitively designed to avoid any impact on their setting.

7.7.8 The Council will continue to work with other organisations to best promote tourism that is on offer in the District. Additional development which can help develop links to other sectors including food and drink, outdoor pursuits and the arts and cultural sector will also be supported. The Council will also work in partnership with key stakeholders to maximise growth in tourism for Harborough District.

7.7.9 The Council's Economic Development Strategy, Harnessing Harborough District 2018/2023 (2018), identifies tourism as a key sector for the District which is growing year on year, contributing over £125m into the local economy every year and providing 1,717 Full Time Equivalent jobs in the area. The Council believes there is significant opportunity to increase tourism and the value of tourism to the District and will be working with partners to achieve this over the lifetime of the strategy.

7.7.10 Foxton Locks provides an asset both to the local community and also the wider population beyond the District. Foxton Locks includes nationally important designated heritage assets and collectively the locks and the inclined plane form the focus of a 30 acre country park with an estimated 300,000 visitors annually. As an established local and regional visitor attraction, the Locks have the potential to contribute significantly to the local economy of the Harborough District.

7.7.11 The Canal and River Trust, as owner and operator of Foxton Locks, is working to identify how best to manage the area as a regional tourist destination in the future. Foxton Locks is identified as one of four projects in the Leicester and Leicestershire Canal and Rivers Investment Programme, part of the Leicester & Leicestershire Economic Partnership's Strategic Economic Plan (2014-2020). Appropriate sensitive, sustainable development to enhance future visitor experience of Foxton Locks will be supported by the Council, providing that this maintains and enhances the heritage asset in accordance with Policy HC1.

7.8 RT4 Supporting Information

Table B.25 Supporting Information: Policy RT4

| | |
|---|--|
| What evidence has informed this policy? | East Leicestershire Tourism Accommodation Study 2015; Harborough Blueprint for Tourism 2013-2018; LLEP Strategic Economic Plan, 2015; Harborough Retail Study Update, 2017; and The Tourism Strategy for Leicester and Leicestershire 2011-2016. |
| Which Local Plan objectives will it meet? | 2-Employment 5-Protection of Local Services 8-Town/ Village centres |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

8 Heritage and community assets

HC1 Built heritage

1. Development affecting heritage assets and their settings will:
 - a. be appraised in accordance with national policy; and
 - b. be permitted where it protects, conserves or enhances the significance, character, appearance and setting of the asset, including where possible better revealing the significance of the asset and enabling its interpretation.
2. Where the proposed development would lead to substantial harm to (or total loss of significance of) a designated heritage asset and/or its setting, planning permission will not be granted unless:
 - a. The proposed development demonstrates that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh the harm or loss; or
 - b. The nature of the heritage asset prevents all reasonable uses of the site; and
 - c. No viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation; and
 - d. Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
 - e. The harm or loss is outweighed by the public benefits of bringing the site back into use.

Where the proposed development would lead to less than substantial harm to the significance of a designated heritage asset and/or its setting, this harm will be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

3. Development within or affecting a Conservation Area will be permitted where it preserves or enhances the character or appearance of the Conservation Area, including local design and materials.
4. Development affecting the significance of a non-designated heritage asset and/or its setting will have regard to the scale of any harm or loss and the significance of the non-designated heritage asset.
5. Development which enhances the local and regional role of Foxtan Locks and the former inclined plane as a tourism and recreational facility and which maintains and enhances the value, importance and integrity of these heritage assets will be permitted.

8.1 HC1 Explanation

8.1.1 The character, quality and diversity of the District's extensive historic environment will be taken fully into account with a view to its conservation and enhancement in the context of the sustainable development of the District.

8.1.2 Heritage assets are parts of the environment that are valued for their architectural, historic, archaeological and artistic interest. The District has a significant number of heritage assets, both designated and non-designated, which are a key part of its character. They comprise both designated assets (such as Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens) and non-designated assets (including, for example, archaeological sites).

8.1.3 The setting of a designated heritage asset often makes an important contribution to its character. Proposals for development should be carefully assessed to ensure that important features and vistas that make a positive contribution to the significance of the asset are preserved. Lists of heritage assets and links to them can be found at Appendix H *Heritage assets list*.

Promoting sustainable uses

8.1.4 The survival of most historic buildings depends upon their continued, viable use and this may, among other things, require alterations to improve access. All proposals will be expected to describe the significance of the asset, identify the impact of works on the special character of the asset and provide a clear justification for the work, including, where relevant, identification of public benefits. To enable planning decisions to be based on a full understanding of the significance of the heritage asset, the Council will expect the following assessment to have been carried out:

- an analysis of the asset to establish its significance both as a whole and specific parts affected by the proposal;
- an assessment, where appropriate, of the contribution made by the setting of the asset to its significance; and
- explanation of how the assessment has informed the proposed development, including how the proposed detailed design, scale, layout, materials and architectural or historical features would be appropriate and sympathetic.

8.1.5 The harm to, or loss of part or the whole of, a heritage asset will need to be justified. Where the proposal would result in harm or loss of a heritage asset, the Council will require evidence that there are considerable public benefits to justify its loss or that there are no other mechanisms for supporting the retention of the asset. Any mitigation measures proposed are not considered to be public benefits.

8.1.6 Where planning permission is granted, appropriate conditions may be applied and/or planning obligations may be secured to ensure that heritage assets are appropriately conserved and, where possible, enhanced. This may include provision for the recording of assets prior to commencement of any work.

Listing Assets

8.1.7 The Council will continue to work with Neighbourhood Plan Groups, the local community and interest groups to identify and, where appropriate, support proposals for local listing of buildings, where it can be demonstrated that the buildings meet the criteria for such listing.

Conservation Areas

8.1.8 There are currently 62 Conservation Areas within the District which will be kept under review. The Council is committed to improving the management of the Conservation Areas in the District through the preparation of Conservation Area appraisals and management plans, its development management procedures and the use of Article 4 Directions, as appropriate and resources permit.

8.1.9 In conjunction with partner organisations, the Council will:

- undertake reviews of existing Conservation Area Statements and develop these into management plans;
- prioritise for review any Conservation Area Statements and associated management plans relating to settlements where proposals are anticipated and the settlement is considered to be sensitive to development; and
- appraise opportunities to designate new Conservation Areas and support local listing or statutory listing of appropriate buildings.

Assets at Risk

8.1.10 Assets at risk are those at risk of being lost as a result of neglect, decay or inappropriate development. Where heritage assets are found to be 'at risk', i.e. they are on Historic England's Heritage at Risk Register or on a local register covering Grade II and locally listed heritage assets, or where they are in danger of falling into this category, the Council may support the development of creative and sustainable measures to secure the future of such assets, in a manner appropriate to their significance. The Council may give particular weight to proposals which promote public and economic benefits such as tourism or enhanced public access.

8.1.11 Alternative use of a heritage asset may be considered where this would retain the viability of the asset, providing it would not result in the loss of its significance. Should the harm or loss be agreed, the Council will require a clear indication that the development will be implemented and that the loss of the asset was justified. Where the loss of a heritage asset is agreed, the Council will need to be satisfied that there are approved and detailed plans and delivery mechanisms in place for the implementation of the approved proposal.

8.1.12 In the context of the historic environment, enabling development is development that would otherwise be unacceptable in planning terms if it were not for the fact that it would bring heritage benefits sufficient to justify it being carried out and which could not otherwise be achieved. A typical example would be the construction of houses where planning policy would normally prohibit, but where the profits from that development would fund essential repairs to the particular heritage asset. Such proposals will only be considered acceptable subject to:

- them not resulting in harm to the heritage asset or its setting;
- them ensuring unified management of the place;
- securing the long-term future of the place and, where applicable, its continued use for a purpose sympathetic to its context and history;
- no other suitable funding being available; and
- clear demonstration that the amount of enabling development is the minimum necessary to secure the future of the place, and that its form minimises harm to other public interests.

8.1.13 The heritage benefits of any proposed enabling development should demonstrably outweigh the dis-benefits of departing from either the development plan or national planning policy. Moreover, in accordance with national planning policy, where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the asset would not be taken into account in any planning decision, nor any purchase price paid or the circumstances of the owner. Such enabling development permitted will be secured through suitable planning conditions and planning obligations through section 106 of the Town and Country Planning Act 1990 as amended.

Foxton Locks

8.1.14 The policy sets out the Council’s support for appropriate development of heritage assets for sustainable alternative uses, including for tourism and recreation. Foxton Locks is a nationally significant heritage asset within the District. It includes the Grade II* flight of locks and other listed buildings associated with the Grand Union Canal and the Inclined Plane Scheduled Monument. The canal is also a Conservation Area. The Council has worked with the Canal and River Trust and its partners to deliver the first phase of improvements to the area. Further development must be suitably located and of an appropriate scale and design to ensure the protection of Foxton Locks as a nationally significant heritage asset.

8.2 HC1 Supporting information

Table B.26 Supporting Information: Policy HC1

| | |
|---|---|
| What evidence has informed this policy? | Conservation Area Statements; Enabling Development and the Conservation of Significant Places, Historic England, 2008; and 'Easy Access to Historic Buildings', Historic England, 2015. |
|---|---|

| | |
|---|--|
| Which Local Plan objectives will it meet? | <ul style="list-style-type: none"> 2 - Employment 4 - Infrastructure 7 - Historic environment 8 - Town/village centres 9 - Design 12 - Environmental impact 13 - Tourism and culture 14 - Neighbourhood planning |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to criteria 1, 2, 3 or 4 of this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

HC2 Community facilities

1. Development proposals which would result in the loss of existing community facilities will be permitted where:
 - a. it can be demonstrated that there is no longer a need for the facility, either for its original purpose or another community use; or
 - b. another community facility of similar function and scale and with sufficient capacity to meet needs is available within easy and safe walking distance of the majority of the community which it serves; or
 - c. the community facility is to be replaced by a facility that is of a scale, function and standard equivalent to, or superior than, the existing facility, is within easy and safe walking distance of the majority of the community which it serves, and is to be made available before the closure of the existing facility.
2. 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.
3. 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.

8.3 HC2 Explanation

8.3.1 Paragraph 92 of the National Planning Policy Framework (NPPF) identifies the importance of community facilities and the need to sustain existing facilities and place new facilities at the heart of new development.

8.3.2 Community facilities (for example, places of worship, town and village halls, community centres, indoor sports facilities, schools, doctors' surgeries and libraries) play an important role at the heart of communities, providing hubs for recreation, congregation and interaction through which social networks can be maintained, while minimising the need to travel.

8.3.3 Existing community facilities require protection from change of use or redevelopment. In addition to protection through this policy, communities have powers through the Community Right to Bid to protect assets that are important to them.

8.3.4 Existing community facilities may also require upgrading over time as the needs of the community change. The flexible use of existing and proposed facilities is supported, including proposals for use by religious communities. This is important to ensure the long term sustainability of the facilities.

8.3.5 The Community Infrastructure Assessment, 2017 includes an assessment of the appropriate level of developer contributions for community buildings infrastructure from new build residential developments. The assessment will inform an update of the Development Contributions Supplementary Planning Document (SPD), 2017.

8.4 HC2 Supporting information

Table B.27 Supporting Information: Policy HC2

| | |
|---|---|
| What evidence has informed this policy? | Settlement Profiles, 2015; Harborough District Village Halls, June 2016; Harborough District Community Buildings, June 2016; Community Infrastructure Assessment, 2017; and Infrastructure Delivery Plan, 2017. |
| Which Local Plan objectives will it meet? | 3 - Location of development 5 - Protection of local services 8 - Town/village centres 9 - Design 10 - Transport |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

HC3 Public houses, post offices and village shops

1. Development involving the loss of an existing public house, post office or village shop selling primarily convenience goods will be permitted where:
 - a. reasonable efforts have been made to preserve the facility (including exploring diversification options) but it would not be economically viable to retain the building or site for its existing use; and
 - b. the public house, post office or village shop has been proactively marketed at a reasonable price for a minimum of 12 months for its current use, free of tie and restrictive covenant and there has been no definite interest in either the freehold or leasehold.
2. Development at public houses will be permitted in order to assist in their diversification, including:
 - a. extensions and alterations to provide kitchen and restaurant facilities;
 - b. improvements to the external environment, including children's facilities;
 - c. conversions or extensions to provide bed & breakfast or other guest accommodation;
 - d. a micro-brewery or similar enterprise related to the public house use;
 - e. alterations to enable take-away food and off-licence services; and
 - f. use of part of the premises for a local shop, post office, library, or other community function unrelated to the public house use.
3. Development at village shops and post offices will be permitted in order to assist in their diversification where this would help to sustain the future of the facility.
4. Development of new public houses, post offices and shops will be permitted where they are within easy and safe walking distance of the majority of the community they will serve.

8.5 HC3 Explanation

8.5.1 Public houses, post offices and village shops selling primarily convenience goods are all identified as key services, in recognition of the valuable contribution they make to meeting the day-to-day needs of local communities and therefore supporting their sustainable growth.

8.5.2 The Council supports the retention of public houses, post offices and village shops and will not approve proposals involving their loss other than in the circumstances set out in the policy criteria. Applications for change of use or redevelopment will therefore be resisted unless evidence to the satisfaction of the Council is provided to show that the premises have been marketed at a reasonable price for a minimum of 12 months. The marketing strategy, along with the price at which the property will be marketed, should be agreed with the Council prior to commencement of the marketing exercise. In relation to public houses, the Campaign for Real Ale (CAMRA) Public House Viability Test, 2015 provides a useful tool to assess the viability of the business.

8.5.3 Business diversification is an important consideration when considering the viability of public houses, post offices and village shops. The Council encourages community groups and business owners to consider diversification of their existing business to retain and maintain their viability.

8.6 HC3 Supporting information

Table B.28 Supporting Information: Policy HC3

| | |
|--|--|
| What evidence has informed this policy? | Harborough District Pubs and Community rooms, June 2016; and Harborough District Pub June 2016. |
| Which Local Plan objective does it meet? | 3 - Location of development 5 - Protection of local services 8 - Town/village centres 13 - Tourism and culture |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

9 Green infrastructure

GI1 Green infrastructure networks

1. Development which supports the potential of the following strategic green infrastructure assets to contribute to the wider green infrastructure network will be permitted:
 - a. Welland, Sence, Soar, Swift and Avon river corridors;
 - b. Grand Union Canal;
 - c. dismantled railway lines;
 - d. Saddington, Stanford and Eyebrook reservoirs; and
 - e. traffic free cycle routes, and long-distance recreational paths and bridleways.
2. The green infrastructure assets listed above will be safeguarded and, where possible, enhanced by ensuring that:
 - a. development does not compromise their integrity or value;
 - b. development contributes wherever appropriate to improvements in their quality, use and multi-functionality; and
 - c. opportunities to add to or improve their contribution to the green infrastructure network are maximised through partnership working.

9.1 GI1 Explanation

9.1.1 Green Infrastructure (GI) as defined by the National Planning Policy Framework (NPPF) is 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 infrastructure promotes recreation, tourism, biodiversity, geodiversity and water management. Promoting new green space and protecting existing green assets also helps mitigate against climate change.

9.1.2 Policy GI1 recognises that there are certain assets within Harborough District which are strategic in their importance and potential impact. The policy will be implemented by the Council, public sector partners (neighbouring local authorities, and environmental protection groups) and private sector developers delivering development. Where appropriate, developer contributions will be sought to secure links or improvements to green infrastructure assets. The partner organisations are, amongst others:

- Leicestershire and Rutland Wildlife Trust,
- Canal and River Trust,
- Welland Rivers Trust and Welland Valley Partnership,
- Woodland Trust,
- Leicestershire and Leicester Access Forum,
- County and district local authorities.

9.1.3 In areas identified as being of strategic GI importance, the Council will work with these partners, and developers, to take advantage of opportunities to protect, enhance and enable the following:

- access and movement, creating linkages, promoting walking/cycling;
- biodiversity value;
- natural processes including flood management;
- cultural heritage through interpretation and accessibility to key heritage assets; and
- landscape character protection and enhancement.

9.1.4 The NPPF states that planning policies should protect and enhance public rights of way and access. Councils should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks.

9.1.5 The Harborough Open Spaces Strategy, 2016 supports Policy GI1 and aims to provide a network of greenways which will improve links between settlements, and other green assets. The Council will work with partners and developers in seeking new/enhanced access in the form of multi-use greenways enabling improved access to the countryside for more people. This network of corridors will utilise existing bridleways, restricted byways, permissive routes and former railway lines. Greenways will improve access to the countryside and offer quiet through routes which can be used for walking, cycling, horse riding and other activities, potentially replacing car journeys. Opportunities will be sought to incorporate them into new development or provide links to them. Potential routes such as former railway lines will be protected from inappropriate development so that their potential contribution to the GI network is not jeopardised.

9.2 GI1 Supporting information

Table B.29 Supporting Information: Policy GI1

| | |
|---|--|
| What evidence has informed this policy? | Harborough Open Spaces Strategy (2016 to 2021), 2016. |
| Which Local Plan objectives will it meet? | 3 - Location of development 6 - Natural environment 13 - Tourism and culture |
| How will it be implemented? | On an opportunity basis through contributions from developers or grants to communities. The District Council will also seek to work in partnership with organisations to create a network of green infrastructure. |
| How will it be monitored? | Any planning application granted contrary to the criteria set out in this policy will be identified in the Authority Monitoring Report and the reason for granting it explained. |

GI2 Open space, sport and recreation

1. The District's open space, sport and recreation facilities (as shown on the Policies Map) and any future additional facilities provided as part of new development will be safeguarded and enhanced through improvements to their quality and use.
2. Development resulting in the loss of or reduction in defined open space, sport and recreation facilities will not be permitted unless it can be clearly demonstrated that:
 - a. a robust assessment clearly demonstrates that the space or recreational facility is surplus to local requirements and will not be needed in the-long term in accordance with local standards; or
 - b. replacement areas will be at least equivalent in terms of quality, quantity and accessibility, and there will be no overall negative impact on the provision of open space in accordance with local standards; or
 - c. the proposal is for alternative recreational provision which meets evidence of local need in such a way as to outweigh the loss.
3. Developments of more than 10 dwellings which would result in deficiencies in the quantity, accessibility and/or quality of existing open space, sport and recreation facilities should contribute towards:
 - a. the provision of specific new open space, sport and recreation facilities in accordance with local standards; and/or
 - b. the enhancement of identified existing facilities to meet the relevant local standards.
4. New open space, sport and recreation facilities should be provided within residential development sites (unless otherwise agreed by the Council) and should:
 - a. be accessible, usable, of high quality and good design, visible and safe and include facilities for a range of ages;
 - b. enable links to be created between new development and surrounding recreational networks and facilities (including Public Rights of Way);
 - c. provide an appropriate landscaping and landscape maintenance scheme; and
 - d. specify, prior to the commencement of development, the responsibilities for management and maintenance in-perpetuity of the open space, sport and recreation facility.

9.3 GI2 Explanation

9.3.1 This policy will provide access to high quality open space, sport and recreation facilities, in accordance with paragraphs 96 and 97 of the National Planning Policy Framework (NPPF). 'Open space sport and recreation facilities' refers to all of the typologies listed in Table B.30 below. This is achieved through the protection of existing open space, sport and recreation facilities and the provision of new and enhanced facilities in association with new development.

9.3.2 Paragraph 97 of the NPPF explains that existing open space, sports and recreational buildings and land should not be built on unless clearly surplus to requirements, or their replacement would be at least equal in quantity and quality, or the development is for alternative sports and recreation provision. Policy GI2 reflects this and applies to all existing open space, sport and recreation facilities as identified on the Policies Map, as well as to all forthcoming new facilities.

9.3.3 A comprehensive audit of open space, sport and recreation facilities was undertaken in 2016 in partnership with local communities. Having assessed the quantity, quality and accessibility of existing open space it has been possible to establish up to date provision standards for open space, sport and recreation sites in accordance with paragraph 96 of the NPPF.

9.3.4 The Harborough Open Spaces Strategy (2016 to 2021), 2016 (HOSS) explains how the Council manages and secures the future of open spaces in its ownership, and how it will work in partnership with others to enable new open space to come forward in the future. The Open Spaces Strategy seeks to enhance and protect existing open space and to enable new open space provision.

9.3.5 The HOSS (and any subsequent iterations) sets out the local standards for each of the open space typologies and forms the basis on which provision in accordance with Policy GI2 will be sought (see Table B.30 below). To ensure that the contribution is fairly and reasonably related in size and scale to the new development, the amount of open space (or off site contribution towards improvement of existing open space in specified exceptional circumstances) is linked to the anticipated final population of the new development concerned. These provision standards have been set using both qualitative and quantitative information sources both from the audit and consultation. The document provides a methodology for the application of these standards to individual planning applications.

Table B.30 Typologies of open space, sport and recreation and quantity provision standards

| Type | Definition | Quantity Provision Standard | Accessibility Provision Standard |
|-------------------|---|-----------------------------|----------------------------------|
| Parks and Gardens | Sites that provide high quality opportunities for informal recreation and community events. Includes urban parks, formal gardens and country parks. | 0.4 ha per 1000 population | 4km or 10 mins drive/ bus |

| Type | Definition | Quantity Provision Standard | Accessibility Provision Standard |
|--------------------------------------|--|--|----------------------------------|
| Natural and Semi-Natural Greenspaces | Sites that provide access to wildlife, environmental education and awareness, biodiversity and nature conservation. Includes publicly accessible woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons, meadows), wetlands, open and running water and wastelands. | 8.5 ha per 1,000 population (rural area) 1.5 ha per 1,000 population (urban area) | 1.6km or 20 mins walk |
| Amenity Greenspace | Sites that provide opportunities for informal activities. Most commonly but not exclusively found in housing areas. Includes informal recreation green spaces and village greens. | 0.9 ha per 1000 population | 800m or 10 mins walk |
| Green Corridors and Greenways | Sites that are accessible and free to use for walking, cycling or horse riding, for leisure purposes or travel, and opportunities for wildlife migration. Includes tow-paths along canals and riverbanks, cycleways, rights of way and disused railway lines. | Usually a linear footpath or cycle route, so not realistically measurable. New and augmented routes to be provided on an opportunity basis as set out in Open Spaces Strategy. | 1.6km or 20 mins walk |

| Type | Definition | Quantity Provision Standard | Accessibility Provision Standard |
|---|--|---|----------------------------------|
| Provision for Children and Young People | Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, multi-use games areas and skateboard parks. | 0.3 ha per 1000 population | 400m - 800m or 5 -10 mins walk |
| Outdoor Sports Facilities | Natural or artificial surfaces either publicly or privately owned used for sport and recreation, including pitch sports, tennis, bowls, athletics or countryside and water sports. Includes school playing fields. | The Harborough District Playing Pitch Strategy, 2018 identifies the required provision for outdoor sport. | 4km or 10 mins drive/ bus |
| Allotments and community gardens | Providing opportunities for people to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion. May also include urban farms, but not private gardens. | 0.35 hectares per 1000 population | 4km or 10 mins drive/ bus |
| Cemeteries & Burial Grounds | Cemeteries and other burial grounds, also providing opportunities for quiet contemplation, wildlife conservation, biodiversity and provide a link to the past. | 0.35 hectares per 1000 population (See also policy G13 <i>Local Green Space</i>) | 2km or 5 mins drive/ bus |

| Type | Definition | Quantity Provision Standard | Accessibility Provision Standard |
|--------------|---|--|--|
| Civic Spaces | Civic and market squares and other hard surfaced community areas designed for pedestrians, which can provide a setting for civic buildings and facilitate community events. | No normal amount. New pedestrian spaces to be provided in new shopping centres; or existing civic spaces to be enhanced through contributions. | This typology is limited to a very small number of sites in urban areas. An accessibility threshold would not therefore be appropriate |

Source: Open Spaces Strategy (2016 to 2021),

9.3.6 The Council's preference is for provision to be made on-site. However, off-site provision can be made where a site is constrained or too small to enable appropriate on-site provision. Any off-site provision must be within a suitable distance from the development it is intended to serve, as set out in the accessibility standard for the relevant typology (see table B.30 above). In relation to criterion 4a, the term 'accessible' refers to the implementation of the accessibility standards for new open space, sport and recreation facilities that are set out in the HOSS, which also explains the other quality requirements in this criterion.

9.3.7 The policy ensures that any new open space, sport or recreation facility has an identified responsible organisation for management and maintenance prior to the commencement of development. The responsibilities may fall to a private management company set up by the developer, a community group, the Town or Parish Council or the District Council. If a Town or Parish Council adopts an open space, sport or recreation facility, a commuted sum for maintenance will be required to be paid by the developer in accordance with the HOSS. The District Council, in most circumstances, will not adopt new open spaces.

9.3.8 The Harborough District Playing Pitch Strategy, 2018 (HPPS) determines the supply of and demand for playing pitches, and identifies any shortfalls or oversupply. It also determines where there are any quality issues concerning pitches and ancillary buildings such as changing rooms. The HPPS includes the sports of cricket, football, rugby union, rounders, tennis and outdoor bowls and meets the Sport England requirements for a strategy of this kind. The aims, objectives and delivery plan of the HPPS (including any subsequent iterations) form the basis of policy for assessing the requirement for sports pitch provision.

9.4 GI2 Supporting information

Table B.31 Supporting Information: Policy GI2

| | |
|---|--|
| What evidence has informed this policy? | Harborough Open Space Assessment, 2004; Harborough Open Spaces Strategy (2016 to 2021), 2016; and Harborough District Playing Pitch Strategy, 2018. |
| Which local plan objectives will it meet? | 4 - Infrastructure 6 - Natural environment 10 - Transport |
| How will it be implemented? | Relating to new open space provision, through the decisions on planning applications as part of the Development Management system. Relating to existing open space sport and recreation sites through the Action and Delivery Plan for the Open Spaces Strategy 2016 to 2021. |
| How will it be monitored? | Through the dedicated, established S106 database monitoring and review processes. Existing open space provision will be monitored through the dedicated database of sites held by the Council. The quality of open spaces managed by the Council will be delivered and monitored through relevant parts of the the Grounds Maintenance Contract. Those not owned by the Council will be monitored when the Open Spaces Strategy is reviewed. This will also be monitored through the annual Authority Monitoring Report. |

GI3 Cemeteries

1. The Council will ensure sufficient burial provision continues to be provided in the District in the following ways:
 - a. Extensions to existing burial sites will be permitted where there is a demonstrable requirement for additional capacity for burials and cremation ashes and this cannot be met within the curtilage of an existing site;
 - b. New burial sites will be permitted where there is a need for additional capacity for burials which cannot be met through extending existing sites, including provision for the East of Lutterworth and Scraftoft North SDAs; new sites should be located as close as possible to the assessed need;
 - c. The need for a new burial site to serve the needs of Market Harborough and surrounding villages has been identified. A broad location for this new site has been identified on land to the east of Harborough Road (B6047) to the north-west of the town, as shown on the Policies Map. In the event that a new burial site to serve the town is not delivered through b. above beforehand and subject to further technical work to demonstrate the site is suitable, a new burial site in this broad location should be provided as a component of the town's future expansion as part of a Local Plan Review.

9.5 GI3 Explanation

9.5.1 The Harborough Cemetery and Burial Strategy, 2016, identifies the existing capacity for burials/cremation ashes, along with future requirements. This study has been completed on a site-by-site basis in order to establish where there is a shortfall in capacity, and where there is sufficient capacity.

9.5.2 Where the Cemetery Strategy identifies a shortfall of capacity, it recommends options to address the shortfall. The three options recommended for consideration are intensification, extension and provision of a new site. The approach recommended in a particular circumstance takes into account the level of additional capacity required, the existing site and its surrounding land use.

9.5.3 A number of areas of the District have been identified where the shortage of burial/cremation ash capacity cannot be accommodated by the intensification or extension of existing sites. These areas are:

- Towards the south of the District around Market Harborough. There is a shortage of capacity within Market Harborough and around Foxton. Lubenham and Great Bowden are also expected to see shortages of capacity in the period between 2031 and 2039. A broad location for a new cemetery has been identified to the north of Market Harborough as part of a future expansion of the town in this area.
- Towards the north of the District around Scraftoft, Thurnby and Bushby, and Houghton

on the Hill. This provision will be implemented by provision within Policy SC1 *Scraptoft North Strategic Development Area* in partnership with the local burial authority.

- Associated with the East of Lutterworth Strategic Development Area. This provision will be implemented by provision within Policy L1 *East of Lutterworth Strategic Development Area* in partnership with the local burial authority.

9.5.4 The cemetery provision required in association with the Strategic Development Areas will be 0.35 hectares per 1000 population in the new development. This will be provided either within the site boundary, or in close proximity to the site in accordance with the burial site accessibility standard set out in the Harborough Open Spaces Strategy, 2016. On other residential developments, the Council will continue to seek either on-site burial provision or contributions towards an off-site burial provision through Section 106 agreements and obligations (or via the Community Infrastructure Levy (CIL) if adopted). These will be required to meet the provision of burial site standards set out in GI2 *Open space, sport and recreation* (Table B.30), in order to enable communities to intensify, expand or fund new sites for burials.

9.6 GI3 Supporting Information

Table B.32 Supporting Information: Policy GI3

| | |
|---|--|
| What evidence has informed this policy? | Harborough Cemetery and Burial Strategy, 2016; Market Harborough Cemetery Site Assessments, 2017; and Harborough Open Spaces Strategy (2016 to 2021), 2016. |
| Which Local Plan objectives will it meet? | 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 7 - Historic environment 8 - Town/village centres |
| How will it be implemented? | New cemetery provision will be made by the relevant burial authority, and in the case of SDAs in partnership with developer. In the case of Market Harborough new provision will be implemented by the District Council as burial authority possibly in partnership with the private sector. |
| How will it be monitored? | Implementation of the policy through planning permissions. Adequacy of the provision to meet requirements by a future review of the Cemetery and Burial Strategy. |

GI4 Local Green Space

1. Local Green Spaces are allocated on the Policies Map and will retain their openness permanently. Further Local Green Space may be identified in Neighbourhood Plans providing it meets the relevant criteria in relation to scale, beauty, historic significance, recreational value, tranquillity, or ecological value and it does not conflict with the strategic policies of this Local Plan.
2. The construction of new buildings on Local Green Space will not be permitted other than:
 - a. buildings providing appropriate facilities for outdoor, sport, recreation, cemeteries, burial grounds and allotments as long as the facilities preserve the openness of the Local Green Space; or
 - b. replacement buildings, provided the new building is in the same use and not materially larger than the one it replaces; or
 - c. limited affordable housing for local community needs,except in very special circumstances where the potential harm to the Local Green Space, including to its openness, special character, significance to the local community, and any other harm, are clearly outweighed by other considerations.

9.7 GI4 Explanation

9.7.1 Local Green Space designation provides special protection for green areas of particular importance to local communities. Local Green Space sites have been identified in accordance with paragraphs 99 and 100 of the National Planning Policy Framework (NPPF) because of their beauty, historic significance, recreational value, tranquillity, or ecological value.

9.7.2 The Local Green Space sites have been identified following the assessment of sites submitted to the Council by local communities in 2012, with further sites submitted in 2013. The assessment included seeking and considering the views of landowners of the proposed Local Green Space sites. Further views were sought as part of the Harborough Local Plan Options Consultation, 2015. Since the completion of the original assessment the Council has encouraged Parish Councils to identify other potential Local Green Space sites through their Neighbourhood Development Plans to ensure comprehensive coverage within the District.

9.7.3 The Assessment of Potential Local Green Space Sites background paper includes the full list of nominated sites and sets out the assessment methodology. The paper identifies why each site is special and explains why it is designated as Local Green Space. The full list of Local Green Space sites can be found at Appendix I *Local Green Space designations*.

9.7.4 The designated Local Green Spaces are consistent with Policy SS1 *The spatial strategy* and meet the criteria set out in paragraph 100 of the NPPF.

9.7.5 Neighbourhood Plans that have been 'made' within the District have successfully designated a number of Local Green Space sites. These sites can be identified in the respective neighbourhood plans and it is expected that further sites will be designated through the neighbourhood plan process in the future. The Council will support this process by advising on the justification for Local Green Space and on whether a particular site would conflict with strategic policies in this Local Plan. Where concerns are not addressed by the qualifying body the Council may raise concerns with the neighbourhood plan examiner.

9.7.6 This policy recognises the particular importance of the designated sites and ensures their long term protection. The second part of the policy allows for the construction of buildings for specific uses compatible with a Local Green Space designation and for replacement buildings where specific provisions are met (in accordance with NPPF para 145). Otherwise the construction of new buildings is not permitted except in very special circumstances where any harm is considered to be clearly outweighed by other considerations.

9.8 GI4 Supporting information

Table B.33 Supporting Information: Policy GI4

| | |
|---|---|
| What evidence has informed this policy? | Community and landowner consultation, 2012 and 2013 and 2015 update; 'Made' Neighbourhood Plans within the Harborough District; and Assessment of Potential Local Green Space sites, 2014. |
| Which Local Plan objectives will it meet? | 3 - Location of development 6 - Natural environment |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Through the dedicated database of Local Green Space held by the District Council, and by Neighbourhood Plan delivery. This will also be monitored through the annual Authority Monitoring Report. |

GI5 Biodiversity and geodiversity

1. Nationally and locally designated biodiversity and geodiversity sites, as shown on the Policies Map, will be safeguarded.
2. Development will be permitted where:
 - a. there is no adverse impact on:
 - i. the conservation of priority species;
 - ii. irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss;
 - iii. nationally designated sites;
 - iv. locally designated sites;
unless, in all cases, the need for, and benefits of, the development in that location clearly outweigh the impact.
 - b. there is no loss of any 'best and most versatile agricultural land' unless this is demonstrably necessary to facilitate the delivery of sustainable development;
 - c. there is no net loss or sterilisation of natural resources;
 - d. opportunities for improving habitats and for improving the water quality of local water courses to improve the aquatic habitat are incorporated;
 - e. unavoidable loss or damage to habitats, sites or features is addressed through mitigation, relocation, or as a last resort compensation to ensure there is no net loss of environmental value.
3. Development should contribute towards protecting and improving biodiversity and geodiversity through, as relevant:
 - a. protecting and enhancing habitats and populations of priority species;
 - b. protecting and enhancing the strategic biodiversity network and wildlife corridors, particularly river and canal corridors, disused railways and all watercourses;
 - c. maintaining biodiversity during construction;
 - d. providing contributions to wider biodiversity improvements in the vicinity of the development;
 - e. including measures aimed at allowing the District's flora and fauna to adapt to climate change;
 - f. including measures to improve the water quality of any water body as required by the Water Framework Directive; and
 - g. protecting features and areas of geodiversity value and enhancing them to improve connectivity of habitats, amenity use, education and interpretation.

9.9 GI5 Explanation

9.9.1 The National Planning Policy Framework (NPPF) recognises the role of the planning system for protection and enhancement of natural ecosystems. NPPF paragraphs 174 to

177 identify the requirements to enhance biodiversity and geodiversity. Circular 06/2005: "Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System" provides guidance on how nationally designated sites and species should be treated.

9.9.2 Harborough District is relatively poor in biodiversity terms, due to the predominance of agriculture. There are 13 SSSIs mainly in the east of the District (see Appendix J *Biodiversity and geodiversity sites*). Alongside these national designations, there are over 200 Local Wildlife Sites which have been through the formal notification process, one Local Nature Reserve (North Kilworth) and 4 Regionally Important Geological or Geomorphological Sites (RIGS). Irreplaceable habitats include ancient woodland and aged or veteran trees found outside ancient woodland, mature plantation woodland, ancient species rich hedgerows, and species rich grasslands. However, the potential exists to create and enhance wildlife corridors and networks and encourage the rebuilding of fragmented habitats through conservation management.

9.9.3 Other than one SSSI, there are no statutory geodiversity designations in the District at present. Railway, canal and road cuttings, disused quarries, river settings and outcrops could offer potential geodiversity interest. Their potential value in educational, recreational and landscape terms should be respected and protected where appropriate.

9.9.4 Development provides an opportunity to improve biodiversity and geodiversity. This includes ensuring that the site design retains wherever possible the natural assets of the site, including hedges, trees and woodland and any water bodies and enhances these assets to increase biodiversity.

9.9.5 Development can also assist in protecting and enhancing the interconnectivity of habitats. Measures to provide rainwater drainage, such as ponds, swales and wetlands can provide and/or enhance 'green' and 'blue' wildlife corridors by linking with existing habitats either within the site or beyond its boundaries. This is particularly important for improving the water quality of water bodies as required by the European Water Framework Directive, 2000.

9.9.6 Best and most versatile agricultural land is a scarce resource in this district. It should not therefore be lost without very good reason. In applying this policy the Council will, however, take into account the economic and other benefits of developing the best and most versatile agricultural land.

9.9.7 There is a need to work with partners, including the Leicestershire and Rutland Wildlife Trust, Environment Agency, the Rivers Trusts, Leicestershire County Council and developers to progress projects and identify key opportunity areas for the improvement of biodiversity value and the appreciation of geodiversity as part of the wider green infrastructure network. Improving interconnectivity between habitats is particularly important, to allow for migration of species when challenged by changing climate. The

opportunities for engaging with local communities to encourage more local wildlife sites are particularly important and neighbourhood planning is a way to encourage improved biodiversity at a local level.

9.9.8 Priority areas for protection and enhancement are the River Welland corridor, along with parts of the River Sence and the Grand Union Canal, and the other SSSIs. These features were identified in the 6Cs Sub-Regional Strategic Framework, 2010 as having potential to contribute to the improvement of biodiversity and the wider green infrastructure network. Locally designated sites are those meeting the criteria approved by the local RIGS Panel or that meet Leicestershire County Council's 'Criteria for the Selection of Local Wildlife Sites in Leicester, Leicestershire and Rutland, 2011'.

9.10 GI5 Supporting information

Table B.34 Supporting Information: Policy GI5

| | |
|---|--|
| What evidence has informed this policy? | Harborough Open Spaces Strategy 2016 – 2021, 2015; Space for Wildlife: Leicester, Leicestershire and Rutland Biodiversity Action Plan 2016 – 2026, 2016; 6Cs Sub-Regional Strategic Framework, 2010; Harborough Phase 1 Habitat Survey, 2008; and Harborough District Council Watercycle Study, 2016. |
| Which Local Plan objectives will it meet? | 3 - Location of new development 6 - Natural environment 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. Financial contributions from development, together with external funding will support delivery. Implementation will also be guided by the Harborough Open Space Strategy, 2015 and the partnerships identified there. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. The Council will monitor the status of SSSIs via Natural England together with the data that comes from the monitoring of the Biodiversity Action Plan for Leicestershire, 2016. |

10 Climate change

CC1 Mitigating climate change

1. Major development will be permitted where it demonstrates:
 - a. how carbon emissions would be minimised through passive design measures;
 - b. the extent to which it meets relevant best practice accreditation schemes to promote the improvement in environmental and energy efficiency performance;
 - c. how the development would provide and utilise renewable energy technology;
 - d. whether the building(s) would require cooling, and if so how this would be delivered without increasing carbon emissions;
 - e. how existing buildings to be retained as part of the development are to be made more energy efficient;
 - f. how demolition of existing buildings is justified in terms of optimisation of resources in comparison to their retention and re-use; and
 - g. how carbon emissions during construction will be minimised.
2. In Strategic Development Areas applicants should demonstrate whether a decentralised energy network is viable and, if so, the arrangements for its delivery and future management.

10.1 CC1 Explanation

10.1.1 The National Planning Policy Framework (NPPF) (paragraph 149) directs local plans to include policies that contribute to the reduction of greenhouse gases in accordance with the provisions of the Climate Change Act 2008. This commits the UK to reducing emissions to at least 80% of 1990 levels by 2050.

10.1.2 Harborough District Council recognises the risks associated with climate change and has committed to action through Climate Local. The Harborough District Council Climate Local Action Plan, 2015 sets out the Council's initial strategy for addressing climate change including measures to reduce the carbon footprint of the District from its relatively high level and to increase the resilience of communities to the impacts.

10.1.3 New build development should be designed to reduce carbon emissions as close to zero as practicable. Design and Access Statements accompanying planning applications for major developments should identify cost effective approaches to low carbon development, which will be guided by the energy hierarchy. This requires that the design of any development should consider use of the following energy options in priority order:

- passive design considered first as a means to reduce emissions,
- then the energy efficient design of building services, including decentralised energy networks,
- and finally, including renewable energy at building or site level.

10.1.4 The energy efficiency of a building is covered by Part L of the Building Regulations, which sets out the minimum requirements. In addition, a number of nationally recognised accreditation schemes are useful in assessing sites and can help to deliver higher standards than the minimum required in building regulations. Schemes include BREEAM, Passivhaus and the new Home Quality Mark.

10.1.5 Decentralised energy systems generate and supply electricity, heating or cooling close to where it is used, thereby reducing transmission energy losses and lowering carbon emissions. The proposed Strategic Development Areas (SDAs), are considered to be the most feasible opportunities for decentralised energy network systems. They should consider the feasibility of a local network as part of the development. If a decentralised system is not included, then the promoters must demonstrate that it is not practical or feasible.

10.1.6 In rural communities there may also be opportunities for local micro-networks, particularly small scale heating networks or community owned energy infrastructure.

10.2 CC1 Supporting information

Table B.35 Supporting Information: Policy CC1

| | |
|---|---|
| What evidence has informed these policies? | Leicestershire and Rutland Planning for Climate Change study, May 2008; Harborough Climate Change Action Plan, 2015; and Harborough Infrastructure Delivery Plan, 2017. |
| Which Local Plan objectives will they meet? | 4- Infrastructure 6- Natural environment 9- Design 12- Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. The policy will also be monitored via the Climate Local Annual Report, including District carbon emissions. This topic will be monitored through the Authority Monitoring Report. |

CC2 Renewable energy generation

1. Development for renewable and low carbon energy generation will be permitted where:
 - a. it is an appropriate technology for the site;
 - b. it does not create a significant noise intrusion for existing dwellings;
 - c. it includes measures to mitigate against any adverse impacts on the built and natural environment resulting from the construction, operation and decommissioning of any equipment/infrastructure;
 - d. it does not contribute towards an unacceptable cumulative visual impact from renewable energy developments when considered in conjunction with nearby developments and permitted proposals within the District or adjoining local authority areas; and
 - e. adequate conditions are imposed and/or a legal agreement is entered into ensuring that once the use ceases operating permanently, it is fully decommissioned and the site appropriately restored.
2. Wind energy development involving one or more turbines will not be permitted except as follows:
 - a. in the High Leicestershire and Laughton Hills Landscape Character Areas, where the height does not exceed 30 metres and no more than three turbines are proposed;
 - b. in the Welland Valley Landscape Character Area, where the height does not exceed 65 metres and no more than three turbines are proposed; and
 - c. in the Lutterworth Lowlands and Upper Soar Landscape Character Areas, where the height does not exceed 125 metres.

In all cases, proposals will be considered against the above criteria 1.a to e.

10.3 CC2 Explanation

10.3.1 The UK has a target, that 15% of energy must be from renewable sources by 2020 (EU Directive 2009/28/EC of the European Parliament and the Council on Renewable Energy).

10.3.2 The National Planning Policy Framework (NPPF) (paragraph 151) emphasises that local plans should have a positive strategy to promote energy from renewable and low carbon sources, with policies designed to maximise the development of low carbon energy. The impact of wind generation projects on communities has been recognised by the Government and the NPPF (paragraph 154, footnote 49) makes it clear that development involving wind turbines should not be considered acceptable unless it is in an area suitable for wind energy development as identified in the development plan, any planning impacts identified by the affected community have been addressed and the proposal has the support of the local community.

10.3.3 The Planning for Climate Change: Renewable Energy Opportunities study, May 2008 found that wind turbines, biomass plants (including combined heat and power), solar thermal heating, photovoltaic energy, and energy from waste all have a potential to be utilised and developed within the District. The assessment identified wind energy as a noteworthy source of potential renewable energy generation for the District.

10.3.4 The Landscape Sensitivity to Renewable Energy in Harborough District Study, July 2016 has identified the areas of the District with most capacity for accommodating renewable energy. In general, larger scale renewable energy, including commercial wind farms, is best accommodated in the Upper Soar and Lutterworth Lowlands Landscape Character Areas (see Fig. A.4, Chapter 4), which are characterised by man-made features. The Welland Valley Landscape Character Area has medium capacity for accommodating renewable installations. High Leicestershire and the Laughton Hills Landscape Character Areas have limited capacity for accommodating renewable infrastructure. Small installations (e.g. single wind turbines below 30m) may be capable of being accommodated in some locations within these landscape character areas, where it can be demonstrated that there is no adverse landscape impact and other criteria in the policy are met.

10.3.5 Detailed assessment was not undertaken in respect of heritage assets and their settings in the Landscape Sensitivity to Renewable Energy report and subsequent definition of areas for small, medium and large scale wind farms. Applications for renewable energy development proposals will need to take account of heritage assets and their settings, and be supported by a detailed heritage assessment that takes into account the criteria of Policy HC1 *Built heritage*.

10.3.6 Commercial renewable energy developments are expected to provide an environmental impact assessment and to ensure that important animal and bird species are properly safeguarded. Bird sensitivity should be especially considered to the east of the District, close to Rutland Water which is a Site of Special Scientific Interest (SSSI), a Ramsar site and a European Special Protection Area.

10.3.7 Community owned energy is an important means of engaging communities with their own energy generation. Community owned energy projects are encouraged within the District. A local community energy company has been set up as part of the Sustainable Harborough Challenge, called Harborough Energy, specifically to enable community owned renewable energy projects. The first two solar projects were commissioned in 2016.

10.3.8 In all cases where planning permission is required for renewable energy projects, any approval shall include a planning condition requiring the removal of equipment/ associated infrastructure and the reinstatement of building or land to original condition or appearance within three years of such equipment becoming permanently non-operational.

10.4 CC2 Supporting information

Table B.36 Supporting Information: Policy CC2

| | |
|---|--|
| What evidence has informed these policies? | Planning for Climate Change: Renewable Energy Opportunities for Blaby, Harborough, Hinckley and Bosworth, Melton, North West Leicestershire, Oadby and Wigston and Rutland, Final Report, May 2008; Harborough Climate Change Action Plan, 2015; Landscape Sensitivity to Renewable Energy in Harborough District, 2016; and Harborough Infrastructure Delivery Plan, 2017. |
| Which Local Plan objectives will they meet? | 4 - Infrastructure 6 - Natural environment 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Through the annual analysis of the installed energy generating capacity from Government databases. Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

CC3 Managing flood risk

1. New development should take place in the areas of lowest risk of flooding, including the potential future risk due to climate change. The Sequential Test, and, where necessary, the Exceptions Test should be used to assess the suitability of proposed development. Site-specific flood risk assessments of all sources of flood risk on the site and downstream of the site will be required as appropriate.
2. Development should take place within Flood Zone 1, wherever possible. Within Flood Zone 1 a site-specific flood risk assessment will be required for proposals relating to:
 - a. major development;
 - b. land with critical drainage problems;
 - c. land at increased flood risk in the future; or
 - d. a more vulnerable use on land subject to other sources of flooding.
3. All development proposals in Flood Zones 2 or 3 will require a site-specific flood risk assessment.
4. Development proposals subject to a site-specific flood risk assessment will only be permitted where:
 - a. the mitigation, flood management, flood resilience measures, and design requirements identified are satisfactorily addressed; and
 - b. the design incorporates flood resilience measures to allow for increased risk due to climate change.
5. Development in Flood Zone 3, unless meeting the Exceptions Test, will only be permitted as follows:
 - a. Flood Zone 3a: 'less vulnerable' uses, including retail and business uses (A and B Use Classes), agriculture and some non-residential institutions (Use Class D1) other than for health services, nurseries and education; and water compatible development;
 - b. Flood Zone 3b: water compatible development where appropriate; this zone will be safeguarded to ensure protection of the functional floodplain.

10.5 CC3 Explanation

10.5.1 Specific planning guidance on development and flooding is incorporated in the NPPF, paragraphs 155 to 165. Local plans are required to take into consideration flood risk and to direct development away from areas of flood risk. The use of the sequential test to direct development to low risk sites is indicated in NPPF, paragraphs 157-158.

10.5.2 There are a range of public bodies with responsibility for flooding. The Environment Agency (EA) has a leading role, particularly in preparing Catchment Flood Management Plans for each river basin. In Harborough District the rivers are covered by the following plans:

- Welland and tributaries - Anglian River Basin;
- Soar and tributaries - Humber River Basin; and
- Avon and tributaries - Severn River Basin.

10.5.3 Lead Local Flood Authorities (LLFA) have responsibility for producing Flood Risk Management Strategies for local sources of flooding including surface water, groundwater and ordinary watercourses. Leicestershire County Council are the LLFA for Harborough District and have published their Local Flood Risk Management Study, 2015.

10.5.4 LLFAs are statutory consultees to any major schemes that may impact on flood risk. The Environment Agency is also a statutory consultee for any development in Flood Zones 2 and 3.

10.5.5 The Council's Strategic Flood Risk Assessment, 2009 (SFRA) as updated in 2017, provides the evidence to determine the likely impact that new development will make to flood risk. It found that less than 10% of the District falls within Flood Zone 3 (highest risk of flooding). The majority of the Flood Zone 3 areas are in rural areas and therefore, in general, the flood risk within the District is not considered to be a significant constraint on future development. However, a number of watercourses are prone to flooding during extreme weather conditions. The River Welland, which flows through the centre of Market Harborough, is particularly vulnerable, the most recent flooding occurring in March 2016.

10.5.6 The majority of the District has clay soils, which are particularly prone to surface water flooding. Various settlements across the District are at risk, including: Market Harborough, Lutterworth, Broughton Astley, Great Glen, Scraftoft and Thurnby and Bushby, as well as some smaller villages. These settlements are particularly at risk during extreme flood events and sewers on new developments should be designed to safely accommodate extreme rain events, beyond the normal design criteria.

10.5.7 As set out in the NPPF (paragraph 163, footnote 50) applicants for major development, namely that of 1 hectare or greater in Flood Zone 1 or any development in Flood Zone 2 or 3, would be expected to submit a site specific Flood Risk Assessments (FRA) to identify the main flood risks to the site, including whether a development will increase flood risk downstream, and recommendations for mitigating measures. The assessment should identify how a development will be designed to cope with flooding and how the risk will be mitigated without increasing the risk elsewhere. The FRA should also consider the future risk by including the climate change projections as detailed in 'Flood Risk Assessments: Climate Change Allowances' (Environment Agency, February 2017). Recommendations for mitigation will be incorporated as conditions to the planning permission. The FRA should include:

- identification of flood risk;
- assessment of existing run-off rates;
- calculation of greenfield run-off rates;

- identification of measures, in line with the drainage hierarchy, to reduce run-off rates; and
- calculation of proposed run-off rates; and
- calculation of increased risk as identified in the climate change projections.

10.6 CC3 Supporting information

Table B.37 Supporting Information: Policy CC3

| | |
|---|--|
| What evidence has informed these policies? | The Leicestershire and Rutland Planning for Climate Change study, May 2008; Harborough Strategic Flood Risk Study, 2009; Strategic Growth Plan Strategic Flood Risk Assessment - Harborough District Update, 2017; Harborough Climate Change Action Plan, 2015; Harborough Watercycle Study, 2015; Anglian River Basin Management Plan, 2015 Update; Humber River Basin Management Plan, 2016 Update; Severn River Basin Management Plan, March 2016 Update; Flood Risk Assessments: Climate Change Allowances (Environment Agency, 2017); Leicestershire Flood Risk Management Strategy, 2015; and Harborough Infrastructure Delivery Plan, 2017. |
| Which Local Plan objectives will they meet? | 4 - Infrastructure 6 - Natural environment 11 - Flood risk 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. This will include any planning permission given contrary to EA advice and LLFA reporting. |

CC4 Sustainable drainage

1. All major development must incorporate sustainable drainage systems (SuDS).
2. Prior to the commencement of development, the responsibilities for management and maintenance in perpetuity of the SuDS must be agreed.
3. The design and layout of the SuDS, taking account of the hydrology of the site, will:
 - a. manage surface water close to its source and on the surface where reasonably practicable to do so;
 - b. use water as a resource, re-using it where practicable, and ensuring that any run-off does not negatively impact on the water quality of a nearby water body;
 - c. use features that enhance the site design and make an active contribution to making places for people;
 - d. incorporate surface water management features as multi-functional greenspace wherever possible;
 - e. provide for the re-naturalisation of modified water courses where practical;
 - f. be located away from land affected by contamination that may pose an additional risk to groundwater or other waterbodies;
 - g. demonstrate that the peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site and reduced wherever possible; and
 - h. ensure that flooding would not occur to property in and adjacent to the development, in the event of an occurrence of a 1 in 100 year rainfall event (including an allowance for climate change) or in the event of local drainage system failure.

10.7 CC4 Explanation

10.7.1 Paragraph 165 of the NPPF indicates that major developments should incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Leicestershire County Council as Lead Local Flood Authority (LLFA) is the statutory consultee for SuDS schemes in Harborough District. SuDS are a vital tool in ensuring that the water quality of water bodies improves in line with the requirements of the European Water Framework Directive, 2000 (WFD).

10.7.2 The principle of SuDS is to slow the flow of water from the site, retaining rainfall in the various SuDS elements across the site and at building scale. The SuDS design should be designed with the hydrology of the site. In general drains leading to a large retention pond are not considered to be suitable.

10.7.3 Minor development of more than one dwelling should address the opportunity for SuDS in the Design and Access Statement accompanying a planning application. SuDS can be adapted for minor development of 9 or fewer dwellings as well as major developments by choosing from a range of measures that suit the site including:

- green roofs;
- rainwater harvesting;
- rainwater gardens;
- permeable surfaces;
- swales and basins;
- tree planting; and
- ponds and wetlands.

10.7.4 Greenfield development should discharge water from the site no more quickly than the original green field site. The heavy clay soil that is characteristic of Leicestershire can lead to rapid run-off and in sensitive sites this may lead to the need for further retention measures. This is best achieved by designing the scheme to take account of the hydrology of the site, for example by creating wetlands in the lowest areas. Watercourses on the site should be an intrinsic part of the overall SuDS scheme and if they are modified by weirs and culverts consideration should be given to re-naturalising the water course. Where development is on brownfield sites, the opportunity should be taken to reduce the risk of flooding and improve and protect water quality and habitats. SuDS should not be located on land affected by contamination, as this may leach into the groundwater, or be carried to nearby water bodies. Guidance is available from the EA in their groundwater protection statements.

10.7.5 In addition development proposals should demonstrate that:

- adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
- no surface water connections are made to the foul sewerage system, except in exceptional circumstances where it can be shown where there are no feasible alternatives;
- suitable access is safeguarded for the maintenance of water resources and drainage infrastructure.

10.7.6 The SuDS design should also take account of the potential for delivering wider benefits, especially biodiversity and water quality improvements and the opportunities for provision of open space. The provision for maintenance and upkeep of SuDS should be an integral part of the planning application. The Council also requires the use of SuDS during construction to ensure that run-off from the site does not increase flood risk to nearby properties as a development is built or impact upon water quality of nearby watercourses.

10.7.7 The design of the SuDS should be informed by the industry best practice as currently found in the CIRIA SuDS Manual C753, 2007 (or updates). Where rainwater harvesting is implemented then full regard shall be had to the provisions of the Private Water Supply Regulations, 2016.

10.8 CC4 Supporting Information

Table B.38 Supporting Information: Policy CC4

| | |
|---|---|
| What evidence has informed these policies? | The Leicestershire and Rutland Planning for Climate Change study, May 2008; Harborough Strategic Flood Risk Study, 2009; Harborough Climate Change Action Plan, 2015; Harborough Watercycle Study, 2015; and Harborough Infrastructure Delivery Plan, 2017. |
| Which local plan objectives will they meet? | 4 - Infrastructure 6 - Natural Environment 11 - Flood Risk 12 - Environmental Impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

11 Infrastructure

IN1 Infrastructure provision

1. Major development will be permitted where there is, or will be when needed, sufficient infrastructure capacity to support and meet all the requirements arising from it, including those away from the site and its immediate vicinity, whether within Harborough District or outside.
2. Direct provision and/or financial contributions towards meeting all the eligible costs of infrastructure directly required by a major development (or cumulatively with other major developments within Harborough District or outside) will be sought from the scheme promoter whenever this is necessary. Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) will be required taking into account the viability of the development. This will be in addition to the affordable housing requirement as set out in Policy H2.

11.1 IN1 Explanation

11.1.1 Infrastructure includes physical assets such as:

- roads and footpaths;
- cycleways;
- public transport facilities;
- electronic communications (including broadband);
- gas and electricity supplies;
- water supply;
- foul drainage and sewage treatment facilities;
- flood defence infrastructure; and
- surface water management and power stations;

and social assets such as:

- health centres and doctors' surgeries;
- schools and colleges;
- community halls and indoor sports facilities; and
- green infrastructure, including playing fields and informal open space (green infrastructure is dealt with in Chapter 9).

11.1.2 A consistent theme of the National Planning Policy Framework (NPPF) is the importance of infrastructure provision in accompanying and enabling the sustainable growth of communities.

11.1.3 Planning for infrastructure is a key part of preparing a local plan. In particular it is important to ensure that the infrastructure necessary to service new development is provided in a timely and financially viable way. Establishing the capacity of existing infrastructure to accommodate the demands arising from the occupiers of new development is a key starting point. However, in some cases new development can be sited to enable new infrastructure in locations that will promote longer term sustainable growth. Infrastructure required as part of the development of specific strategic sites in this Local Plan is set out in the relevant site allocation policies in Part C.

Funding infrastructure

11.1.4 Providing some forms of infrastructure is largely dependent on a commercial relationship between developers and infrastructure providers. The public utility providers are private companies that charge for their services, so their upfront provision costs are off-set not only by what developers pay in terms of initial charges but also by future revenues arising from billing new customers. However, the use of other types of infrastructure, such as new public roads, schools and health facilities, may not be directly charged to users. Although some government derived funding sources pay for such provision, there is also a reliance on developer contributions in one form or another, especially where the extra capacity required directly arises from development generated demand.

11.1.5 Section 106 of the Town and Country Planning Act 1990 (as amended) enables local planning authorities to negotiate with prospective developers, so that they either directly build, or make financial contributions towards, infrastructure. The rules under which councils can negotiate planning obligations are subject to nationally-set tests concerning whether they are necessary in order to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

11.1.6 Further guidance on how the Council will implement Policy IN1, having regard to any changes in regulations introduced by the Government, will be set out in revisions to the Planning Obligations Supplementary Planning Document (SPD), 2017.

11.1.7 Where specific items of infrastructure cannot be provided directly within a development, or it is not appropriate to be located on the development site itself, developers will be required to pay for or contribute to the cost of necessary infrastructure through Section 106 agreements, or through CIL if progressed. As highway authority, Leicestershire County Council's preferred method for the delivery of highway infrastructure is through agreements under Sections 38 and 278 of the Highways Act 1980. Where available, the Council will also seek to use other funding sources to contribute to identified infrastructure need.

11.1.8 Developers will be required to consider all the infrastructure implications and requirements of a scheme and not just those on the site or its immediate vicinity. Examples include improvement to a road junction some distance away from the development if the

amount of traffic generated by the scheme would exceed the junction's capacity. In some cases it is possible that improvements will be required to roads in neighbouring districts or in Leicester City as a result of growth in Harborough District. For instance as a result of proposed growth along the A5 corridor Highways England has been working with several local authorities to seek road improvements some of which will be outside the District. Similarly it is possible that growth in neighbouring areas might require improvements to roads within Harborough District. Building on evidence prepared to underpin this Local Plan, the District Council will continue to work closely with the County and City highway authorities, and with Highways England and neighbouring planning authorities, to ensure a coordinated approach to identifying and delivering such road improvements.

11.1.9 In terms of provision for education, libraries and civic amenities, Leicestershire County Council considers relevant development proposals on a case-by-case basis. Where the need for improvements to existing primary and secondary education provision, libraries or existing civic amenity infrastructure are identified the County Council will seek contributions to fund any necessary improvements in accordance with its Leicestershire Planning Obligations Policy, 2016 (or subsequent updates) and the CIL Regulations.

11.1.10 In circumstances where infrastructure capacity or its future delivery cannot be certain, Policy IN1 will be used as a reason to refuse planning permission or restrict (through a condition or Section 106 agreement) development from being commenced.

Harborough Infrastructure Delivery Plan

11.1.11 The Harborough Infrastructure Delivery Plan (IDP), has been prepared alongside this Local Plan and identifies the need for new infrastructure to support new development proposed in the Local Plan. In particular it:

- establishes the capacity of existing infrastructure to meet the needs of existing residents and businesses;
- identifies where capacity is insufficient or absent to meet the needs of new planned development; and
- sets out broad costs and responsibilities for providing new infrastructure required to deliver the key economic and housing development proposed in the plan.

11.1.12 The IDP is available separately on the Local Plan web site and is a live document which the Council will update regularly recognising that circumstances will change over time and new information and government guidance on infrastructure delivery, funding sources, and investment programmes will become available. The Council will continue to engage with key infrastructure providers to ensure that issues, proposals and aspirations are captured.

11.1.13 The IDP has also informed the economic viability assessment of the whole plan (see paragraph 11.1.14 below) and may inform the introduction of a CIL, if progressed. The IDP will also inform how the Council sets its own capital expenditure priorities, including those resources secured through developer contributions and potentially CIL.

11.1.14 The preparation of the Local Plan has been informed by a Local Plan Viability Assessment, 2017. This has considered whether the requirements of each policy including Policy IN1 would impact on the overall viability of the plan and ensure that appropriate policies requiring financial contributions or specific provision are generally viable.

11.1.15 When applying Policy IN1 in the determination of planning applications the Council will be guided by the IDP as updated, together with the advice from infrastructure providers. The delivery of infrastructure will be enabled through a range of funding mechanisms and partners so that provision is made in a timely fashion to enable development and meet users' needs as they arise. Development may need to be phased to ensure the provision of infrastructure in a timely manner. Conditions attached to the planning permission or a planning obligation may be used to secure this phasing arrangement.

11.2 IN1 Supporting information

Table B.39 Supporting Information: Policy IN1

| | |
|---|--|
| What evidence has informed this policy? | Harborough Infrastructure Delivery Plan, 2017; and Local Plan Viability Assessment, 2017. |
| Which Local Plan objectives will it meet? | <ul style="list-style-type: none"> 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 7 - Historic environment 8 - Town/village centres 9 - Design 10 - Transport 11 - Flood risk 12 - Environmental impact |
| How will it be implemented? | <p>Through:</p> <ul style="list-style-type: none"> 1. liaison with the infrastructure providers; and/or 2. the application of appropriate conditions attached to planning permissions; and/or 3. negotiating with prospective developers to secure any requisite financial contributions and/or commitments to implement the necessary works directly and secured by Section 106 agreements attached to the planning permissions. |
| How will it be monitored? | <p>Through the annual Authority Monitoring Report explaining the extent to which:</p> <ul style="list-style-type: none"> 1. individual items of infrastructure were programmed in accordance with the programming identified in the IDP; and 2. individual items of infrastructure were delivered in adequate time and to the requisite quality to enable the development to function effectively and without detriment to the occupiers and/or users of the developments. |

IN2 Sustainable transport

1. Development proposals should have regard to the transport policies of the Local Transport Authority (and where appropriate adjoining transport authorities) and where there are impacts on the national road network be aligned with policies of Highways England. Proposals should seek to maximise the use and efficiency of existing transport facilities and where necessary provide mitigating measures to deal with the impacts of development on the transport network, both within and outside the District.
2. Residential and commercial development proposals will be permitted, subject to the provision of:
 - a. safe access, servicing and parking arrangements having regard to highways authority guidance and standards;
 - b. measures to facilitate and encourage safe access by cycle and on foot;
 - c. protection of, connection to, and extension where practicable of existing pedestrian, cycle and equestrian routes;
 - d. provision for public transport enhancement where justified, including information and waiting facilities and measures to encourage public transport use;
 - e. provision for the transport needs of specific groups in the community, such as the elderly and those with disabilities;
 - f. provision of electric vehicle recharging facilities where appropriate; and
 - g. mitigation for any adverse impact on air quality, especially in Air Quality Management Areas, and residential amenity, including traffic noise.
3. Control of speed and flow of vehicular traffic in settlements and at junctions should use measures which minimise the need for additional traffic signs and signals. Proposals to reduce the environmental effect of highway related structures by reducing unnecessary traffic signs and street lighting should be implemented where safety allows.

11.3 IN2 Explanation

11.3.1 In a rural district such as Harborough, the need to travel for jobs or services, or to be served by mobile delivery, has always been an important feature of daily life. The relationship between places and sustainable transport is important, not only in helping to ensure people can travel easily and sustainably but also in managing the effects on transport infrastructure in the District. In rural areas maintaining access to services is vital and this will be pursued by supporting limited rural development in accordance with Policy H1 *Provision of new housing*, GD2 *Settlement development*, GD3 *Development in the countryside* and GD4 *New housing in the countryside*. This will enable retention of local services, increase opportunities for home and village delivery of services and will support the ability for people to work and shop from home using digital connectivity, subject to this being available at sufficient speeds (see Policy IN3 *Electronic connectivity*).

11.3.2 Owing to physical constraints within the historic areas of the District, the level of development proposed and lack of expected public funding sources, the development strategy does not rely on a significant need for additional transport infrastructure. Policy SS1 *The spatial strategy* directs most development into areas which already have capacity to offer sustainable transport choice for local journeys to access services and facilities.

11.3.3 Policy IN2 aims to assist in the delivery of the goals and outcomes of the Leicestershire County Council Local Transport Plan 3 2011-2026 (LTP3). In addition, the Council will work closely with neighbouring planning and highway authorities (in particular Leicester City, Warwickshire and Northamptonshire County Councils), Highways England, Network Rail and local train operating companies in considering proposals for strategic development in the District.

11.3.4 Local Transport Plans are developed by the Local Transport Authority following the Local Transport Act 2000. LTP3 came into effect in March 2011 and sets out the transport strategy to 2026 for Leicestershire. It is supported by rolling three year Implementation Plans. The Local Plan aims to assist Leicestershire County Council in the delivery of the following outcomes:

- The transport system provides more consistent, predictable and reliable journey times for the movement of people and goods.
- All residents have efficient, easy and affordable access to key services, such as employment, education, health care and food shopping, particularly by public transport, bike and on foot.
- More people walk, cycle and use public transport as part of their daily journeys.
- The negative impact of the transport system on the environment, air quality and individuals is reduced.

11.3.5 The Council is anxious to ensure that both the occupiers and users of new development, and those elsewhere who may be affected by it indirectly, will not be subjected to below acceptable standards of air quality. Therefore, in controlling the potential impact of development upon air quality, the Council will require an effective air pollution mitigation strategy if a development proposal would be likely to either:

- have a moderate adverse, or worse, impact upon air quality within an existing Air Quality Management Area (AQMA) whether the proposal is inside or outside of that AQMA; or
- contribute directly or indirectly to the declaration of another AQMA be it in this district or an adjoining one.

11.3.6 An AQMA is an area identified as one in which the national air quality objectives are unlikely to be achieved. A moderate adverse impact is defined by Land-Use Planning & Development Control: Planning For Air Quality May 2015 b(v1.1) EPUK & IAQM (or a successor document).

11.3.7 The approach to transport set out in this Local Plan acknowledges that additional transport infrastructure improvements will be largely developer funded, and that public transport provision, for both new and existing services, will also be developer funded where necessary. Within and adjacent to Market Harborough, development will be expected to contribute to transport improvement schemes set out in the Market Harborough Transport Strategy 2017-2031, with development within and adjacent to Lutterworth and Magna Park expected to contribute towards transport improvement schemes set out in the A5 Strategy and Action Plan. Where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network, the Council will seek measures, including if necessary a financial contribution fairly and reasonably related to the development, to mitigate the impact of the scheme. The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out below.

Table B.40 Market Harborough Transport Strategy recommendations

| Capacity / Congestion Improvements | |
|--|---|
| R1 | With the assistance of micro-simulation ^[1] traffic modelling, undertake option appraisals for capacity improvements at the following key junctions: (i) A6 / B6047 (aka McDonalds Roundabout); (ii) The Square / St Mary's Road / Coventry Road (town centre); (iii) Northampton Road / Springfield Street / Welland Park Road; (iv) A4304 St Mary's Road / Kettering Road / Clarence Street; (v) A4304 Rockingham Road / Gores Lane; (vi) A6 / Harborough Road / Dingley Road / A4304; and (vii) Sainsbury's store entrance / Springfield Street. |
| R2 | As part of the refinement of the analysis so far undertaken, the Authority will analyse the extent of the problem of blocking at local junctions which could be mitigated by the provision of yellow box markings. |
| Recommendations that result in changes to the network and traffic routing | |
| R3 | With the assistance of micro-simulation traffic modelling consider the upgrading of Welland Park Road to become the A4304, with a respective downgrading of Coventry Road. Determine the associated engineering, accommodation and complementary works to facilitate this work. |
| R4 | Consider the principle of providing a relief road between the A508 and A6 to the south-east of the town as a long term aspiration. |
| Sustainable transport infrastructure / behaviour change initiatives | |
| R5 | Extend and enhance the walking and cycling network. |
| R6 | Make localised public transport infrastructure improvements. |
| R7 | Identify a suite of tailored behaviour change initiatives to encourage modal shift in travel choice towards active and sustainable travel. |

| | |
|---|---|
| R8 | Investigate walking / cycling routes connecting Market Harborough and Lubenham, in combination with measures to improve the existing walking and cycling infrastructure. |
| R9 | Undertake further analysis work to determine the suitability of additional pedestrian crossings within the Town Centre. |
| R10 | Enhancement of the infrastructure supporting transport interchanges in the town including the nearby rail and bus terminals thereby increasing the attractiveness of such assets for those on foot or cycle. |
| Safety Improvements | |
| R11 | Continue to monitor Road Traffic Collisions (RTC) within the study area. If an RTC occurs within, or adjacent to, a proposed improvement scheme proportionate efforts should be made where appropriate to include complementary measures that could reduce further RTCs. |
| Traffic Management Improvements and Emergency Diversion Routes | |
| R12 | Devise and implement a new strategy for traffic signing across the study area. |
| R13 | Review parking controls in the vicinity of the town centre and rail station, with particular regard to the need/benefit of further permit parking zones. |
| R14 | Sites with recorded speeds in excess of the Association of Chief Police Officers enforcement threshold should be reviewed with a view that, where viable and cost effective, measures will be developed to improve compliance with the stipulated speed limit. |
| R15 | Identify opportunities to divert Highways England emergency diversion routes away from the town centre (e.g. at times of a closure on the A14). |
| HGV controls | |
| R16 | Identify undesirable routes for HGVs and impose suitable prohibitions. Whilst the promotion of a town wide environmental weight restriction would be preferable, two key routes are particularly vulnerable to exploitation by inappropriate HGV traffic and should be adopted as a minimum: (i) Ashley Road / Kettering Road between the A4304 and the A6 (ii) Bath Street / Western Avenue between the A508 and Farndon Road. |
| R17 | Send updated map to 'sat-nav' contacts, advising of HGV controls following on from recommendation R16. |
| Highway Maintenance | |
| R18 | In light of the size and scope of the study, incorporate / consider maintenance activities in relation to improvement proposals. |

(Source: Market Harborough Transport Strategy, updated recommendations)

[1] Road traffic micro-simulation models model the movements of individual vehicles travelling around road networks by using car following, lane changing and gap acceptance rules. They are popular for the development and evaluation of a broad range of road traffic management and control systems. They are particularly appropriate for examining certain complex traffic problems (e.g. complex junctions).

11.3.8 Short journeys within towns and villages should be able to be undertaken by walking or cycling instead of taking the car. Journeys by rail or bus from Market Harborough to Leicester are encouraged, together with rail travel to London where travellers can benefit from enhanced services and connections to Europe at St Pancras International. However, use of the private car and goods vehicles for transport will continue to be important in the District due to its rural nature. Nevertheless, advances in technology over the lifetime of the Local Plan are likely to increase the use of low carbon vehicles. Development of recharging facilities will be sought in large-scale housing and commercial development schemes.

11.3.9 Leicestershire County Council's Leicestershire Highway Design Guide covers advice on highway design, including car parking, transport assessments and transport plans. These documents are the starting point for detailed agreement on development proposals and include car parking standards to be applied in new developments, and will inform criteria 2 a., b. and c. of the policy.

11.3.10 Over-provision of traffic signs and signals, including lights, in towns and villages can have a detrimental effect on their character and appearance. Future developments should aim to minimise road signage and lighting where possible subject to compliance with the Leicestershire County Council Highway Design Guide, 2018 and updates.

11.4 IN2 Supporting information

Table B.41 Supporting Information: Policy IN2

| | |
|---|---|
| What evidence has informed this policy? | Leicestershire County Council Local Transport Plan 3; Leicestershire County Council Local Transport Plan 3 Implementation Plan 2015/2016; Leicestershire County Council Highway Design Guide, 2018; Market Harborough Transport Strategy 2017-2031; The Midlands Connect Emerging Strategy, November 2016; The Midlands Connect Strategy, March 2017; A5 Sustainable Transport Strategy 2011-2026; and Leicester and Leicestershire Draft Rail Strategy, 2016. |
| Which Local Plan objectives will it meet? | 1 - Housing 2 - Employment 3 - Location of development 4 - Infrastructure 6 - Natural environment 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the Authority Monitoring Report and the reasons for it being granted explained. |

IN3 Electronic connectivity

1. Major development will only be permitted where adequate broadband infrastructure is to be made available to all residents and/or users of the development.
2. Major development should incorporate a bespoke duct network, designed and implemented in cooperation with a recognised network provider, and where viable, a fibre to the premises (FTTP) solution.
3. Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be included in major development and designed in a sympathetic and appropriate way in order to reflect the character of the surrounding area.
4. Telecommunications development will be permitted where:
 - a. there is no significant impact on the character or appearance of the building on which, or space in which, the equipment is located, including not contributing to street clutter;
 - b. the significance, appearance, character and setting of heritage assets are conserved;
 - c. all options for sharing of existing equipment, and erecting masts on existing tall buildings or other structures have been fully explored, with the preferred approach adopted wherever possible;
 - d. they are appropriately designed, minimising size and scale and camouflaging appearance wherever possible;
 - e. all masts and additions to existing masts are self-certified to meet International Commission on Non-Ionizing Radiation Protection (ICNIRP) standards; and
 - f. provision is made to ensure that equipment that has become obsolete or that is no longer in use is removed as soon as practicable and the site restored to its former condition.

11.5 IN3 Explanation

11.5.1 The Council recognises the social and financial benefits to individuals and businesses of having telecommunications networks for mobile phones and broadband that are fit for purpose. The NPPF requires local plans to support the expansion of electronic communications networks, including telecommunications and high speed broadband.

Broadband

11.5.2 High speed broadband is no longer merely desirable, but is essential in ordinary daily life and for businesses. This is particularly the case in this District as it features a high proportion of home working when compared to other districts locally. The Government's Broadband Delivery (BDUK) is delivering superfast broadband and better mobile connectivity to the nation. It is the aim of the Council, in line with the BDUK programme, to provide access to superfast broadband to all residents and businesses in the District. It will

seek to ensure that this meets the ambitions of the Government's Digital Communications Infrastructure Strategy (2015) and is at market prices with a full choice of UK service providers.

11.5.3 Through the Local Plan, the Council will support the provision of telecommunication growth and new technologies whilst ensuring adverse impacts on the character of the built form or physical environment are minimised.

11.5.4 The Government has given permitted development rights to a variety of minor forms of telecommunications development. In such cases, although the Council cannot object to the principle of development, it can exercise control over the siting and appearance with the aim of protecting amenity. The Council encourages early discussions by operators when they consider developing their networks and will require that detailed evidence and justification for any new site accompany any application for planning consent.

11.5.5 Applications for major residential and employment development should be supported by a communications strategy that delivers future-proofed infrastructure and supports sustainable communications services. Developers are encouraged to engage with broadband providers at the earliest opportunity to enable infrastructure to support the highest possible internet connection speeds to be provided in new developments. They should also ensure that future occupiers have access to a sustainable communications infrastructure, giving appropriate consideration to the choice and availability of UK communications providers that can offer high speed data connections. The provision of the necessary infrastructure may be funded by the service providers. This applies particularly on larger urban sites but may be more problematic on smaller developments in rural locations.

Telecommunications

11.5.6 This policy aims to provide a thorough assessment for all telecommunication proposals, whether they are prior approval applications or developments requiring full planning permission. It provides guidance for both new and replacement masts, whilst providing the flexibility to allow for an efficient expansion of the network and to meet the demands imposed by technological advancements.

11.5.7 Reasonable justification should be provided by the applicant to demonstrate why the chosen site is the preferred option, including evidence demonstrating that mast sharing has been investigated and that alternative sites have been explored. The onus is on the developer to demonstrate that the preferred site is the most suitable for the proposal and how the needs of the occupiers will be met; the Council may refuse permission on the grounds that insufficient information has been provided. Appropriate camouflage and screening may be necessary where the proposed development would cause an intrusive visual impact on the surroundings.

11.5.8 The NPPF also requires the applicant to supply information relating to the outcomes of any consultations with local communities or other organisations which have an interest

in the proposal. It is especially important to gain these views if the proposed siting is close to a sensitive location such as a school or hospital. The proposal must be able to demonstrate that it complies with the International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines for public exposure, in accordance with the Mobile Operators Association’s (MOA) Ten Commitments, 2001 (as updated or replaced).

11.5.9 There are links with the Infrastructure Delivery Plan (IDP), which harnesses the efforts of infrastructure providers to aid the delivery of the Local Plan. The IDP will also ensure links with mobile operators to ensure that their aspirations for future improvements to the networks are facilitated.

11.6 IN3 Supporting information

Table B.42 Supporting Information: Policy IN3

| | |
|---|---|
| What evidence has informed this policy? | The Digital Communications Infrastructure Strategy, March 2015, DCMS; and Mobile Operators Association’s (MOA) Ten Commitments, 2001. |
| Which Local Plan objectives will it meet? | 2 - Employment 4 - Infrastructure 5 - Protection of local services 9 - Design |
| How will it be implemented? | Through decisions on planning applications, engagement with key stakeholders involved in the promotion and delivery of high speed broadband and telecommunications and any relevant references in the IDP to future major investment proposals. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

IN4 Water resources and services

1. Water resources will be protected and water services provided. Development will be permitted where it would:
 - a. not adversely affect the quality of any water course into which the surface water emanating from new development flows;
 - b. not adversely affect ground water quality by preventing potential sources of water pollution within Source Protection Zones (as identified on the Policies Map);
 - c. have access to an adequate water supply to support the development proposed;
 - d. have ready access to adequate foul water treatment and disposal facilities that either already exist or can be provided in time to serve the development;
 - e. ensure the removal of any contamination from the site and that the development would not result in the migration of any contamination to a location where it could have an adverse affect upon the water environment; and
 - f. have no adverse impact on and, wherever possible, contribute to an enhanced water environment and its associated ecology.
2. Major developments, and high or intense water use developments, should include a grey water and rainwater harvesting system, unless demonstrated to the Council's satisfaction that such a system is not viable or practical.

11.7 IN4 Explanation

11.7.1 The conservation and management of water resources is a vitally important issue and an area of increasing concern. The European Water Framework Directive, 2000 (WFD) established a framework for managing the water environment. It requires measures to be taken to encourage the sustainable use of water and to protect and improve inland surface waters, groundwater and coastal waters with the aim of achieving good status. The Environment Agency is the 'competent authority' for the WFD which requires a management plan to be developed for each river basin district. The Humber, Severn and Anglian River Basin Management Plans, which were updated in 2015, require water courses within Harborough District to continue to show improvements in overall quality in line with the quality standards specified in these documents. It is a minimum requirement that there will be no deterioration in water quality.

Potential water pollution

11.7.2 The increased quantities of waste water and sewage effluent arising from new development have to be managed to ensure that there is no deterioration in the quality of the water courses receiving this effluent. This also includes effluent from industrial sites and residential properties, as well as pollution run-off from impermeable urban surfaces such as highways, sediment from land under construction, and pollutants from contaminated land. In order to prevent unacceptable risks from pollution, the following will be taken into account in the determination of planning applications:

- effects (including the cumulative effects) of pollution on health, the natural environment or general amenity; and
- the potential sensitivity of the area or proposed development to adverse effects from pollution.

11.7.3 Drinking Water Safeguard Zones are designated areas in which the use of certain substances must be carefully managed to prevent the pollution of water sources that are used to provide drinking water. In order to provide water for people to drink, water is abstracted from reservoirs, rivers and the ground (known as groundwater) in areas referred to as Drinking Water Protected Areas (DrWPAs). Safeguard Zones, which are a joint initiative between the Environment Agency and water companies, relate to any water sources that are at risk of deterioration which would result in the need for additional treatment. The Environment Agency targets these zones to address pollution so that extra treatment of the water can be avoided.

Drinking water

11.7.4 Groundwater supplies a significant proportion of potable water (i.e. drinking water). To protect these water supplies from pollution, the Environment Agency (EA) designates Source Protection Zones (SPZs). SPZs are defined for groundwater sources such as wells, boreholes and springs that are used for public drinking water supply. The principal reasons for defining SPZs are to influence planning decisions and to promote pollution prevention through environmental permits. Hence, the EA will be consulted on all planning applications within the SPZs in the District as identified on the Policies Map. There are two Groundwater Source Protection Zones in the District, located in the area surrounding Husbands Bosworth and North Kilworth.

11.7.5 Developments must be appropriate to the sensitivity of the site and planning proposals are required to demonstrate that appropriate mitigation measures have been incorporated to reduce groundwater pollution to an acceptable minimum. Groundwater contamination is likely to occur when pollutants such as fertilizers, nutrients, pesticides, faecal bacteria or chemicals (leaking from a landfill or a storage tank) are flushed through the rock into the groundwater and reach the aquifer.

11.7.6 SPZs and vulnerability maps (which identify where a groundwater resource is at risk from pollution due to the nature of the soil, unsaturated or inherent characteristics of the aquifer) indicate where the risks to groundwater are higher than others. They are used as the initial tool in support of the EA's responses to developers and set restrictions to some types of development that may not be appropriate due to the risk they pose to the water environment. Such development types might include, for example, land uses proposed for power generation, new combustion plants, composting facilities, incineration plants and intensive pig or poultry operations.

11.7.7 The EA gives advice to developers and planners on development proposals falling within designated groundwater SPZs accordingly. A groundwater risk assessment, for which site-specific data is essential, may be required as a condition of relevant planning permissions.

Water infrastructure

11.7.8 Surface water drainage is expected to be managed in accordance with the Government's water strategy for England document entitled 'Future Water' published in 2008. The strategy sets out a vision for more effective management of surface water in the context of both climate change and the growing pressure for housing. This would entail new developments not conveying surface water to foul or combined sewage systems and, where practicable, removing surface water already connected to them.

11.7.9 Consideration of the current Water Cycle Study, 2015 will be required to ensure that infrastructure improvements are delivered in a timely manner to minimise impacts on water quality and the environment. It will also be necessary to link into the water companies' 5 year Asset Management Plans to ensure appropriate investment is planned, funded and delivered.

Water environment

11.7.10 Land affected by contamination can pose a risk to surface water, groundwater, human health and the wider environment. It is therefore imperative to ensure that development contributes positively to the water environment and its ecology where possible and does not adversely affect surface and/or ground water quality in line with the requirements of the European Water Framework Directive 2000.

Water conservation

11.7.11 The efficient use of water is important in reducing carbon emissions. Rainwater collected from the roofs of buildings can be used as a substitute for mains water, which has undergone a high level of treatment to ensure it is safe for drinking. Rainwater, stored in underground tanks, can be used for toilet flushing and clothes washing. Similarly grey water, that is water already used in the home, perhaps for bathing, can be stored and reused for toilet flushing. Suitable systems are commercially available and are most easily included in new developments.

11.8 IN4 Supporting Information

Table B.43 Supporting Information: Policy IN4

| | |
|--|---|
| <p>What evidence has informed this policy?</p> | <p>Harborough Watercycle Study, 2015; Humber River Basin Management Plan, 2015 update; Severn River Basin Management Plan, 2015 update; Anglian River Basin Management Plan, 2015 update; Environment Agency: Drinking Water Protected Areas Safeguard Zones; Environment Agency: Groundwater Source Protection Zones; and Harborough Infrastructure Delivery Plan, 2017 (IDP).</p> |
|--|---|

| | |
|---|--|
| Which Local Plan objectives will it meet? | 4 - Infrastructure 6 - Natural environment 12 - Environmental impact |
| How will it be implemented? | Through liaison with Environment Agency and/or water authority as necessary and decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

12 Implementation, monitoring and review

IMR1 Monitoring and review of the Local Plan

1. The Council will monitor, through the preparation of its Annual Monitoring Report, the delivery and effectiveness of policies of this Local Plan against specific performance indicators and targets set out in Appendix K: Monitoring Framework.
2. A full or partial update of the Local Plan will be commenced (defined as the publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) within 6 months of the following:
 - a. the adoption by the Council of a Memorandum of Understanding (MOU) or Statement of Common Ground (SoCG) which proposes a quantity of housing or employment development to 2031 that is significantly greater than the housing requirement or employment need identified in this Local Plan; or
 - b. in the absence of an adopted MOU or SoCG, 12 months from the date of publication of a Local Plan for Leicester City (defined as publication of an invitation to make representations in accordance with Regulation 19 of the Town and Country (Local Planning) (England) Regulations 2012) that includes satisfactory evidence of an unmet local housing need; or
 - c. conclusion of a review in response to specific trigger points as set out in the monitoring framework, including identification of significant and persistent shortfalls in the delivery or supply of housing against the housing requirement.
3. Any full or partial update of the Local Plan triggered by 2. above will be submitted for examination within 30 months from the date it commenced.

12.1 IMR1 Explanation

12.1.1 It is important that this Local Plan is capable of being implemented and that the delivery and effectiveness of its policies against objectives and timescales are monitored. It is also important that the Local Plan continues to be relevant in terms of the social, economic, and environmental conditions and in respect to changing national and regional planning policies.

12.1.2 The supporting information under each policy sets out how it will be delivered. Most policies will be delivered through the development management process, and the Council will ensure that it continues to offer a high quality and efficient service to all applicants, whether they be householders or major developers, to assist in the timely delivery of sustainable development. Where required supplementary planning documents, development briefs or master plans may be prepared, potentially in partnership between the Council and a developer in order to support the development of specific sites or to provide clarity on the implementation and delivery of policies.

12.1.3 The preparation of the Local Plan has been informed by the Local Plan Viability Assessment, 2017 which has considered whether the requirements of each policy including Policy IN1 *Infrastructure provision* would impact on the overall viability of the plan, in order to ensure that policies do not impose unreasonable burdens on development.

12.1.4 Following adoption, monitoring the achievement of plan objectives, using targets and indicators, enables supporting action to be taken, or the need for partial or full Plan review to be identified and progressed if policies are failing or circumstances have changed. Monitoring of the Local Plan will be reported through the annual Authority Monitoring Report (AMR). The AMR is a key element of the Local Plan and will measure the success of policies against a series of national and local indicators. It will identify:

- how well policies are achieving their objectives,
- whether sustainable development is being delivered,
- whether the assumptions and objectives which informed policies are still relevant, and
- whether the targets in the Local Plan are being met.

12.1.5 The Council will keep under regular review the evidence base of the Local Plan, including key documents such as the Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017 as well as the wider national, regional and local social, economic and environmental context. Significant changes to the context of the Plan revealed through updates to key evidence will inform the need to undertake a formal review.

12.1.6 A performance monitoring framework is set out in Appendix K *Monitoring framework* (Table D.32) which identifies the key indicators that will be used to monitor the delivery of the Local Plan Objectives that are set out in Chapter 2 (section 2.3). The framework measures the performance of related key policies and indicators that cover matters critical to the overall performance of the Plan and the delivery of sustainable development. Although all the policies in the Plan will be subject to periodic monitoring as referred to in the supporting information table for each policy, the key performance measures in the framework will be monitored each year and the results published in the AMR.

12.1.7 The Council recognises that to be effective the Local Plan needs to be kept up to date. Policies in the Local Plan, including the spatial strategy, will be reviewed to assess whether they need updating at least five years from adoption and, where necessary, they will be updated. This review process will take account of any significant changes to national policy and changing circumstances affecting the District. In addition an early Local Plan update (full or partial) will be initiated in the following circumstances:

a. Adoption of Memorandum of Understanding or Statement of Common Ground

Once there is clarity around the scale of any unmet housing need from Leicester City, the seven Leicestershire local authorities will be in a position to agree how it will be

apportioned through the adoption of a Memorandum of Understanding (MOU) or a Statement of Common Ground (SoCG). Should this agreed distribution result in a significantly greater amount of housing or employment development for the District than set out in this Local Plan, this trigger commits the Council to the commencement of a full or partial update of the Local Plan within six months.

b. Publication of Local Plan for Leicester City evidencing unmet housing need

Where no MOU or SoCG has been adopted, this trigger commits the Council to a full or partial review of this Local Plan within 12 months of the date of publication of Leicester City’s Local Plan Regulation 19 consultation, providing that it is accompanied by robust evidence of unmet housing need. This is a fall back position to ensure that work on a full or partial update is commenced as soon as Leicester City has quantified any unmet need through its publication Local Plan, in the event that the Leicestershire local authorities have no agreed apportionment of such unmet need at that time.

c. Monitoring identifies that specific trigger points have been met

Specific trigger points, which could initiate a partial or full review of the Local Plan, are set out for relevant key policies in Appendix K *Monitoring framework*. Where monitoring (including consideration of performance as measured by the Housing Delivery Test) indicates that the trigger point has been reached, or will be reached in the near future, the Council will commence a full or partial update of the Local Plan.

12.2 IMR1 Supporting information

Table B.44 Supporting Information: Policy IMR1

| | |
|---|--|
| What evidence has informed this policy? | Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017; Duty to Cooperate Statement, 2017; and Local Plan Viability Assessment 2017. |
| Which Local Plan objectives will it meet? | All objectives will be met through ensuring that, through monitoring and, where necessary, review, the plan will achieve its stated objectives. |
| How will it be implemented | Partial or total review of the plan could be triggered if no justifiable reason for recorded, or anticipated, poor performance against indicators of Plan's objectives identified during monitoring of key performance measures in the annual Authority Monitoring Report. |
| How will it be monitored? | Review of plan to be programmed through a revised Local Development Scheme, against which performance would be regularly monitored. |



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Part C Places and Sites

13 Scraptoft, Thurnby and Bushby

13.1 Introduction

13.1.1 Scraptoft, Thurnby and Bushby are settlements adjoining the built up area of Leicester, referred to as the Leicester Principal Urban Area (PUA). They are suburbs that have grown up over time centred on the historic cores of Scraptoft and Thurnby, both of which have Conservation Area status. The settlements benefit from access to local services and facilities within the village centres, but also to a wide range of higher order retail, health, education and cultural services in the wider Leicester area. There is also access to employment opportunities within the PUA. Some bus services to Leicester are available for residents.

13.1.2 The Leicester PUA, including these settlements, is at the top of the District's settlement hierarchy reflecting this relative ease of access to a wide range services and facilities. The Core Strategy 2011 sought to ensure that development within these settlements safeguarded their identity. Since 2011 just over 300 dwellings have been built and outstanding residential commitments stand at about 650. When built out this committed housing will impact on the separation between Scraptoft village and built development to the south.

13.1.3 Given its sustainable position on the edge of Leicester and land availability, as evidenced through the Strategic Housing Land Availability Assessment, 2016, the Local Plan allocates a Strategic Development Area (SDA) on land north of Scraptoft (Policy SC1). As well as meeting local needs, the delivery of 1,200 dwellings on this allocation could help to meet any potential unmet need arising from other local authorities within the Leicester and Leicestershire Housing Market Area (HMA). The Scraptoft North SDA will involve the relocation of the Scraptoft Golf Course to a location south east of Houghton on the Hill, as well as the potential replacement of the Local Nature Reserve with a Local Wildlife Site in a slightly different location. No further housing development (beyond existing commitments) is planned within Bushby or Thurnby.

13.1.4 The Leicester/Scraptoft/Bushby Green Wedge defined in Policy GD7 *Green Wedges* will ensure the continued separation of Scraptoft village from Leicester whilst protecting the Thurnby Brook valley slopes as urban development extends eastwards and providing public access along public rights of way and the disused railway line. Opportunities to improve public access and recreation in the Green Wedge within the SDA will be taken as part of the master planning process.

SC1 Scraptoft North Strategic Development Area

1. Land to the north of Scraptoft, as identified on the Policies Map, is allocated as a Strategic Development Area (SDA).
2. This new neighbourhood will be developed comprehensively in accordance with a masterplan, including delivery and phasing arrangements, to be prepared in accordance with masterplanning requirements set out in Appendix L and informed by key design principles, an independent design review and community consultation. This masterplan will be incorporated into a Supplementary Planning Document and/or an outline planning application and a supporting section 106 agreement.
3. The masterplan will guide the creation of a sustainable and high quality living environment within a network of green infrastructure which maintains and enhances the existing areas of highest ecological value, creates new habitats of local Biodiversity Action Plan priorities, provides recreational opportunities and maintains the distinct identity of Scraptoft village and will provide for:

Housing

- a. approximately 1,200 dwellings during the plan period to 2031;
- b. affordable and specialist housing in accordance with Policies H2 and H4;
- c. a mix of house types, including serviced plots for self-build and custom homes, as appropriate, and housing standards in accordance with Policy H5;
- d. a range of housing densities, with lower densities towards the northern and rural boundaries of the site;

Community facilities

- e. a two-form entry primary school to be provided in parallel with the progress of housing development, with at least a one form entry primary school to be open the first September before the completion of 300 dwellings, or at a specified date whichever is the later, having regard to the relevant policy of the Local Education Authority;
- f. appropriate contributions towards secondary education provision, as determined by the local education authorities;
- g. a neighbourhood centre as a social and retail hub for the new community to be provided in accordance with a phasing plan to be agreed with the Local Planning Authority to include some or all of the following:
 - i. a supermarket or shops to meet local convenience needs;
 - ii. a public house/café;
 - iii. a doctors' surgery;
 - iv. a community hall; and
 - v. other community facilities or upgrade of existing facilities;
- h. a multifunctional green infrastructure network, including:
 - i. green corridors along Scraptoft Brook to retain its value as an important

wildlife corridor, including designation of part of the area as a Local Wildlife Site;

- ii. open space, sport and recreation facilities including equipped play space and sports pitches in accordance with Policy GI2; and
- iii. a new cemetery in accordance with Policy GI3;

Highways and Transportation

- i. a minimum of two access points to the development, with an east-west connection across the site;
- j. well connected street patterns that deliver high quality, safe and direct walking, cycling and public transport routes in accordance with Policy IN2;
- k. improved connections to existing cycle routes in the vicinity of the site in accordance with Policy IN2;
- l. a minimum 20 minute frequency bus service from the site into Leicester city centre in accordance with a public transport strategy to be agreed with the Local Planning Authority;
- m. on-site provision of and off-site improvements to public transport infrastructure, such as bus priority measures, real time information and bus stop improvements in accordance with a public transport strategy to be agreed with the Local Planning Authority;
- n. a travel plan and a green travel package that provide an attractive alternative to private car use for residents of the new development in accordance with Policy IN2;
- o. a package of mitigation measures on the existing highway and transport network, both within and outside the District, where adverse impacts are identified, the construction of which shall be co-ordinated and timed to minimise disruption to the local road network and local community;
- p. a parking strategy, including cycle parking, and servicing for each development parcel to determine the location of parked cars to ensure that they can be accommodated without dominating the built environment (and having regard to Leicestershire County Council Highway Design Guide);

Environment

- q. measures to minimise potential visual impact on the nearby Scraptoft Conservation Area in accordance with Policy HC1;
- r. retention of the area bounded by New Romney Crescent, Hamilton Lane and Scraptoft Lane as Green Wedge to prevent the merging of Leicester and Scraptoft, and to provide recreational resource for new and existing residents of the locality;
- s. retention and enhancement of visually important hedgerows, and boundary trees, particularly along the northern boundary of the site;
- t. an integrated approach to surface water drainage and multifunctional greenspace, including sustainable drainage measures in accordance with Policies CC3 and CC4;

- u. facilities for recycling and waste collection, including concealed bin storage;
 - v. consideration of the feasibility of providing decentralised renewable energy in accordance with Policy CC2;
 - w. measures to naturalise the Scraptoft Brook;
 - x. pursuance of measureable net gains for biodiversity by: retaining and enhancing species-rich grassland habitats of highest value; creating new wetland and grassland habitats to deliver local Biodiversity Action Plan priorities and compensate for any habitat losses; maintaining and improving habitat connectivity; and mitigating impacts on protected species and local Biodiversity Action Plan priority habitats; and
 - y. creation of an area of publicly accessible open space immediately to the north of Scraptoft Brook, the design of which shall enhance the ecological value of this part of the site, whilst also creating a setting to help maintain the distinct identity of the existing Scraptoft village. The future management and maintenance of this open space shall be agreed through a planning application, in accordance with Policy GI2.
4. Land to the east of Houghton on the Hill, as shown on the Policies Map, is allocated for a replacement golf course subject to the following criteria:
- a. the layout does not sever or severely disrupt the public right of way network;
 - b. a satisfactory access is provided and there is capacity in the local road network to accommodate traffic generated by the development;
 - c. the location and design of the buildings and the landscaping of the course minimise visual impact upon the surrounding open countryside;
 - d. all built facilities proposed are related to the use of the land for the proposed golf activities in nature and scale;
 - e. details of the course construction are submitted with the planning application; and
 - f. light spillage from any proposed lighting installations is minimised.

13.2 SC1 Explanation

13.2.1 Scraptoft North is located immediately to the north of Scraptoft and on the eastern edge of the Leicester urban area. Part of the site is currently occupied by the Scraptoft Golf Course, which would be relocated to a replacement site at Houghton on the Hill in accordance with the criteria in part 4 of the policy.

13.2.2 The site provides good access to a range of employment, retail and community facilities within Scraptoft itself, Hamilton and the wider Leicester urban area and is well placed to help to meet both housing needs arising from Harborough District and to help meet potential unmet housing needs from elsewhere within the Leicester and Leicestershire HMA.

13.2.3 The site provides the opportunity to create a sustainable extension to Scraftoft, providing approximately 1,200 homes and associated community infrastructure and green infrastructure.

13.2.4 The development will be guided by the preparation of a comprehensive masterplan prepared by the promoter in advance of and supporting an application, the preparation of such will include a period of public consultation. The masterplan should be prepared in such a way to enable it to be easily adopted as a Supplementary Planning Document. Further guidance on masterplan requirements is set out in Appendix L *Masterplanning requirements*. These include phasing which should take account of the 'trigger points' in Policy SC1 identifying when elements of infrastructure are required. If a different phasing is sought, then this will need to be justified with reference to viability or other relevant considerations.

Housing

13.2.5 The SDA will provide a range of house types and sizes to meet housing needs, including affordable homes and may provide self-build plots and specialised housing.

Community facilities

13.2.6 The development will provide community facilities to help meet the day-to-day needs of its residents. The location of the primary school will be informed by public consultation as part of the master-planning process. The community hall could be new or the enhancement of an existing facility in accordance with the requirements set out in the Community Facilities Study refresh, 2017. Open space is likely to include provision of a park containing natural and semi-natural greenspace and a Local Wildlife Site focused upon the Scraftoft Brook.

Highways and Transportation

13.2.7 The development should make the most of the opportunities for high quality walking and cycling routes and high frequency bus services to nearby facilities and employment opportunities. The site is well connected to a number of existing bus services passing near the site. The use of any new and existing bus services will be maximised through a combination of measures.

13.2.8 A number of existing cycle routes run near the site and could be extended and improved to connect to the development and widen cycling opportunities. Of particular importance is the provision of a safe and attractive cycle route across Hamilton Lane to Hamilton College and to connect with the existing cycle route on Keyham Lane West.

13.2.9 Whilst the site design will maximise the opportunities to walk and cycle, there will still be a need for new roads within the development. The points of access into the site will be from Hamilton Lane and Beeby Road. A central spine road will run approximately east and west through the development between these access points, providing a focal point and ease of access to all parts of the development.

13.2.10 A Transport Assessment will be submitted to accompany any planning application for the new development. It is anticipated that this will include an analysis of the existing highway and transport network including strategic traffic modelling and reflect the outcomes of the South East Leicester Transport study, 2017 as appropriate in order to forecast future impacts. This work will also explore opportunities for sustainable travel and identify green travel initiatives as well as presenting a strategy for public transport provision and identifying any off-site highway improvements required to mitigate the impact of traffic originating from the development. A financial contribution towards appropriate off-site highway improvements identified through the South East Leicester Transport Study- Stage 2, 2017 may also be required.

Environment

13.2.11 The development should maximise the opportunities provided by much of the site's current use as a golf course by retaining as far as possible the existing vegetation and tree planting. The masterplan shall include a detailed assessment to identify the most suitable and important specimens and groups of trees to be retained in order to maintain the mature landscape setting. The existing strong vegetation and treed boundaries to the north of the golf course significantly limits views from the wider landscape to the north and north-east. It will be important to retain and enhance this boundary treatment. Site proposals should incorporate planting of locally appropriate, native tree, shrub and herb species.

13.2.12 The south eastern part of the site is currently designated as the Scruptoft Local Nature Reserve. However, the site has not been managed as a nature reserve and is currently grazed by horses. Evidence shows that the north-eastern parts have declined in value, but that parts to the south and west have value as a herb-rich grassland-scrub mosaic. Development of the site would require the de-declaration of the Local Nature Reserve, but the retention and improved management of the best part of this grassland will form the basis of a larger area of restored and created species-rich grassland habitat, which, together with improvements to the wildlife value of the Scruptoft brook corridor and creation of wetlands and other habitats, will compensate for the loss of part of the existing species-rich grassland and scrub. The process for de-declaration, including the relevant consultation, is being undertaken in parallel with the Local Plan and future planning applications.

13.2.13 Most of the site was previously designated as the Leicester/Scruptoft Green Wedge. While most of the Green Wedge is not publicly accessible, part of it does prevent the merging of Leicester and Scruptoft. There is now a need to amend the boundaries of the Green Wedge designation to accommodate the SDA and meet housing needs. The Green Wedge designation is therefore amended to exclude the majority of the SDA that does not have public access, but retain the Green Wedge designation on the area south of new Romney Crescent, west of Hamilton Lane and north of Scruptoft Lane. This will retain the role of the Green Wedge in preventing the merging of Leicester and Scruptoft, guide the form of development, provide a green 'lung' into the neighbouring urban areas and

enhance its recreational role, including the provision of public open space, which could include formal sports pitches, subject to no adverse impacts on the Green Wedge function. Compensating Green Wedge designation is also proposed in Policy GD7.

Golf Course

13.2.14 The site is currently occupied in part by the Scraftoft Golf Course, which would be relocated prior to development of the site. A site to the east of Houghton on the Hill has been identified for the relocation of the golf course. This site is intrinsically linked to the development of the Scraftoft North Strategic Development Area and as such is likely to be released for development in conjunction with the SDA.

13.3 SC1 Supporting Information

Table C.1 Supporting Information: Policy SC1

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| <p>What evidence has informed this policy?</p> | <p>Harborough Strategic Housing Land Assessment (SHLAA), 2016; Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017; Water Cycle Study Addendum – Option 4 revised – Scraftoft North SDA, September, 2016; Preliminary Landscape Assessment of Alternative Strategic Development Areas, September, 2016; Extended Phase 1 Habitat Survey of Scraftoft North Draft, May, 2016; Green Wedge Review: Draft Technical Update, August, 2015; Community Facilities Study Refresh Draft, August 2016; Leicestershire County Council Market Harborough Rural Cycle Map, 2013; South East Leicester Transport Study: Stage 1-2016, Stage 2-2017; Harborough District Potential Development Options Strategic Transport Assessment 2015; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Land East of Hamilton Lane Scraftoft Initial Transport Feasibility Assessment, 2016; Leicester/Scraftoft/Bushby Green Wedge Background Report, 2018; and Scraftoft, Leicestershire Transport Scoping Report, 2017</p> |
| <p>Which Local Plan objectives will it meet?</p> | <p>1 - Housing 3 - Location of development 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 8 - Town/village centres 9 - Design 10 - Transport 11 - Flood risk 12 - Environmental impact</p> |

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| How will it be implemented? | Through preparation of a comprehensive masterplan and decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to criteria 3 or 4 this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

14 Market Harborough

14.1 Introduction

14.1.1 Market Harborough is the main settlement in the District, located in the far south on the border with Northamptonshire. It is an historic market town with a Conservation Area covering the town centre and providing the backdrop to a wide range of shops, services and facilities. The town is relatively self-contained with a good range of employment opportunities and good public transport links. The town is served by a railway station on the Midland Mainline providing regular services to London and Leicester and beyond, and there are bus services connecting the town with urban centres and surrounding rural areas. The opening of a new hospital in the town early in 2017 has enhanced access to health services for the local population.

14.1.2 Since 2011 there have been just over 1,000 dwellings completed in Market Harborough and there are almost 2,000 outstanding housing commitments. This high level of commitments reflects the fact that the Core Strategy 2011 identified Market Harborough as the main focus for development within the District and set out the principles for a strategic development area (SDA) to the north west of the town. With planning permission in place for 1,500 homes (and associated development) at the SDA, completions are already coming forward and the site is due to be built out over the next 10 years. A new road linking the north of the town to the west will be delivered as part of the scheme, providing an element of relief to the town centre.

14.1.3 Whilst Market Harborough benefits from a partial bypass, the adverse impacts of traffic on the town, particularly the centre, are of growing concern to residents and businesses. Future housing growth and changing employment needs mean that the pressure on the town's roads will continue to grow. In recognition of this, the Market Harborough Transport Strategy, 2016, led by Leicestershire County Council, contains a number of proposed measures to help deal with traffic around the town, including junction/traffic signal improvements, enhanced walking/cycling facilities, public transport improvements, lorry weight restrictions and a possible relief road.

14.1.4 Traffic is just one of the constraints taken into account in determining the level of development to be directed to the town in the Local Plan. Others include safeguarding the landscape setting, preventing coalescence with neighbouring settlements, avoiding areas of flood risk, safeguarding employment land and the limited availability of potential housing land (evidenced through the Strategic Housing Land Availability Assessment, 2016).

14.1.5 Designated as a Sub-Regional Centre in the settlement hierarchy, Market Harborough remains a good location for development and the continued prominence of the town is an important element of the spatial strategy for the District. However, its constraints and high level of housing commitments have been taken into account in arriving at a suitable development strategy for the town. As a result the Local Plan sets out a target of

at least 1,078 dwellings (in addition to completions and commitments) to 2031, to be delivered on 3 sites (Policies MH1 *Overstone Park*, MH2 *East of Blackberry Grange* and MH3 *Burnmill Farm*).

14.1.6 Alongside housing provision, the Local Plan aims to improve the sustainability of the town by providing suitable land to support business needs. It allocates 24 hectares of employment land across 3 sites to support business growth. These comprise land at Airfield Farm originally identified in the SDA Master Plan 2013 (Policy MH4), an extension to the existing Airfield Business Park close to the SDA (Policy MH5), and land at Compass Point Business Park which formed part of a previous allocation (Policy MH6). Several employment areas around the town are also afforded protection from potential loss to other uses, particularly housing, through Policy BE3 *Existing employment areas*.

14.1.7 Growth in the town's population and changing spending habits will also impact on the types of shops and other facilities needed in the town centre. In order to accommodate changing requirements, sites are allocated in the Plan to support retail and other town centre uses in Policy RT1 *Provision of new retail uses* in Policy RT4 *Tourism and leisure*. Development of these sites presents opportunities to enhance the town's heritage assets and their setting.

MH1 Overstone Park

1. Land at Overstone Park, as shown on the Policies Map, is allocated for the development of about 600 dwellings. Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. proposals to be guided by a masterplan, to be subject to consultation in advance of a planning application;
 - b. two points of vehicular access to the site from Kettering Road, and pedestrian and cycling access to Braybrooke Road and to the development to the west of the site;
 - c. land for a 2 form of entry primary school within the site, or a proportionate contribution towards education provision;
 - d. a mixed use local centre to include local retail facilities, healthcare services and community facilities;
 - e. necessary highways works and sustainable transport measures to ensure safe access into the town centre and onto the A6 including by pedestrians and cyclists;
 - f. a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;
 - g. identification and mitigation of any contaminated land;
 - h. archaeological and ecological assessment of the site and required mitigation, including protection of trees subject to a tree preservation order throughout the site;
 - i. an integrated approach to surface water drainage and multifunctional greenspace, including sensitive treatment of the run-off to the River Jordan, and appropriate management of surface water run-off during construction and in perpetuity;
 - j. provision of open space and recreational facilities across the site, including along the southern boundary close to the railway to protect residents' amenity, on the western boundary to connect to existing open space, and on the eastern boundary to form a landscaped edge to the countryside;
 - k. a layout and design that is shaped by a landscape and visual impact assessment, that enhances the connection with the rest of the town, and that promotes a sense of place; and
 - l. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide.

14.2 MH1 Explanation

14.2.1 Overstone Park is situated to the south east of Market Harborough town centre. The site is well located to access the existing town centre and work places and was judged to be suitable and deliverable within 10 years in the Strategic Housing Land Availability Assessment (SHLAA), 2016.

14.2.2 The development will be guided through the preparation of a comprehensive masterplan prepared by the promoter in advance of and supporting an application. Further guidance on masterplan requirements is set out in Appendix L *Masterplanning requirements*.

14.2.3 The site relates well to the built up area of Market Harborough and is accessed from Kettering Road. Two points of access are required to Kettering Road for vehicles, with further walking and cycling connections to both Braybrooke Road to the south, and existing residential development to the west of the site required to increase sustainable transport access into the town. The Landscape Character Assessment, 2009 has identified the site as having mainly areas of high or medium high capacity for development, whilst a number of trees on the site are protected through tree preservation orders. The size of development is large enough to justify delivery of a new primary school as part of the infrastructure provision.

14.2.4 The key constraints for the site include:

- the treatment of the connectivity to the A6 by-pass and access into Market Harborough town centre, with suitable mitigation required as outlined in the Market Harborough Transport Strategy, 2017;
- the treatment of the views and run-off to the River Jordan; and
- the treatment of the boundary with the Midland Mainline railway line to the south of the site, including relevant noise mitigation.

14.2.5 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.

14.3 MH1 Supporting Information

Table C.2 Supporting Information: Policy MH1

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| <p>What evidence has informed this policy?</p> | <p>Strategic Housing Land Assessment (SHLAA), 2016; Proposed Submission Sustainability Appraisal, 2017; Market Harborough Landscape Character Assessment, 2009; Harborough District Local Plan Preliminary Traffic Impact Assessment,</p> |
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| | 2016; Market Harborough Transport Strategy, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
| Which Local Plan objectives will it meet? | 1 - Housing 3 - Location of development 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 8 - Town/village centres 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through preparation of a comprehensive masterplan and decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

MH2 East of Blackberry Grange

1. Land at east of Blackberry Grange off Northampton Road, as shown on the Policies Map, is allocated for the development of about 350 dwellings. Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. proposals to be guided by a masterplan covering this site and the adjacent employment allocation (Policy MH6), to be subject to consultation in advance of a planning application;
 - b. two points of access to the site, including a direct access from Northampton Road via the employment site allocated in Policy MH6;
 - c. necessary highways works and sustainable transport measures, including pedestrian and cycle access within the site and to the Brampton Valley Way, the leisure centre and the town centre;
 - d. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - e. a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;
 - f. identification and mitigation of any contaminated land;
 - g. archaeological and ecological assessment of the site and required mitigation, including enhancement of biodiversity along the watercourse and the Brampton Valley Way;
 - h. an integrated approach to surface water drainage and multifunctional greenspace, with improvements to the small watercourse to the south east of the site, green links to the Brampton Valley Way, and appropriate management of surface water run-off into the River Jordan during construction and in perpetuity;
 - i. provision of open space and recreational facilities across the site, including to the western boundary close to the existing and proposed employment site to protect residents' amenity, to the eastern boundary to connect to the existing Brampton Valley Way, and to the southern boundary to form a landscaped edge to the countryside; and
 - j. a layout and design that is shaped by a landscape and visual impact assessment, that protects views from key points within the site towards the Brampton Valley Way and that enhances the connection with the rest of the town and promotes a sense of place.

14.4 MH2 Explanation

14.4.1 The land East of Blackberry Grange is situated to the south of Market Harborough town centre. The site is located within reach of local services and employment. The SHLAA, 2016 identifies the site as suitable and deliverable over 6-15 years.

14.4.2 The development will be guided through the preparation of a comprehensive masterplan prepared by the promoter in advance of and supporting an application. Further guidance on masterplan requirements is set out in Appendix L *Masterplanning requirements*.

14.4.3 The site is at the edge of Market Harborough accessed from the Northampton Road, adjacent to both residential and employment uses. There are local services, including the leisure centre, doctors' surgery and local shops within easy access. The Market Harborough Landscape Character Assessment for Market Harborough, 2009, identifies the site as having medium/high capacity for development. The site is also adjacent to the Brampton Valley Way, which is part of National Cycle Route 6, providing opportunities for sustainable travel choices to and from the site.

14.4.4 The key constraints for the site include the need for careful treatment of an unnamed watercourse that is a tributary of the River Jordan, including a flood risk assessment, the potential for increasing the congestion that occurs on the Northampton Road into the town centre, particularly at peak times, and the treatment of the views towards the Brampton Valley Way.

14.4.5 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.

14.5 MH2 Supporting Information

Table C.3 Supporting Information: Policy MH2

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|---|---|
| What evidence has informed this policy? | Strategic Housing Land Availability Assessment (SHLAA), 2016; Proposed Submission Sustainability Appraisal, 2017; Market Harborough Landscape Character Assessment, 2009; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Market Harborough Transport Strategy, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
| Which Local Plan objectives will it meet? | 1 - Housing 3 - Location of development 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 8 - Town/village centres 9 - Design 10 - Transport 12 - Environmental impact |

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| How will it be implemented? | Through preparation of a comprehensive masterplan and decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

MH3 Burnmill Farm

1. Land at Burnmill Farm, as shown on the Policies Map, is allocated for the development of up to 128 dwellings. Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. access to the site to be provided from Kingston Way;
 - b. a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;
 - c. archaeological and ecological assessment of the site and required mitigation;
 - d. retention and improvement of existing hedgerows and trees, particularly at the northern boundary of the site, with any replacement of and additional provision using native species;
 - e. an integrated approach to surface water drainage and multifunctional greenspace, with appropriate management of surface water run-off during construction and in perpetuity;
 - f. provision of open space and recreational facilities across the site, including along the southern boundary to protect residents' amenity and allow access for existing residents, and on the northern and eastern boundaries to form a landscaped edge to the countryside;
 - g. a construction traffic management plan, including the proposed routing of different sizes of construction vehicles which seeks to maximise use of the existing farm track for construction traffic, to be submitted to and approved by the Local Planning Authority;
 - h. parking provision, including cycle parking, and servicing to have regard to Leicestershire County Council Highway Design Guide; and
 - i. a layout and design, including the ridge height of dwellings to the northern boundary, that is shaped by a landscape and visual impact assessment, and that respects:
 - i. the openness of the landscape and the scarp slope to the north;
 - ii. the relationship with the Grand Union Canal; and
 - iii. the views from the land to the north of Market Harborough and from Great Bowden into the site.

14.6 MH3 Explanation

14.6.1 Burnmill Farm is situated to the north of Market Harborough town centre. It is identified for an allocation of up to 128 dwellings. The site is on the northern edge of Market Harborough but within reach of a range of services and facilities. The Strategic

Housing Land Availability Assessment (SHLAA), 2016 identified the site as deliverable over 6 to 10 years. The site assessment identified this as a suitable location for delivery of the homes required in Market Harborough.

14.6.2 The site is accessed from Kingston Way in a residential area adjacent to the north west edge of Market Harborough. The Market Harborough Landscape Character Assessment, 2009 identifies that the site has medium to medium high capacity for development and there are relatively few views into the site from surrounding highway or public rights of way.

14.6.3 The key constraint for the site are the treatment of the northern boundary, where the land slopes steeply away to the Grand Union Canal. In particular the Landscape Character Assessment identifies that roof lines should avoid breaking the skyline from the north.

14.6.4 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.

14.7 MH3 Supporting information

Table C.4 Supporting Information: Policy MH3

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|---|--|
| What evidence has informed this policy? | Strategic Housing Land Assessment (SHLAA), 2016; Proposed Submission Sustainability Appraisal, 2017; Market Harborough Landscape Character Assessment, 2009; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Market Harborough Transport Strategy, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
| Which Local Plan objectives will it meet? | 1 - Housing 3 - Location of development 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 8 - Town/village centres 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

MH4 Land at Airfield Farm

1. Land at Airfield Farm, Leicester Road, as shown on the Policies Map, is allocated for a mix of Class B1, B2 and non-strategic B8 development. Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. access to the site to be determined in liaison with the County Highway Authority following a transport assessment taking into account neighbouring permissions and any improvements required to the Gallow Field Road/Leicester Road/Bowden Road crossroads;
 - b. not detrimental to the delivery of the North West Market Harborough Strategic Development Area (SDA) and in general accordance with the SDA Master Plan;
 - c. provision of suitable footpath and cycle path links to the SDA and to services and facilities in Market Harborough;
 - d. a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;
 - e. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - f. each development parcel to be subject to approval and implementation of a user-specific travel plan;
 - g. identification and mitigation of any contaminated land;
 - h. archaeological and ecological assessment of the site and required mitigation;
 - i. layout and design to take account of the gas pipeline through the site;
 - j. provision of an adequate and appropriate landscape buffer, and any necessary noise attenuation, between the site and the SDA and to the north and western boundaries of the site;
 - k. provision of any required flood mitigation measures as identified by a flood risk assessment, together with a sustainable drainage system (SuDs) and the appropriate management of surface water run-off during construction and in perpetuity;
 - l. a layout and design that is shaped by a landscape visual impact assessment to ensure the development does not impact on wider views towards Market Harborough from Foxton village; and
 - m. provision of a suitable lighting scheme to minimise light pollution from the development.

14.8 MH4 Explanation

14.8.1 The site is proposed for employment use alongside the permitted allocation of 1,500 dwellings at the North West Market Harborough SDA. The site is an edge of town

location and considered to be suitable for employment use at the northern entrance to the town. The site is relatively flat and open in appearance, bordered by the highways depot to the east and the proposed agricultural show ground to the west. North of Gallow Field Road, the land drops in level, with Gallow Field Road forming a ridge to the northern edge of the town.

14.8.2 The site is partially affected by a gas pipeline to the southern edge of the site, from which a buffer is required by the Health and Safety Executive. Further work is required to establish the southern boundary of the built form so as to avoid any impact on the gas pipeline. In addition, proposed external lighting will be strictly controlled by the Council to ensure minimal impact on future residents of the North West Market Harborough SDA, together with controlling the impact of the appearance of the proposed site when viewed from north of Market Harborough.

14.8.3 The site is allocated for the following mix of uses, resulting in a total of 50,000sqm of additional employment floorspace:

- B1a/b uses - (approximately 4.3ha (15,000sqm floorspace));
- B1c/B2 uses - (approximately 4.3ha (17,000sqm floorspace)); and
- non-strategic B8 (in units 9,000sqm gross floorspace or below) uses - (approximately 4.5ha (18,000sqm floorspace)).

14.8.4 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.

14.9 MH4 Supporting information

Table C.5 Supporting Information: Policy MH4

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| <p>What evidence has informed this policy?</p> | <p>Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; Proposed Submission Sustainability Appraisal, 2017; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Market Harborough Transport Strategy, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology.</p> |
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| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development 4 - Infrastructure 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

MH5 Airfield Business Park

1. Land at Airfield Business Park, Leicester Road as shown on the Policies Map, is allocated for Class B1, B2 and non-strategic B8 development. Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. access via the existing Airfield Business Park access road from Leicester Road;
 - b. not detrimental to the delivery of the North West Market Harborough Strategic Development Area (SDA) and in general accordance with the SDA Master Plan;
 - c. provision of footpath and cycle path links to the SDA and to services and facilities in Market Harborough;
 - d. provision of transport infrastructure and other measures as identified by a transport assessment and travel plan;
 - e. a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;
 - f. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - g. each development parcel to be subject to approval and implementation of a user-specific travel plan;
 - h. identification and mitigation of any contaminated land;
 - i. archaeological and ecological assessment and mitigation;
 - j. provision of an adequate and appropriate landscape buffer, and any necessary noise attenuation, between the site and the SDA and between the site and Greenacres Caravan Park;
 - k. provision of any required flood mitigation measures as identified by a flood risk assessment, together with a sustainable drainage system (SuDs) and the appropriate management of surface water run-off during construction and in perpetuity;
 - l. protection of the ecological significance of the Grand Union Canal;
 - m. layout and design that is in keeping with the scale, character and appearance of the existing Airfield Business Park, with proposed buildings no higher than two storeys at a maximum of 10m to the ridge height; and
 - n. provision of a suitable lighting scheme to minimise light pollution from the development.

14.10 MH5 Explanation

14.10.1 The site forms part of the existing Airfield Business Park, located to the north of Market Harborough. The site forms an area that benefits from extant planning permission and is partially under construction. It is bordered to the north by the existing business park.

The site is accessed from the existing roundabout on Leicester Road, and borders the Greenacres Gypsy and Traveller site to the south, with the permitted North West Market Harborough SDA to the west.

14.10.2 The existing Airfield Business Park is identified as a Key Employment Area in Policy BE3 *Existing employment areas* and this site is considered a sustainable extension to the existing site. The site does not have any identified constraints to delivery for employment uses, with the Strategic Employment Land Availability Assessment (SELAA), 2017 identifying it as suitable, available and achievable.

14.10.3 Development will not be permitted at more than 2 storeys in height, to be in keeping with the existing Business Park and maintain the residential amenity and views to the site from the North West Market Harborough SDA. External lighting will be strictly controlled by the Council to ensure minimal impact on future residents of the North West Market Harborough SDA.

14.10.4 The site is allocated for the following mix of uses, resulting in a total of approximately 23,000sqm of additional employment floorspace:

- B1a/b uses, - (approximately 3.6ha (13,000sqm floorspace));
- B1c/B2 uses - (approximately 0.5ha (2,100sqm floorspace)); and
- non-strategic B8 (in units 9,000sqm gross floorspace or below) - (1.9ha (8,000sqm floorspace))

14.10.5 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.

14.11 MH5 Supporting Information

Table C.6 Supporting Information: Policy MH5

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|---|--|
| What evidence has informed this policy? | Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; Proposed Submission Sustainability Appraisal, 2017; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Market Harborough Transport Strategy, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
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| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development 4 - Infrastructure 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

MH6 Compass Point Business Park

1. Land at Compass Point Business Park to the east of Northampton Road, as shown on the Policies Map, is allocated for Class B1 (business/light industrial) development. Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. proposals to be guided by a masterplan to cover this site and the adjacent housing allocation (Policy MH2), to be subject to consultation in advance of a planning application;
 - b. access from Northampton Road and the existing spine road;
 - c. provision of transport infrastructure and other measures as identified by a transport assessment and travel plan;
 - d. a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;
 - e. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - f. each development parcel to be subject to approval and implementation of a user-specific travel plan;
 - g. footpath and cycle provision, linking the development with local services, residential areas and the wider rights of way network, including to the Brampton Valley Way footpath and cycleway;
 - h. identification and mitigation of any contaminated land;
 - i. archaeological and ecological assessment and mitigation, including measures to protect any valuable habitats and species and to enhance the ecological interest of the adjacent Brampton Valley Way;
 - j. provision of any required flood mitigation measures as identified by a flood risk assessment, together with a sustainable drainage system (SuDs) and the appropriate management of surface water run-off during construction and in perpetuity;
 - k. provision of an adequate and appropriate landscape buffer between the development and the residential areas to the north at Moseley Avenue and the housing allocation in Policy MH2 (East of Blackberry Grange), in order to protect residential amenity;
 - l. layout and design in keeping with the scale, character and appearance of the existing Compass Point Business Park, with proposed buildings no higher than two storeys; and
 - m. provision of a suitable lighting scheme to minimise light pollution from the development.

14.12 MH6 Explanation

14.12.1 A wider site was previously allocated for employment use in the adopted Harborough District Local Plan, 2001 under saved Policy MH/5 Land East of Northampton Road. This allocation relates to a part of the previous allocation, known as Compass Point Business Park, but excludes the area already developed for employment and residential use. It has been reduced in size (compared to the potential site detailed in the Options Consultation Paper, 2015) to also exclude land now forming part of the site allocated in Policy MH2 *East of Blackberry Grange* for housing development.

14.12.2 The site is located opposite the recreation ground and Leisure Centre to the south of Market Harborough, in an edge of centre location. It is considered to provide a suitable extension to the Compass Point Business Park and an opportunity to consolidate this prestigious commercial gateway development on the southern approach to the town from the A14. The northern part of the site is close to the Brampton Valley Way, a footpath and cycleway on the line of the former Market Harborough to Northampton railway line. The site is split into two parcels of land straddling the existing spine road serving the business park.

14.12.3 The site is allocated for a mix of B1a/b and B1c uses appropriate in a residential area as follows:

- B1a/b - (approximately 3.2ha (11,200sqm floorspace)); and
- B1c - (approximately 1.7ha (7,150sqm floorspace)).

14.12.4 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.

14.13 MH6 Supporting Information

Table C.7 Supporting Information: Policy MH6

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| <p>What evidence has informed this policy?</p> | <p>Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; Proposed Submission Sustainability Appraisal, 2017; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Market Harborough Transport Strategy, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology</p> |
|--|--|

| | |
|---|--|
| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development 4 - Infrastructure 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

15 Lutterworth

15.1 Introduction

15.1.1 Lutterworth is a market town located in the south west of the District, just off Junction 20 of the M1. Its position close to the County border means that that it is influenced as much by Warwickshire and Northamptonshire as it is by Leicester and Leicestershire. The town has a wide range of services, facilities and shops, most of which are focused around its historic core, a designated Conservation Area. Employment opportunities are concentrated to the north of the town centre (to the east of Leicester Road) and at Magna Park, a large strategic distribution/logistics development located to the west of the town. The historic village of Bitteswell, a Conservation Area, lies close to the north western edge of Lutterworth.

15.1.2 Lutterworth is influenced heavily by transportation, with the M1 and A5 on either side of the town and the A426 passing through the town centre then linking to the M6 to the south. The impact of through traffic, particularly HGV movements, is of local concern and the town centre is an Air Quality Management Area (AQMA). There is a long standing desire within the local community for a by-pass to resolve traffic issues. Lutterworth's central location and access to major routes means that it is within the 'Golden Triangle' in terms favourable locations of logistics operations. As a result there are opportunities for further strategic storage and distribution warehousing in the Lutterworth area.

15.1.3 Since 2011 the town has seen over 400 dwellings built and there are about 350 dwellings with planning permission. Many of these dwellings are to the north of the town in accordance with the Core Strategy, 2011. However, more recently a development of 250 dwellings was allowed on appeal in the south east corner of the Area of Separation (as retained in the Core Strategy).

15.1.4 Given its location, accessibility and level of services, Lutterworth is identified in the Local Plan as a Key Centre and an appropriate location for significant housing and employment development. Whilst few suitable housing sites were identified adjacent to the existing built up area, land for a Strategic Development Area (SDA) to the east of the M1 was assessed as developable through the Strategic Housing Land Availability Assessment, 2016 and selected through the process described in Chapter 3.

15.1.5 The East of Lutterworth SDA (Policy L1) is proposed to deliver 1,260 dwellings to 2031 (and further dwellings to 2036), 10 hectares of general employment land, and 13 hectares for storage and distribution. This new neighbourhood will have its own local community facilities but will be well connected to the existing town centre and will provide additional support to Lutterworth in its role as a Key Centre. The SDA will provide a new spine road linking the A426 to the north of Lutterworth to the A4304 to the east of the M1 Junction 20, via a new bridge over the motorway. This road is predicted to remove some through traffic from the town centre thus helping to improve air quality.

15.1.6 In addition to the employment land to be provided as part of the SDA, land to the South of Lutterworth Road/Coventry Road (Policy L2) is allocated for industrial/commercial development and several employment areas around the town are afforded protection from potential loss to other uses, such as housing, through Policy BE3 *Existing employment areas*. Magna Park's role as a leading regional and national distribution hub is maintained and safeguarded in Policy BE2 *Strategic distribution*. Whilst additional strategic distribution development is already committed through two planning permissions, Policy BE2 allocates land for additional strategic distribution floorspace on a site to the north and west of Magna Park.

15.1.7 The Local Plan also redefines the Lutterworth, Bitteswell and Magna Park Area of Separation (Policy GD6), taking into account completions and commitments. This is particularly important in safeguarding the setting and character of Bitteswell and in protecting residential amenity.

L1 East of Lutterworth Strategic Development Area

1. Land to the east of Lutterworth, as identified on the Policies Map, is allocated as a Strategic Development Area (SDA).
2. This new neighbourhood will be developed comprehensively in accordance with a masterplan, including delivery and phasing arrangements, to be prepared in accordance with masterplanning requirements set out in Appendix L and informed by key design principles, an independent design review and community consultation. This masterplan will be incorporated into a Supplementary Planning Document and/or an outline planning application and supporting section 106 agreement.
3. The masterplan will guide the creation of a high quality sustainable urban extension to Lutterworth and an attractive environment for living, working and recreation. It will address and overcome the issue of community severance resulting from the presence of the M1, to create a sustainable urban extension which is permeable and well-connected to Lutterworth via legible walking and cycling routes with good natural surveillance. It will provide for:

Housing

- a. about 2,750 dwellings of which about 1,260 dwellings will meet housing requirements in the plan period and the remaining dwellings will meet requirements after 2031, all to be located east of the M1 and north of the A4304;
- b. affordable and specialist housing in accordance with Policies H2 and H4;
- c. a mix of house types, including serviced plots for self-build and custom homes, as appropriate, and housing standards in accordance with Policy H5;
- d. a range of housing densities, with higher densities located near the proposed local centre and along the spine road and lower densities towards the rural boundaries to the north, east and south of the site;

Business and employment

- e. 13 hectares of storage and distribution (B8) uses on land to the south of the A4304, subject to:
 - i. access from the A4304 that is separate from that to the rest of the SDA to the north; and
 - ii. a comprehensive landscaping scheme planted in advance so as to provide adequate screening of the development by the time of completion;
- f. about 10 hectares of business uses within Use Class Orders B1 and B2;

Community facilities

- g. two 2 form entry primary schools to be provided in parallel with the progress of housing development, with at least a one form entry primary school to be open the first September before the completion of 300 dwellings, or at a specified date whichever is the later, having regard to the relevant policy of the Local Education Authority;
- h. appropriate contributions towards secondary education provision if necessary;

- i. a neighbourhood centre as a social and retail hub for the new community to be provided in accordance with a phasing plan to be agreed with the Local Planning Authority, to include some or all of the following:
 - i. a supermarket or shops to meet local convenience needs;
 - ii. a public house/café;
 - iii. a doctors' surgery;
 - iv. a community hall; and
 - v. other community facilities or upgrade of existing facilities;
- j. a multifunctional green infrastructure network, including:
 - i. greenways for walking, cycling and wheelchair users;
 - ii. a community park containing outdoor sports facilities to be provided before completion of 300 dwellings or as otherwise agreed by the Council;
 - iii. natural and semi-natural greenspace (including the existing woodland and Misterton Marshes SSSI which is to be protected as non-accessible open space);
 - iv. measures to minimise potential visual impact on nearby heritage assets and their setting, in accordance with Policy HC1;
 - v. a cemetery (in accordance with Policy GI3) and allotments;
 - vi. local public open space, including equipped play space and multi-use games areas, in accordance with Policy GI2 and a phasing plan to be agreed with the Local Planning Authority;
- k. safeguard land for a potential new leisure centre to serve Lutterworth;

Highways and transportation

- l. access to be taken from separate junctions on the A4304 to serve the southern part of the main site and the employment uses to the south of the A4304, from Gilmorton Road, and from the A426 to serve the northern part of the site;
- m. a spine road providing a clear legible route between the A426 north of Lutterworth and the A4304 east of M1 junction 20, including a bridge over the M1 motorway and a link to the A426 to be constructed before the completion of 1,250 dwellings;
- n. a workable, legible, and easily navigable hierarchy of interconnected primary and secondary streets and shared surface lanes that provide high quality, safe and direct routes within permeable development in accordance with Policy IN2 and the following:
 - i. County Highway Authority's adopted highway standards;
 - ii. sensitive design of the street environment, avoiding 'over engineering' and minimising signage and street clutter;
 - iii. sympathetic traffic calming measures and carefully devised road alignments to help reduce vehicle speeds and create a safe environment;
- o. a minimum of 5 crossings which provide dedicated walking and cycling connections into Lutterworth across the M1, forming part of a network of legible,

direct, safe and attractive routes, which will all be well-lit, surfaced, with good natural surveillance and provide connections to Lutterworth town centre, the local centre and employment uses within the SDA, and to existing cycle routes, bridleways and footpaths, including the National Cycle Network, in accordance with Policy IN2;

- p. a regular and frequent bus service to all parts of the SDA as they are developed to meet the needs of the community and employees, together with convenient bus stops and real-time information to encourage its use;
- q. travel plans and green travel packages that provide an attractive alternative to private car use for residents of and employees in the new development in accordance with Policy IN2;
- r. in addition to junctions on the A4304 and A426 to serve the site, the following off-site highways improvements, the construction of which shall be co-ordinated and timed to minimise disruption to the strategic and local road network:
 - i. traffic signals and other necessary improvements to junction 20 on the M1;
 - ii. necessary improvements to the junction of the A426 with the A4303 south of Lutterworth (the 'Frank Whittle roundabout');
 - iii. necessary improvements to the junction of the A426 with Bill Crane Way;
- s. a parking strategy, including cycle parking, and servicing for each development parcel to determine the location of parked cars to ensure that they can be accommodated without dominating the built environment (and having regard to Leicestershire County Council Highway Design Guide);

Environment

- t. conservation, enhancement and adequate mitigation of any impact on the Misterton Marshes SSSI in accordance with a methodology to be agreed by Natural England before the development commences; and
- u. protection and enhancement of heritage assets and their settings, including the grade II* listed Church of St Leonard at Misterton and grade I listed Church of St Mary, Lutterworth and non-designated heritage assets. The master plan will be informed by a heritage impact assessment, which must form the basis for approaches to design, scale and layout of development. Green space, such as a community park, should be provided in the southern part of the site together with height restrictions on buildings in the southern part of the site, in order to protect the setting of the Church of St Leonard. The proposed new access road should be routed to have regard to any undesignated archaeology and minimise its impact on all heritage assets, particularly the inter-visibility between the Church of St Leonard and the Church of St Mary;
- v. sustainable drainage and flood storage measures to be agreed with the Environment Agency and Lead Local Flood Authority to prevent flooding downstream in accordance with Policy CC3 and CC4 and to ensure no adverse impact by flooding on the hydrology which underpins the health of the SSSI;
- w. facilities for recycling and waste collection, including concealed bin storage;

- x. consideration of the feasibility of providing decentralised renewable energy in accordance with Policy CC2;
 - y. noise and air quality mitigation measures for proposed dwellings adjoining the M1 to the satisfaction of the Council, and no moderate or worse adverse impact upon air quality within the Lutterworth Air Quality Management Area; and
 - z. structural planting along the northern, eastern and southern boundaries to provide a sympathetic urban-rural transition and relate well to surrounding countryside.
4. The area shown on the Policies Map is safeguarded for the provision of the northern access to the site from the A426 via a new bridge over the M1 motorway.
 5. Appropriate traffic management and public realm improvements in Lutterworth town centre to facilitate the movement of pedestrians and cyclists, particularly across High Street will be agreed and provided for through the planning application and accompanying agreements.
 6. Following completion of the spine road, in partnership with County Highway Authority and the SDA promoters, the Council will develop traffic management measures that remove or minimise the passage of heavy goods vehicles through the centre of Lutterworth, as part of the implementation of an effective air quality mitigation strategy for the Air Quality Management Area in Lutterworth town centre.

15.2 L1 Explanation

15.2.1 The Strategic Development Area (SDA) on the land to the east of Lutterworth provides the opportunity to develop a well-planned extension to Lutterworth with its own sense of place while also being well integrated and connected to Lutterworth and providing some facilities such as the community park that will also benefit the existing residents of the town.

15.2.2 In order that the SDA is developed in a way that complements and enhances the town and does not become an unwelcome accretion, it should be in accordance with a masterplan that is produced with the full engagement of the existing community of Lutterworth and which has the support of the population through a consultation process as part of either a Supplementary Planning Document, a Neighbourhood Plan or a planning application.

15.2.3 The masterplan will be the basis for creating a sustainable, high quality extension to Lutterworth and an attractive built and green environment in which people will be happy to live, work and socialise. It will bring with it important new infrastructure, including transport, green infrastructure, primary schools and community facilities, as well as providing sustainable access and additional patronage to the town of Lutterworth, thus maintaining its role as a Key Centre. Further guidance on masterplan requirements is set out in Appendix L Masterplanning requirements. These include phasing which should take account of the 'trigger points' in Policy L1 identifying when elements of infrastructure are required, in accordance with a phasing plan agreed with the Local Planning Authority.

15.2.4 The SDA will create a sustainable urban extension to Lutterworth, essentially mirroring the existing town to the west of the M1, with new development to the east of the M1. The SDA is expected to be sustainable at the neighbourhood level and to provide for the day-to-day needs of its residents, including provision of primary schools, a local centre and employment within the site. However, its residents will need to access facilities within the existing part of Lutterworth for secondary schools, leisure and health facilities as well as for wider employment opportunities. Whilst the distances from the new development to the town centre and other facilities are suitable for walking and cycling, the presence of the M1 running north and south between the existing town and the new development creates a form of severance between the two parts of the community. The masterplan must address and overcome this; ensuring the new development is well-connected and integrated with the existing town.

15.2.5 Ensuring integration and connection with Lutterworth will be achieved, in part through the creation or substantial upgrading of existing routes across the M1, resulting in a minimum of 5 connections, 4 of which are expected to be bridges, and 1 is expected to be a route under the M1. All of which will provide dedicated, lit, legible, safe and direct walking and cycling routes. These connections across the M1 will be part of a wider network of legible routes, both within the SDA site itself and continuing through into the existing town and providing routes to key facilities within Lutterworth.

15.2.6 The SDA will also provide a new road, linking the A426 to the north of Lutterworth to the A4304 to the east of M1 junction 20 via a new bridge over the M1. This new 'spine road' is predicted to remove some of the through traffic currently travelling through the centre of Lutterworth, helping to improve air quality. The southern part of this spine road, and not Gilmorton Road, should be used as the main means of accessing the site, both for residents and construction traffic, until such time as the link across the motorway from the north is in place.

15.2.7 Development at Lutterworth also locates housing growth where employment opportunities will occur, namely the South West Leicestershire Growth Area (as identified in the Leicester and Leicestershire Economic Partnership's Strategic Economic Plan, 2015) and the M1 and A5 corridors.

15.2.8 The proposed site lies to the east of Lutterworth and the M1 motorway route. The hamlet of Misterton lies directly to the south of the site. The western boundary is predominantly defined by the eastern M1 motorway embankment with the majority of the site located north of the A4304, Lutterworth Road. However, an area to the south of the A4304 is proposed for storage and distribution, while land is included to the east of the M1 in order to enable an attractive pedestrian route through open space into Lutterworth town centre and potentially (subject to technical assessment) provide for a new cemetery. Further land is allocated to the west of the M1 to accommodate the likely route of the road linking the A426 to the proposed motorway bridge, with a rather larger area safeguarded for this purpose in order to ensure that enough land is available to accommodate potential changes in design of this route.

15.2.9 The justification for selecting a strategic spatial option involving the SDA on land to the east of Lutterworth has been described in Chapter 3 under Policy SS1 *The spatial strategy*. The promoters have prepared a Vision Statement setting out their proposals. The vision's objectives are to:

- deliver a comprehensive, inclusive and sustainable urban extension that is effectively integrated into its locale, and which accommodates a balanced mix of homes, employment generating development, as well as the new facilities and services required to support a new neighbourhood;
- support economic growth and local employment in order to maintain Lutterworth's competitive edge. The East of Lutterworth SDA will provide land for a variety of high quality employment uses, with excellent access to the M1 and associated local road network;
- maximise accessibility for all in the widest sense, ranging from walking and cycling at a local level, to the delivery of an enhanced, high frequency bus service between the site and Lutterworth;
- deliver a spine road to alleviate pressure upon Lutterworth High Street and the Air Quality Management Area (AQMA);
- create a coherent set of proposals which protect and enhance the site's landscape character and visual amenity, improve connectivity and enhance and protect the biodiversity and ecological resources of the site with new integrated multi-functional Green Infrastructure;
- deliver an exemplar scheme which demonstrates the highest standards of urban design, and incorporates best practice in sustainable construction and the use of renewable energy technologies; and
- protect and enhance the existing network of mature hedgerows, hedgerow trees and woodland associated with the River Swift and its tributaries as a framework for Green Infrastructure which will successfully assimilate distinctive neighbourhoods of new development.

15.2.10 The Vision Statement includes an indicative plan setting out a broad distribution of uses and the layout of roads and open spaces, including a Swift Valley Community Park. However this will be subject to further refinement as part of partnership working with the site promoters on the development framework and masterplan, and may change in detail.

Housing

15.2.11 The SDA will provide for a range of housing needs, providing affordable homes, self-build plots, specialised care homes and a range of housing types and sizes. While there is a capacity plan submitted as part of the Vision Statement, the location and capacity of each 'plot' (development parcel) may change as the development framework is prepared. This framework will include consideration of the under-grounding or diversion of

the high voltage power line where it currently cuts through proposed housing areas. It will also include consideration of appropriate net densities in different parts of the site in pursuance of criterion 3(d) of this policy, within the overall proposed net density of 38 dwellings per hectare and taking account of key design principles, an independent design review and community consultation. Higher densities will be expected to the west of the site, maximising opportunities for connectivity with Lutterworth and reducing reliance on the private car. Housing will not be permitted to the south of the A4304 or to the west of the M1 as part of the SDA.

Employment

15.2.12 The proposed 23 hectares of employment land will create about 2,500 new jobs and provide substantial local employment opportunities. While the location of 10 hectares of employment development within the main area of the SDA to the north of the A4304 is still to be finalised through work on the development framework/masterplan, it is currently shown between the M1 and the northern end of the spine road. The remaining 13 hectares will be to the south of the A4304 near to Junction 20 of the M1.

15.2.13 The site to the south of the A4304 is for business uses within Use Class Order B8. The masterplan is encouraged to focus the development of this area towards provision for warehousing in units of less than 9,000sq.m. to cater for the non-strategic element of the sector, not otherwise catered for on employment allocations at Lutterworth. Larger units may be acceptable in exceptional circumstances, but strategic distribution (logistics) uses are more appropriately catered for on sites forming an extension to or adjoining Magna Park that meet the criteria in Policy BE2 Strategic Distribution and this site is likely to be too small to accommodate such uses. Although the HEDNA, 2017 does not identify a need for this quantity of B8 uses, its figures are not maxima and the development will provide the cash flow needed to fund the road junctions to serve the SDA. This is considered sufficient to justify its allocation. The site would be accessed directly from a new junction with Walcote Road (A4304) and would be subject to a comprehensive scheme of advance landscaping.

15.2.14 The land to the north provides 10 hectares within Use Class Orders B1 and B2. This location will be closer to residential development and therefore B1 is appropriate. Both B1 and B2 uses generate higher employment per square metre of floorspace than B8 and so locating these uses here will maximise the opportunities for sustainable travel. On the other hand B8 uses have significantly fewer employees per square metre and often have 24 hour working, which is incompatible with residential amenity.

Community facilities

15.2.15 The SDA offers the opportunity to provide a range of community facilities and benefits, supplementing the existing provision in the wider area. These would be delivered through an agreement under Section 106 of the Town and Country Planning Act 1990 or other legal agreement as appropriate. Overall the development of the site will include a two primary schools and a neighbourhood centre containing shops and community

facilities. The Education Authority require that the first new primary school to serve the SDA is opened by the September before completion of the 300th dwelling, or at a later date, as agreed, should predicted pupil numbers suggest this is appropriate.

15.2.16 A comprehensive network of green infrastructure is proposed including the proposed Swift Valley Community Park (containing sports pitches), existing woodland, the Misterton Marshes SSSI, a greenway through the site (but also extending beyond the site boundaries by connecting into the wider Green Infrastructure network), allotments and a new cemetery. Within each housing development parcel there would be equipped play space and a multi use games area.

15.2.17 The existing leisure centre in Lutterworth will reach the end of its life during the plan period and would in any event be unlikely to be adequate to serve the expanded population. A contribution will therefore be sought towards a new leisure centre, which could be, in full or in part, in the form of land within the community park or elsewhere.

Highways and Transportation

15.2.18 The primary access will connect the A426 north of Lutterworth with the A4304 east of Junction 20, in the form of a clearly legible spine road. This spine road will be a single two lane district distributor road designed to serve the new development while also facilitating some relief to through traffic within Lutterworth town centre. It is currently proposed as a 7.3 carriageway width with a 30/40 mph speed limit. The spine road will be constructed in its entirety, including the bridge over the motorway before the completion of 1,250 dwellings, projected to be in 2030/31, unless otherwise agreed by the Council in response to currently unforeseen circumstances.

15.2.19 Further access points off Gilmorton Road to serve the residential development to the north east of the site are also proposed. The transport assessment work has highlighted the potential for increases in traffic through Gilmorton village to the north east of the SDA. If traffic monitoring shows flow increases that result in queuing within the village, measures such as traffic calming would need to be implemented in Gilmorton village to discourage through movements.

15.2.20 New or upgraded junctions will be provided at:

- A4304 Lutterworth Road/'spine road' - signalised junction;
- A4304 Lutterworth Road/access to B8 employment site - signalised junction;
- A426 Leicester Road/'spine road' - roundabout or signalised junction;
- M1 Junction 20 - signalisation of all approach arms and widening of circulating lanes;
- A4303/A426 Rugby Road ('Frank Whittle roundabout') - necessary improvements; and
- A426 Leicester Road/Bill Crane Way - signalised junction plus pedestrian crossing.

15.2.21 The SDA will result in initial increases in traffic in Lutterworth town centre of 10-17% in the peak hours. However, once the spine road is complete traffic flows through

the town centre are forecast to reduce by between 24% and 34% (depending on direction) on the A426 south of the Gilmorton Road junction. This reduction could be increased by the introduction of traffic management measures in the town centre.

15.2.22 A comprehensive footway and cycleway network will incorporate existing paths, and include new links both within the development and the surrounding settlement. This network will provide clear, direct links along traffic-free routes that will encourage sustainable modes of transport. In addition a primary pedestrian and cycle route will be provided by enhancing the existing right of way that crosses the M1 from the western boundary directly to Lutterworth town centre.

15.2.23 The SDA will be accessed via new bus routes and services, eventually using the Gilmorton Road bridge over the M1 to connect with the town centre. Bus stops will need to be provided along the spine road and along estate roads. A frequent bus service, in the order of one every 20 minutes should be provided. Further details on how best to do this will need to be investigated as work on the SDA progresses.

15.2.24 Lutterworth town centre is one of just two Air Quality Management Areas (AQMA) in the District. This is primarily as a consequence of the volume of traffic including HGVs using the A426. Development of the site provides the potential to deliver a spine road which can deliver significant environmental benefits to the town centre, as well as improving the health and well being of residents. The policy requires noise and air quality mitigation measures for proposed dwellings adjoining the M1, and no moderate or worse adverse impact upon air quality within the Lutterworth Air Quality Management Area. A moderate adverse impact is defined by Land-Use Planning & Development Control: Planning For Air Quality May 2015 b(v1.1) EPUK & IAQM (or a successor document). Following completion of the spine road, traffic management measures and public realm improvements will be developed to remove or minimize the passage of HGVs through the centre of Lutterworth and to facilitate the movement of pedestrians and cyclists between the SDA, town centre and key facilities within Lutterworth.

Environment

15.2.25 The development will maximise the opportunities provided by the existing natural environment and footpath network and provide a comprehensive network of green infrastructure, integrating with existing provision within and around the site and assimilating the site into its landscape setting.

15.2.26 Misterton Marshes Site of Scientific Interest (SSSI) is a 6.9 hectare area of wetland located on the site. The SSSI supports notable hedges and wild flowers, and providing a breeding habitat for birds and other species. Developed on the alluvial deposits of the River Swift, the marshland will be sensitive to changes in hydrology. In addition to Misterton Marshes and the River Swift, the site has a good network of hedgerows and mature trees. Thornborough Spinney provides a key feature within the site and should be retained as an integral part of the development.

15.2.27 A detailed assessment will be considered as part of the development framework and masterplan and will identify the most suitable and important specimens and groups of trees to be retained in order to maintain ecological value together with the mature landscape of the area and assimilate the SDA sympathetically into the surrounding countryside. The SDA will incorporate sensitive management of these areas in accordance with the requirements of Natural England, the Environment Agency and Leicestershire County Council as Lead Local Flood Authority (LLFA) to ensure that measures for protection and enhancement are effective.

15.2.28 The River Swift flows in a westerly direction through the site. There are also two unnamed watercourses and two minor brooks, which are all tributaries to the River Swift. The majority of the site is located in Flood Zone 1 and is at a low risk to flooding. Areas adjacent to the River Swift and its tributaries are located in Flood Zones 2 and 3. Sustainable drainage systems (SuDs) should be provided to ensure that there is no increase in flood risk arising from the development. Surface run off and attenuation ponds will also be required to respond to topography and sub-catchments. The water course network, ponds and SuDs have the potential to integrate with a comprehensive green infrastructure network, thus creating an attractive green environment for the future community. This will also protect views of St Leonards Church (Misterton, Grade II*) and Misterton Bowl Barrow (Scheduled Monument) within their settings and provide an opportunity to enhance access to and public enjoyment of such views.

Implementation

15.2.29 To ensure that all these benefits are delivered, it will be important to ensure that the development is delivered in its entirety and in a comprehensive manner, albeit over an extended time period. Various trigger points for the delivery of infrastructure are given in the policy but may be agreed otherwise in response to currently unanticipated changes in circumstances.

15.2.30 Development should take place comprehensively in accordance with a masterplan, including delivery and phasing arrangements. The Council will work proactively in partnership with the site promoters and the local community to formulate the masterplan which could form the basis for a Supplementary Planning Document or a Neighbourhood Plan policy and/or a planning application. The Council is committed to ensuring consultation with the communities of Lutterworth, Misterton, Walcote, and Gilmorton in the preparation of these documents.

15.2.31 In allocating the east of Lutterworth SDA, the Council is promoting the use of a Compulsory Purchase Order (CPO) to secure the delivery of essential infrastructure. The CPO may be required to secure land for the motorway bridge and associated link road and junction on the A426 as part of the spine road. The landowners' refusal to sell this land has the potential to delay the later phases of development coming forward, although most of the development within the plan period could be delivered without the link and motorway

bridge. The Council is therefore promoting appropriate CPO powers to ensure that delivery of the site is timely and associated risks are minimised. The promoters are entering into an indemnity agreement to cover the costs of the CPO and of acquisition itself.

15.2.32 In response to concerns raised about the development 'stalling' before completion of the spine road, the promoters point to the indemnity agreement and comment that they are committed to delivering a development that achieves the key economic, social and environmental benefits that are dependent on the entire highway infrastructure including the motorway bridge and completion of the spine road. They will commit through a Section 106 agreement to meeting the full cost of off-site infrastructure through a Section 278 agreement. The Council, in partnership with the promoter, will explore the potential for seeking funding through the new Housing Infrastructure Fund to accelerate essential infrastructure and housing delivery. The promoters also point out that at the trigger point for delivery of the completed spine road and motorway bridge there will still be over 50% of the dwellings to be delivered and that the building of these will be necessary to recoup the upfront infrastructure costs associated with major road junctions and other matters, such as utilities, drainage and education.

15.3 L1 Supporting Information

Table C.8 Supporting Information: Policy L1

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|--|--|
| <p>What evidence has informed this policy?</p> | <p>Strategic Housing Land Availability Assessment (SHLAA), 2016 Update; Harborough Local Plan Proposed Submission Sustainability Appraisal, 2017; Local Plan Viability Assessment, 2017; Feasibility Study: Misterton Marshes SSSI, PBA/FPCR, 2016; Harborough District Potential Development Options Strategic Transport Assessment 2015; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Lutterworth East SDA Junctions Operational Assessment, 2016; Lutterworth East Strategic Transport Assessment, 2016; Lutterworth East Strategic Transport Assessment 2017 Update, 2017; East Lutterworth SDA Junctions Cost Estimate, 2017; Preliminary Landscape Assessment of Alternative Strategic Development Areas, September, 2016; Leicester and Leicestershire Strategic Economic Plan (2014 to 2020), 2015; Harborough Strategic Employment Land Availability Assessment Update (SELAA), 2017; Leicestershire County Council Highway Design Guide; and Harborough Infrastructure Delivery Plan, 2017.</p> |
|--|--|

| | |
|---|---|
| Which Local Plan objectives will it meet? | <ul style="list-style-type: none"> 1 - Housing 2 - Employment 3 - Location of development 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 8 - Town/village centres 9 - Design 10 - Transport 11 - Flood risk 12 - Environmental impact |
| How will it be implemented? | <p>Through decisions on planning application/s following the agreement of a masterplan and preparation of a Supplementary Planning Document or Neighbourhood Plan. Implementation of transport infrastructure would be through Section 278 of the Highways Act. The Council will use its CPO powers to assist in the delivery of essential infrastructure.</p> |
| How will it be monitored? | <p>Any planning permission granted contrary to criteria 2 or 3 in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained.</p> |

L2 Land south of Lutterworth Road/Coventry Road

1. Land to the south of Lutterworth Road (A4303)/ Coventry Road, Lutterworth, as shown on the Policies Map, is allocated for Class B1 (business/ light industrial). Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. access from the existing Fairacres Road off Lutterworth Road;
 - b. provision of transport infrastructure and other measures as identified by a transport assessment and travel plan, including road and junction improvements and necessary pedestrian crossings to the Coventry Road roundabout;
 - c. provision of footpath and cycle path links to local services, residential areas and the wider rights of way network;
 - d. identification and mitigation of any contaminated land;
 - e. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - f. archaeological and ecological assessment of the site and required mitigation, including the retention of existing hedgerows and protection of habitats and species;
 - g. provision of an adequate and appropriate landscaping buffer, and any necessary noise attenuation, to protect the residential amenity of the occupiers of the adjacent Fairacres Travelling Showpeople site;
 - h. the retention of green corridors throughout the site and at least a 10m buffer between the Bitteswell Brook and the development;
 - i. provision of any required flood mitigation measures as identified by a flood risk assessment, together with a sustainable drainage system (SuDs) and the appropriate management of surface water run-off during construction and in perpetuity;
 - j. mitigation of any landscape impacts as identified by a landscape visual impact assessment; and
 - k. provision of a suitable lighting scheme to minimise light pollution from the development.

15.4 L2 Explanation

15.4.1 This site will provide new employment land for Lutterworth prior to the provision to be made as part of the East of Lutterworth SDA (Policy L1).

15.4.2 The site is located to the south of Lutterworth beyond the limits of built development, and is in the ownership of Leicestershire County Council. The site is greenfield arable land bounded by the A4303 (Coventry Road) to the north, the established Fairacres Travelling Showpeople site to the south, the River Swift and open countryside to the west and open countryside to the east. Close by to the west and north of the A4303 is situated the Magna Park strategic distribution site.

15.4.3 As noted in the Strategic Employment Land Availability Assessment, 2017, the site lies within a Mineral Consultation Area and contains a small area of historic landfill at the eastern edge of the site, both considerations in developing an appropriate site layout and design. The site lies close to, but outside of, the area of separation between Magna Park, Bitteswell and Lutterworth, within an area considered to have a high to medium capacity for development in terms of landscape character. The main urban edge of Lutterworth is situated to the north of the site across the A4303.

15.4.4 An outline planning application (16/01288/OUT) has been approved for development on the allocated site to include up to 10,000sq.m employment floorspace, split between:

- B1a office use (2.2ha, or 7,700sqm);
- B1c light industrial employment uses (0.6ha, or 2,300sqm);
- 70 full size allotments with associated parking.

15.4.5 The allotments would replace the current provision at De Verdon Road which is expected to cease in 2019 and will be accessed from the Coventry Road roundabout. The proposal is considered by the Highways Authority to require junction, access and signalling improvement works to mitigate traffic impacts, which should take into account the proposed Strategic Development Area East of Lutterworth (Policy L1).

15.5 L2 Supporting Information

Table C.9 Supporting Information: Policy L2

| | |
|---|---|
| What evidence has informed this policy? | Harborough Strategic Economic Land Availability Assessment (SELAA), 2017; Proposed Submission Sustainability Appraisal, 2017; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; Lutterworth East SDA Junctions Operational Assessment, 2016; Lutterworth East Strategic Transport Assessment, 2016; Lutterworth East Strategic Transport Assessment 2017 Update, 2017; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development 4 - Infrastructure 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through planning decisions. |

| | |
|---------------------------|--|
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |
|---------------------------|--|

16 Fleckney

16.1 Introduction

16.1.1 Fleckney is a large village close to the edge of the District's northern border, located 9 miles south of Leicester and 9 miles from Market Harborough. Its village centre offers a good range of shops and services to meet everyday needs and there are bus services to Leicester and Market Harborough. Businesses on the Churchill Way Industrial Estate provide employment opportunities. The Grand Union Canal runs to the west of village and Fleckney Brook through the centre.

16.1.2 Based on its level of services and facilities, Fleckney was first identified as a Rural Centre in the Core Strategy, 2011 and it remains so in the Local Plan. Compared to the other larger Rural Centres (The Kibworths and Great Glen), very few housing completions have taken place since 2011. However, there are housing commitments for almost 450 dwellings.

16.1.3 Fleckney is considered a sustainable settlement and the Strategic Housing Land Availability Assessment, 2016, identified several deliverable sites, some of which now have planning permission. The Local Plan identifies a minimum target of 130 dwellings (in addition to completions and commitments) for the village to 2031 and this is expected to be met through Policy F1 *Land off Arnesby Road*.

16.1.4 To enable employment opportunities to grow alongside new housing and to reinforce the role of the existing industrial area, the Local Plan allocates Land off Marlborough Drive (Policy F2) for industrial and commercial development. Furthermore Policy BE3 *Existing employment areas* seeks to protect Churchill Way Industrial Estate and nearby Victoria Works from loss to other uses such as housing.

F1 Land off Arnesby Road

1. Land off Arnesby Road, as shown on the Policies Map, is allocated for the development of about 130 dwellings. Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. access to the site to be provided from Arnesby Road;
 - b. necessary highways works and sustainable transport measures in accordance with an approved transport assessment and travel plan, including integrating public footpaths crossing the site into the design and layout of the site linking to Sustrans Cycle Network Route 6;
 - c. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - d. identification and mitigation of any contaminated land;
 - e. archaeological and ecological assessment of the site and required mitigation;
 - f. an integrated approach to surface water drainage and multifunctional greenspace, incorporating the Fleckney Brook, the various ponds and smaller watercourses, with appropriate management of surface water run-off during construction and in perpetuity;
 - g. enhancement of biodiversity and water quality along the Fleckney Brook and at field ponds;
 - h. retention and improvement of existing hedgerows and trees, particularly at the boundary of the site and around the existing pond, with replacement and additional provision using native species;
 - i. additional landscaping to the western and northern boundaries of the site and retention and enhancement of the existing public right of way to the eastern edge of the site; and
 - j. provision of open space and recreational facilities across the site, including on the eastern boundary close to the public right of way and to protect residents' amenity, and on the western and southern boundaries to form a landscaped edge to the countryside.

16.2 F1 Explanation

16.2.1 The site is situated to the west of Fleckney, accessed from the Arnesby Road. It is identified for approximately 130 dwellings. The site is well located for local services and facilities in Fleckney village centre and was judged to be deliverable over 0 to 5 years in the SHLAA, 2016. The SHLAA identified the location as suitable to contribute to the housing requirement in Fleckney.

16.2.2 The site relates well to the village centre of Fleckney and is close to local services. The Harborough Rural Centres Landscape Character Assessment and Landscape Capacity Study, 2014 has identified the site as having medium capacity for development.

16.2.3 The key constraint relative to this site is the treatment of the land close to the stream, which is identified as having medium low capacity for development according to the Landscape Character Assessment, 2014 and also has issues relating to flooding. This area is identified as most suitable for the provision of local multifunctional green space and the sustainable drainage (SuDs) design should integrate with the watercourses and ponds to ensure the best practice approach to surface water and flood treatment.

16.3 Supporting Information

Table C.10 Supporting Information: Policy F1

| | |
|---|--|
| What evidence has informed this policy? | Strategic Housing Land Assessment (SHLAA), 2016; Proposed Submission Sustainability Appraisal, 2017; The Harborough Rural Centres Landscape Character Assessment and Landscape Capacity Study, 2014; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; South East Leicester Transport Study, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
| Which Local Plan objectives will it meet? | 1 - Housing 3 - Location of development 4 - Infrastructure 5 - Protection of local services 6 - Natural environment 8 - Town/village centres 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

F2 Land off Marlborough Drive

1. Land off Marlborough Drive, Fleckney, as shown on the Policies Map, is allocated for Use Classes B1c, B2 and non-strategic B8 (industrial and commercial development). Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. access, including by sustainable modes, to be taken through the existing industrial estate at Marlborough Drive;
 - b. necessary highway works and sustainable transport measures, as identified by a transport assessment and travel plan, in order to ensure highway, cyclist and pedestrian safety;
 - c. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - d. identification and mitigation of any contaminated land;
 - e. archaeological and ecological assessment of the site and required mitigation;
 - f. adequate and appropriate landscaping to screen the development from the residential area to the north west, including noise attenuation measures to protect the amenities of houses at Cobwells Close;
 - g. layout and design to be in keeping with the scale, character and appearance of the existing industrial estate, to be sympathetic to the rural character of the surroundings and to incorporate adequate amenity space;
 - h. provision of any required flood mitigation measures as identified by a flood risk assessment, together with a sustainable drainage system (SuDs) and the appropriate management of surface water run-off during construction and in perpetuity; and
 - i. provision of a suitable lighting scheme to minimise light pollution.

16.4 F2 Explanation

16.4.1 The site is allocated for industrial and commercial development to help meet Policy BE1 *Provision of new business development*. It comprises a field approximately 3.0 hectares in size to the east of the existing industrial estate which has been categorized as a Key Employment Area in the Council's Existing Employment Areas Review, 2012. It is a flat open arable field with hedges and mature trees around its perimeter.

16.4.2 The site is located approximately 0.5 miles from the centre of Fleckney. The existing Churchill Way Industrial estate is adjacent and is occupied by a mix of B1, B2 and B8 uses. To the north and east of the site is open countryside. To the west is a residential area whose amenities should be protected. The development of the site would form a logical extension to the existing industrial estate and would represent a new defensible edge to the built up area of Fleckney.

16.4.3 The site would contribute towards meeting the need for economic development land as identified in the Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. It would also help to widen employment opportunities in the District's rural areas outside the key settlements and has the ability to contribute to sustainable economic growth and respond to market trends.

16.4.4 The site was reviewed in the Strategic Employment Land Availability Assessment, 2017 and no physical or environmental site constraints were identified. It was assessed as being suitable, available and developable within the plan period, being accessible by sustainable modes of transport and adjacent to an existing Key Employment Area.

16.4.5 The site is allocated for a mix of additional employment floorspace totalling 12,000sqm as follows:

- B1c/B2 uses - (approximately 1.5ha (6,000sqm floorspace));
- non-strategic B8 (in units 9,000sqm gross floorspace or below) uses - (1.5ha (6,000sqm floorspace)).

16.5 F2 Supporting Information

Table C.11 Supporting Information: Policy F2

| | |
|---|--|
| What evidence has informed this policy? | Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; Proposed Submission Sustainability Appraisal, 2017; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; South East Leicester Transport Study, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development 4 - Infrastructure 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

17 The Kibworths

17.1 Introduction

17.1.1 The Kibworths straddle the A6 lying some 7 miles north west of Market Harborough and 9 miles south east of Leicester city centre. The village comprises 2 parishes, Kibworth Beauchamp and Kibworth Harcourt. The cores of both parishes have Conservation Area status. The village has a good range of shops, services and facilities, including a secondary school, along with some employment opportunities. There are bus services to Leicester and Market Harborough, but its railway station closed in 1968. The village of Smeeton Westerby lies close to the southern edge of the village. The A6 is a barrier to movement across the settlement and has a detrimental impact on local air quality leading to the declaration of an Air Quality Management Area (AQMA) in 2017.

17.1.2 Based on their level of services, The Kibworths was first identified as a Rural Centre in the Core Strategy 2011 and it remains so in the Local Plan. It is the largest Rural Centre and has seen significant housing development since 2011, primarily as a result of the build-out of a large allocation dating from the 2001 Local Plan. There have been almost 450 dwellings completed since 2011 and there are planning commitments for approximately 450 further homes.

17.1.3 Given the level of completions and the high number of residential commitments already in place, there is no minimum target set for The Kibworths in the Local Plan. However, in order to improve the village's sustainability by ensuring that land for business growth is available to accompany housing development, land south and west of Priory Business Park (Policy K1) is allocated for business, light industrial and retail development, reflecting the site's extant planning consent.

K1 Land south and west of Priory Business Park

1. The area of land south and west of Priory Business Park, Kibworth Harcourt, as shown on the Policies Map, is allocated for a mix of business, light industrial and retail development (Use Classes B1a, B1b, B1c, B2 and A1). Development that complies with other relevant policies and meets the following requirements will be permitted:
 - a. access, including by sustainable modes, to be through two access points off Wistow Road and Warwick Road;
 - b. necessary highway improvements and sustainable transport measures as identified by a transport assessment and travel plan;
 - c. provision of a new cycleway to create convenient access to the development and the extension of the footway on the south side of Wistow Road to the Wistow Road/Warwick Road roundabout in order to connect the development to Kibworth Beauchamp village centre and to ensure highway, cyclist and pedestrian safety;
 - d. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
 - e. identification and mitigation of any contaminated land;
 - f. respect for and integration with features of archaeological interest as identified by an archaeological assessment of the site and a heritage impact assessment;
 - g. ecological assessment of the site and required mitigation, including the retention of important hedgerows/trees and an attenuation pond, to create opportunities for biodiversity enhancement;
 - h. provision of formal and informal public open space, and green infrastructure linkages;
 - i. the inclusion of adequate and appropriate landscaping including noise attenuation measures: along the railway corridor, to the south and west of the site to minimise adverse landscape impact, and to screen and protect the residential amenity of existing properties on 'Kibworth Meadows';
 - j. layout and design that sympathetically integrates into the rural character of the surroundings and has buildings no higher than two storeys at a maximum height appropriate in relation to adjoining properties and the wider surroundings;
 - k. provision of any required flood mitigation measures as identified by a flood risk assessment, together with a sustainable drainage system (SuDs) and the appropriate management of surface water run-off during construction and in perpetuity; and
 - l. provision of a suitable lighting scheme to minimise light pollution.

17.2 K1 Explanation

17.2.1 The site is allocated for business and light industrial development to help meet Policy BE1 *Provision of new business development* and retail development to help meet the needs of the growing population. It comprises agricultural land approximately 9.0 hectares in size to the south and west of the existing Priory Business Park, which was not assessed in the Council's Existing Employment Areas Review, 2012. The majority of the site comprises arable fields with some areas of plantation woodland existing hedgerows and an attenuation pond.

17.2.2 The site is located on the north eastern side of The Kibworths approximately 1km by road from the centre of Kibworth Beauchamp. The existing Priory Business Park is adjacent and is occupied by a mix of B1, B2 uses. To the north the site is bordered by Wistow Road, to the west of the site is open countryside and to the south and west is the Midland Mainline. Recent housing development lies to the east; the amenities relating to which should be protected. The development of the site would form a logical extension to the existing business park and would represent a new defensible edge to the built up area of The Kibworths contained by existing rail and highway infrastructure.

17.2.3 The site would contribute towards meeting the need for economic development land as identified in the Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. Along with the retail development element, it would also help to widen employment opportunities in the District's rural areas outside the key settlements and has the ability to contribute to sustainable economic growth and respond to market trends.

17.2.4 The site was reviewed in the Strategic Employment Land Availability Assessment, 2017 and no physical or environmental site constraints other than being adjacent to a contaminated land consultation zone as identified through criterion 1.e of the policy. It was assessed as being suitable, available and deliverable within 0-5 years, being accessible by sustainable modes of transport and adjacent to a Rural Centre.

17.2.5 The site is allocated for a mix of B1a, B1b, B1c, B2 and A1 uses with B1c/B2 uses expected to predominate. There is an extant outline planning permission for development on the site for:

- B1b/B1c/B2 commercial/industrial uses (up to 11,368sq.m);
- B1a office use (up to 882sq.m); and
- A1 retail use (up to 294sq.m).

17.2.6 Provision is expected to be in accordance with the approved site phasing plan and indicative master plan within a developable area of approximately 5.7 hectares and is envisaged to meet market demand. Ideally units will be flexible in size with the potential for neighbouring units to be joined together to cater for the needs of starter and expanding businesses.

17.3 K1 Supporting Information

Table C.12 Supporting Information: Policy K1

| | |
|---|--|
| What evidence has informed this policy? | Harborough Strategic Employment Land Availability Assessment (SELAA), 2017; Proposed Submission Sustainability Appraisal, 2017; Harborough District Local Plan Preliminary Traffic Impact Assessment, 2016; South East Leicester Transport Study, 2016; Leicestershire County Council Highway Design Guide; and Site Appraisal Methodology. |
| Which Local Plan objectives will it meet? | 2 - Employment 3 - Location of development 4 - Infrastructure 9 - Design 10 - Transport 12 - Environmental impact |
| How will it be implemented? | Through decisions on planning applications. |
| How will it be monitored? | Any planning permission granted contrary to the criteria in this policy will be identified in the annual Authority Monitoring Report and the reasons for it being granted explained. |

Part D Appendices

Appendix A Relationship with adopted Core Strategy, 2011 and Local Plan, 2001 'Saved Policies'

Table D.1 Relationship with the adopted Core Strategy, 2011 and Local Plan, 2001 'Saved Policies'

| Saved Policy | Policy Name / Description | Superseded by Local Plan 2011-31 Policy reference |
|---|--|---|
| Harborough District Core Strategy 2006-2028 (adopted 2011) | | |
| CS1 | Spatial Strategy | SS1: The spatial strategy |
| CS2 | Delivering New Housing | SS1: The spatial strategy; H1: Provision of new housing; GD2: Settlement development; GD4: New housing in the countryside; H5: Housing density, mix and standards |
| CS3 | Delivering Housing Choice and Affordability | H2: Affordable housing; H3: Rural exception sites; H4: Specialist housing; H5: Housing density, mix and standards |
| CS4 | Providing for Gypsy, Traveller and Travelling Showpeople Needs | H6: Gypsy, Traveller and Travelling Showpeople accommodation |
| CS5 | Providing Sustainable Transport | IN2: Sustainable transport; |
| CS6 | Improving Town Centres and Retailing | RT1: Provision of new retail uses; RT2: Town and local centres; RT3: Shop fronts and advertisements; RT4: Tourism and leisure |
| CS7 | Enabling Employment and Business Development | BE1: Provision of new business development; BE2: Strategic distribution; BE3: Existing employment areas; GD3: Development in the countryside |
| CS8 | Protecting and Enhancing Green Infrastructure | GI1: Green infrastructure networks; GI2: Open space, sport and recreation; GI4: Local Green Space, GI5: Biodiversity and geodiversity; GD7: Green Wedges |
| CS9 | Addressing Climate Change | CC1: Mitigating climate change; CC2: Renewable energy generation; CC4: Sustainable drainage |
| CS10 | Addressing Flood Risk | CC3: Managing flood risk; CC4: Sustainable drainage |
| CS11 | Promoting Design and Built Heritage | GD8: Good design in development; HC1: Built heritage |

| Saved Policy | Policy Name / Description | Superseded by Local Plan 2011-31 Policy reference |
|---|--|--|
| CS12 | Delivering Development and Supporting Infrastructure | IN1: Infrastructure provision; IN2: Sustainable transport; IN3: Electronic connectivity; IN4: Water resources and services; CC1: Mitigating climate change; CC2: Renewable energy generation; CC3: Managing flood risk; CC4: Sustainable drainage; GI1: Green infrastructure networks; GI2: Open space, sport and recreation; GI3: Cemeteries |
| CS13 | Market Harborough | SS1: The spatial strategy; H1: Provision of new housing; GD6: Areas of Separation; MH1: Overstone Park; MH2: East of Blackberry Grange; MH3: Burnmill Farm; MH4: Land at Airfield Farm; MH5: Airfield Business Park; MH6: Compass Point Business Park; RT1: Provision of new retail uses; RT2: Town and local centres; RT4: Tourism and leisure |
| CS14 | Lutterworth | SS1: The spatial strategy; L1: East of Lutterworth Strategic Development Area; L2: Land south of Lutterworth Road/ Coventry Road; H1: Provision of new housing; RT1: Provision of new retail uses; RT2: Town and local centres; GD6: Areas of Separation |
| CS15 | Leicester Principal Urban Area | SS1: The spatial strategy; H1: Provision of new housing; SC1: Scraftoft North Strategic Development Area; GD7: Green Wedges |
| CS16 | Broughton Astley | SS1: The spatial strategy; H1: Provision of new housing |
| CS17 | Countryside, Rural Centres and Rural Villages | SS1: The spatial strategy; H1: Provision of new housing; H3: Rural exception sites; GD3: Development in the countryside; GD4: New housing in the countryside; GD5 Landscape character; BE1: Provision of new business development; RT2: Town and local centres; HC1: Built heritage; HC2: Community facilities; HC3: Public houses, post offices and village shops; F1: Land off Arnesby Road; F2: Land off Marlborough Drive; K1: Land south and west of Priory Business Park |
| Retained Saved Policies of the Harborough District Local Plan (2001) | | |
| RM/8 | Sites of Local Ecological or Geological Interest | GI5: Biodiversity and geodiversity |
| EV/2 | Green Wedges | GD7: Green Wedges |
| EV/3 | Separation of Settlements | GD6: Areas of separation |
| HS/8 | Limits to Development | GD2: Settlement development; GD3: Development in the countryside; GD4: New housing in the countryside |
| HS/9 | Important Open Land | GD2: Settlement development; GD5: Landscape character; GI4: Local Green Space |

| Saved Policy | Policy Name / Description | Superseded by Local Plan 2011-31 Policy reference |
|-----------------------------------|--|---|
| EM/2 | Control of Development on Employment Sites | BE3: Existing employment areas |
| EM/9 | Stoughton Airfield-general | BE5: Leicester Airport, Stoughton |
| EM/10 | Stoughton Airfield -criteria for development | BE5: Leicester Airport, Stoughton |
| EM/11 | Airfield Farm | H1: Provision of new housing; BE1: Provision of new business development; MH4: Land at Airfield Farm; MH5: Airfield Business Park |
| EM16 - 23 | Bruntingthorpe Proving Ground and Airfield | BE4: Bruntingthorpe Proving Ground |
| TR/1 | Road improvement lines | Deleted |
| LR/14 | Tourism - self catering accommodation | RT4: Tourism and leisure |
| LR/18 | Foxton Locks Area-moorings | Deleted |
| SH/1 | Principal Shopping and Business Areas | RT2: Town and local centres |
| Market Harborough policies | | |
| MH/1 | Land between Burnmill Road and Leicester Road | Deleted |
| MH/2 | Land north of Kettering Road | Deleted |
| MH/3 | Land west of Farndon Road | Deleted |
| MH/4 | Land west of Northampton Road | BE1: Provision of new business development |
| MH/5 | Land east of Northampton Road | BE1: Provision of new business development; MH2: East of Blackberry Grange; MH6: Compass Point Business Park |
| MH/6 | Land east of Rockingham Road | BE1: Provision of new business development; BE3: Existing employment areas |
| MH/7 | Former railway goods yard | BE1: Provision of new business development |
| MH/8 | Kettering Road/Rockingham Road-employment area | BE1: Provision of new business development; H1: Provision of new housing |
| MH/10 | Development in Principal Shopping and Business Area | RT2: Town and local centres |
| MH/11 | Office development in Principal Shopping and Business Area | RT2: Town and local centres |

| Saved Policy | Policy Name / Description | Superseded by Local Plan 2011-31 Policy reference |
|-------------------------------|--|---|
| MH/12 | Redevelopment of the yards rear of High Street | RT1: Provision of new retail uses; RT2: Town and local centres |
| MH/13 | Redevelopment of land at Mill Hill Road | Deleted |
| MH/14 | Northampton Road Office Policy Area | RT2: Town and local centres |
| MH/15 | St Mary's Road Mixed Use Policy Area | RT2: Town and local centres |
| Lutterworth policies | | |
| LW/1 | Retention of the former railway embankment | H1: Provision of new housing; BE1: Provision of new business development; GD8: Good design in development |
| LW/3 | Land Between Bitteswell Road and Leicester Road | Deleted |
| LW/4 | Land between Brookfield Way and Coventry Road | Deleted |
| LW/5 | Land south of Coventry Road | BE1: Provision of new business development; GI3: Cemeteries |
| LW/6 | Land east of Rugby Road | BE3: Existing employment areas |
| LW/7 | Public recreation area land south of Orange Hill | H1: Provision of new housing; BE1: Provision of new business development; GD8: Good design in development |
| LW/8 | Cemetery | GI3: Cemeteries |
| LW/9 | Development in the Principal Shopping and Business Area | RT1: Provision of new retail uses; RT2: Town and local centres |
| LW/10 | Office development in the Principal Shopping and Business Area | RT1: Provision of new retail uses; RT2: Town and local centres |
| LW/11 | Extension of the George Street car park | Deleted |
| The Kibworths policies | | |
| KB/1 | Land off Wistow Road and Warwick Road | Deleted |
| KB/2 | Land south of Harborough Road | BE1: Provision of new business development, BE3: Existing employment areas |
| Great Glen policies | | |
| GG/1 | Stretton Hall | Deleted |
| GG/2 | Land east of Stretton Road | Deleted |
| Fleckney policies | | |

| Saved Policy | Policy Name / Description | Superseded by Local Plan 2011-31 Policy reference |
|---|--|--|
| FL/1 | Land south-west of Saddington Road | Deleted |
| Broughton Astley Policies | | |
| BA/1 | Land east of Cromford Way and Chandler Way | Deleted |
| Billesdon, Gilmorton, Stoughton, Tilton on the Hill and Ullesthorpe policies | | |
| BI/1 | Land south west of Rolleston Road | Deleted |
| SN/1 | Land at Charity Farm, Gaulby Lane | Deleted |
| UL/1 | Land east of Mill Road | Deleted |

Appendix B Supporting evidence

The following documents have contributed to determining the policies of the Harborough Local Plan and are listed on the council's website www.harborough.gov.uk/supporting-evidence.

Documents are categorised and listed in alphabetical order unless otherwise stated. Some documents may be listed in more than one category.

Table D.2 Supporting evidence: Business and employment

| Business and Employment |
|---|
| Harborough Strategic Employment Land Availability Assessment Update (SELAA), 2017 |
| HDC Existing Employment Area Review (EEAR), 2012 |
| Harnessing Harborough District 2018/2023 (2018) |
| Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA), 2017 |
| The Leicester and Leicestershire City Deal, March 2014 |
| The Leicester and Leicestershire Growth Deal, 2014 |
| Leicester and Leicestershire Strategic Distribution Sector Study (L&L SDSS), 2014 |
| Leicester and Leicestershire Strategic Distribution Study: Update and Refresh of Outputs and Conclusions, (L&L SDSS Update), 2016 |
| Leicester and Leicestershire Strategic Economic Plan (SEP) (2014-2020), 2015 |
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| Responses to the consultation on Local Plan Options, April 2016 |
| Unilateral Undertaking relating to Bruntingthorpe Aerodrome and Proving Ground, 2009 |

Table D.3 Supporting evidence: Environment

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| Environment Agency: Drinking Water Protected Areas Safeguard Zones |
| Environment Agency: Groundwater Source Protection Zones |
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| Landscape Sensitivity to Renewable Energy in Harborough District, 2016 |

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| Leicestershire Flood Risk Management Strategy, 2015 |
| Harborough Phase 1 Habitat Study, 2008 |
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| Space for Wildlife: Leicester, Leicestershire and Rutland Biodiversity Action Plan (2016–2026) 2nd edition, December 2016 |
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| Water Cycle Study Addendum – Option 4 revised – Scraftoft North SDA, September 2016 |
| Water Resources Management Plan 2014 Severn Trent |
| Water Stressed Areas - final classification 2013 DEFRA |

Table D.4 Supporting evidence: Green infrastructure and open space

| Green infrastructure and open space |
|---|
| 6Cs Sub-Regional Strategic Framework, 2010 |
| Assessment of potential Local Green Space sites, 2014 |
| Harborough Cemetery and Burial Strategy, 2016 |
| Harborough Open Space Assessment, 2004 |
| Harborough Open Spaces Strategy (2016 to 2021), 2016 |
| Harborough District Playing Pitch Strategy, 2018 |

Table D.5 Supporting evidence: Heritage and community facilities

| Heritage and community assets |
|---|
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| Community and landowner consultation, 2012 and 2013 |
| Conservation Area Statements |
| 'Easy Access to Historic Buildings', Historic England, 2015 |
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| Harborough Cemetery and Burial Strategy, 2016 |
| Harborough District Services audit, 2016 |
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| Harborough District Pubs and Community rooms, June 2016 |
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| Harborough District Village Halls, June 2016 |

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|--|
| Infrastructure Delivery Plan, 2017 |
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Table D.6 Supporting evidence: Housing

| Housing |
|--|
| 5 Year Housing Land Supply report (as at 31 March 2018), August 2018 |
| Duty to Cooperate Statement, 2018 |
| Gypsy and Traveller and Travelling Showpeople Site Identification Study, July 2017 |
| Harborough Self-Build Register |
| Harborough Strategic Housing Land Availability Assessment (SHLAA), May 2016 |
| Windfall Analysis, September 2016 |
| The Leicester and Leicestershire Gypsy and Traveller Accommodation Assessment, May 2017 |
| Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA), 2017 |
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| Local Plan Viability Assessment, 2017 |
| Magna Park Employment Growth Sensitivity Study, 2017 |
| Memorandum of Understanding Statement (MoU), 2017 |
| Affordable Housing Need Update, Responses to the Inspector's Initial Questions Q1 – Q23 Appendix 1, 2018 |

Table D.7 Supporting evidence: Monitoring and implementation

| Implementation and monitoring |
|--|
| 5 Year Housing Land Supply report (as at 31 March 2018), August 2018 |
| Annual Authority Monitoring Reports (AMRs) |
| Harborough Self-Build Register |
| Harborough Supplementary Planning Guidance Notes |
| 'Made' Neighbourhood Plans within the Harborough District |

Table D.8 Supporting evidence: Infrastructure

| Infrastructure |
|--|
| East Lutterworth SDA Junctions Cost Estimate, 2017 |
| Local Plan Viability Assessment, 2017 |
| Harborough Infrastructure Delivery Plan, 2017 |

Table D.9 Supporting evidence: Landscape

| Landscape |
|--|
| Area of Separation Review, 2017 |
| Harborough District Landscape Character Assessment, 2007 |

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|--|
| Houghton on the Hill Landscape Character Assessment and Landscape Capacity Study, 2016 |
| Green Wedge Review, Technical Update 2015 |
| Landscape Sensitivity to Renewable Energy in Harborough District, 2016 |
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| Lutterworth and Broughton Astley Landscape Character Assessment and Landscape Capacity Study, 2011 |
| Market Harborough Landscape Character Assessment and Landscape Capacity Study, 2009 |
| Preliminary Landscape Assessment of Alternative Strategic Development Areas, September 2016 |
| Rural Centres Landscape Character Assessment and Landscape Capacity Study, 2014 |

Table D.10 Supporting evidence: Local plan preparation

| Local Plan preparation - in date order |
|---|
| Harborough Local Plan Scoping Consultation Report and Responses, 2013 |
| Harborough Local Plan - Options Consultation, 2015 |
| Responses to Options Consultation Paper, April 2016 |
| Harborough District Statement of Community Involvement, 2015 |
| Report to Local Plan Executive Advisory Panel, July 2016: Options Assessment and Selection (& supporting papers) |
| Report to Local Plan Executive Advisory Panel Sept & Oct 2016: Assessment of Selected Spatial Options (& supporting papers) |
| Report to the Local Plan Executive Advisory Panel, 17 October 2016: Settlement Hierarchy – Village Groups |
| Site Appraisal Methodology, 2016 |
| Harborough District Council's Local Development Scheme (LDS), July 2017 |
| Local Plan Viability Assessment, 2017 |
| Harborough Local Plan Proposed Submission - Sustainability Appraisal, 2017 |
| Harborough Local Plan Proposed Submission - Habitat Regulations Assessment (HRA) Screening Opinion, 2017 |

Table D.11 Supporting evidence: People and places

| People and places |
|--|
| Data from the 2011 Census |
| Nomis working population data, 2011 Census |
| Public Health Profile for Harborough District, 2016 |
| Spatial Portrait of Harborough District - included as Appendix D, 2016 |
| Settlement profiles, 2015 |

Table D.12 Supporting evidence: Retailing

| Retailing |
|--------------------------------------|
| Harborough Retail Study, 2013 |
| Harborough Retail Study Update, 2016 |
| Harborough Retail Study Update, 2017 |

Table D.13 Supporting evidence: Tourism

| Tourism |
|---|
| East Leicestershire Tourism Accommodation Study, 2015 |
| Harnessing Harborough District 2018/2023, 2018 |
| LLEP Strategic Economic Plan, 2015 |
| The Tourism Strategy for Leicester and Leicestershire (2011-2016), 2011 |

Table D.14 Supporting evidence: Transport

| Transport |
|--|
| A5 Sustainable Transport Strategy 2011-2026 |
| Harborough District Local Plan Preliminary Traffic Impact Assessment, Nov 2016 |
| Harborough District Potential Development Options Strategic Transport Assessment, 2015 |
| Land East of Hamilton Lane Scraftoft Initial Transport Feasibility Assessment, 2016 |
| Leicestershire County Council Highway Design Guide, 2018 |
| Leicestershire County Council Local Transport Plan 3 |
| Leicestershire County Council Local Transport Plan 3 Implementation Plan (2015/2016) |
| Leicestershire County Council Market Harborough Rural Cycle Map, 2013 |
| Leicester and Leicestershire Draft Rail Strategy, 2016 |
| Lutterworth East SDA Junctions Operational Assessment, 2016 |
| Lutterworth East Strategic Transport Assessment 2017 Update, 2017 |
| Lutterworth East Strategic Transport Assessment, 2016 |
| Market Harborough Transport Strategy (2017-2031), 2016 |
| The Midlands Connect Emerging Strategy, November 2016 |
| The Midlands Connect Strategy, March 2017 |
| Scraftoft, Leicestershire Transport Scoping Report, 2017 |
| South East Leicester Transport Study, 2016 |

Appendix C References

Legislation, guidance and national information sources referenced in the Local Plan are outlined in the in table below. Other evidence documents are set out in Appendix B, supporting evidence. All the web addresses were correct at the date of publication.

Table D.15 Table of References

| Reference Hyperlink |
|---|
| Active Design (Sport England) https://www.sportengland.org/media/3426/spe003-active-design-published-october-2015-email-2.pdf |
| Building for Life 12 2016 Edition (Design Council) http://www.udg.org.uk/publications/other-publication/building-life-12-2016-edition |
| Building Regulations, Part L https://www.gov.uk/government/publications/conservation-of-fuel-and-power-approved-document-1 |
| CIRIA SuDS Manual C753 http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx |
| Climate Change Act (2008) http://www.legislation.gov.uk/ukpga/2008/27/contents |
| Climate Local http://www.local.gov.uk/climate-local |
| The Digital Communications Infrastructure Strategy, March 2015 DCMS https://www.gov.uk/government/publications/the-digital-communications-infrastructure-strategy |
| EU Directive 2009/28/EC of the European Parliament and the Council on Renewable Energy http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1476780312267&uri=CELEX:32009L0028 |
| European Structural and Investment Fund (ESIF) http://www.llep.org.uk/strategies-and-plans/esif/ |
| Future water: the Government's water strategy for England (2011) https://www.gov.uk/government/publications/future-water-the-government-s-water-strategy-for-england |
| Housing White Paper (2017) https://www.gov.uk/government/collections/housing-white-paper |
| Localism Act (2011) http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted |
| Ministerial statement made on the 18th June 2015 http://www.publications.parliament.uk/pa/cm201516/cmhansrd/cm150618/wmstext/150618m0001.htm |
| Mobile Operators Association's (MOA) Ten Commitments http://www.mobilemastinfo.com/planning-policy/planning-policy-and-practice.html |
| National Planning Policy Framework (NPPF) https://www.gov.uk/government/publications/national-planning-policy-framework--2 |

| Reference Hyperlink |
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| National Planning Practice Guidance (NPPG) https://www.gov.uk/government/collections/planning-practice-guidance |
| Natural England data on SSSIs https://designatedsites.naturalengland.org.uk/SiteSearch.aspx |
| Nomis web (official labour market statistics) https://www.nomisweb.co.uk/ |
| Office for National Statistics (ONS) http://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections |
| The European Water Framework Directive (WFD) (2000/60/EC) http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32000L0060 |
| The Nitrates Directive (91/676/EEC) http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1476778121673&uri=CELEX:31991L0676 |
| Regulations on Private Water Supply http://dwi.defra.gov.uk/private-water-supply/regs-guidance/Guidance/info-notes/england/reg-3.pdf |

Appendix D Spatial portrait

Location

Harborough District is a largely rural area situated in the East Midlands region and lies within the Leicester and Leicestershire Housing Market Area (HMA). It covers an area of 238 square miles of rural south and east Leicestershire. The District borders Warwickshire (and the West Midlands) to the west, Northamptonshire to the south and Rutland to the east. Harborough also adjoins five other Leicestershire planning authorities, namely Charnwood, Melton, Oadby and Wigston, Blaby, and Leicester City.

Fig. A.1 in Chapter 1 provides some geographical context of Harborough District's location within the Leicester and Leicestershire Housing Market Area.

Population

Harborough District has a growing population, increasing by 11.5 % between 2001 and 2011 to 85,382. This is slightly above the total Leicester and Leicestershire Housing Market Area (HMA) resident population increase, which rose by 10.2% to 980,328 over the same period. Harborough District experienced the second highest percentage increase in resident population across the HMA. Please see Fig. D.1 below.

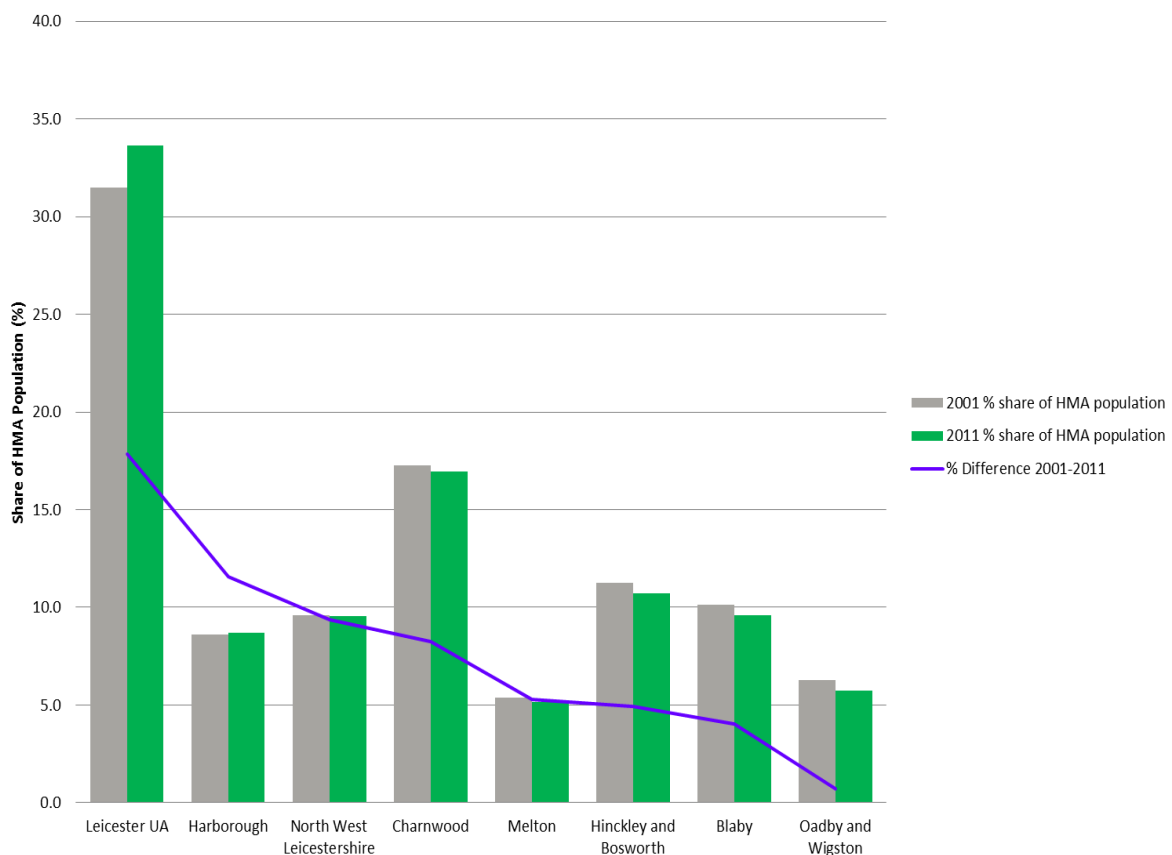


Fig. D.1 Leicester, Leicestershire and Rutland HMA Residential Population Variation between Census 2001 and Census 2011 data

The District's population is most concentrated in the larger settlements of:

- Market Harborough, Lutterworth and Broughton Astley (47%);
- Billesdon, Great Glen, Houghton on the Hill, Husbands Bosworth, The Kibworths, Fleckney and Ullesthorpe (22%); and
- Scrattoft, Thurnby and Bushby (6%)

The remaining 25% of residents are dispersed across approximately 80 smaller rural villages, as shown in Fig. D.2.

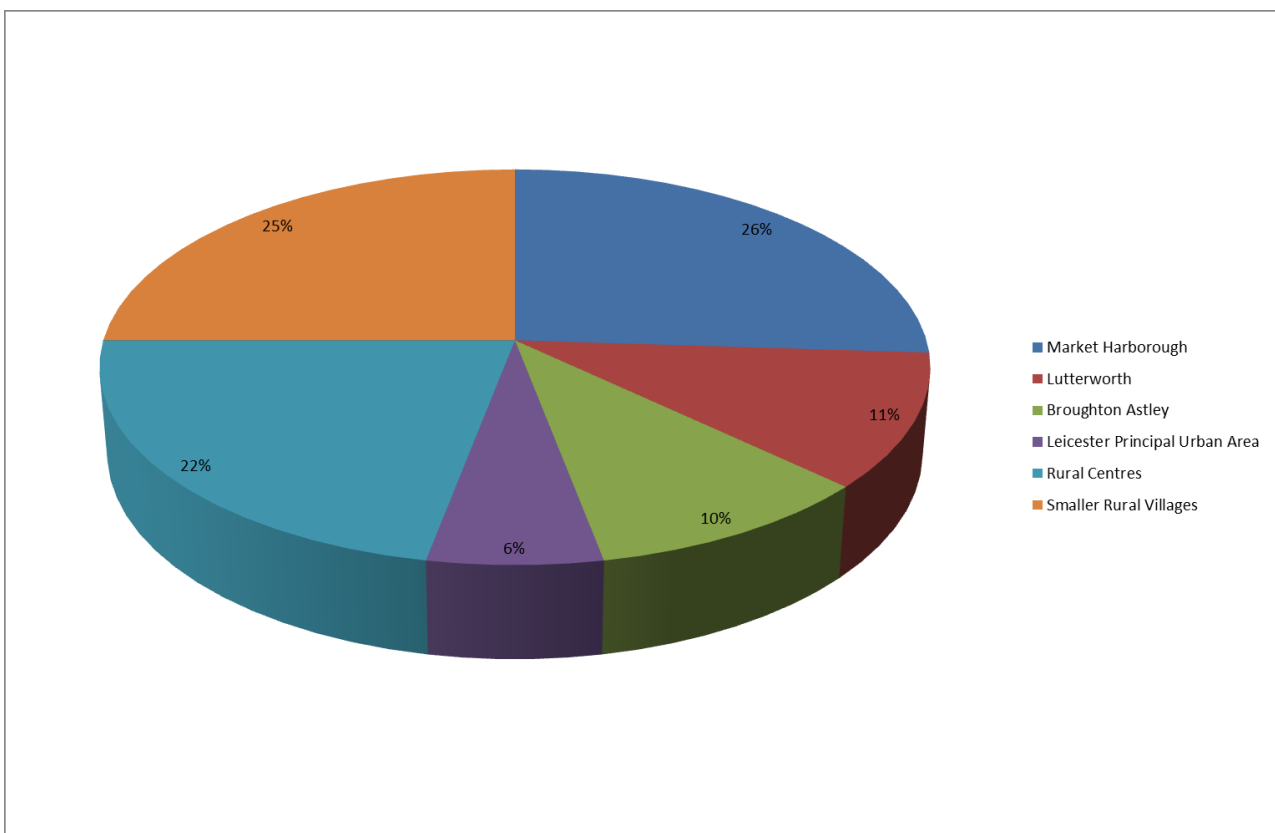


Fig. D.2 Population Distribution by Settlement (%)

The 2011 Census highlights small but significant changes to the population structure in the District since 2001:

- the population of school age children and students increased by almost 11%;
- strong evidence of an ageing population with 17.8% of the population aged 65 and over compared to 15.7% in England with some rural settlements having even higher populations of older people; and
- the mean age of the District's population increased from 40 in 2001 to 42 in 2011.

The 2014 sub-national population projections from the Office for National Statistics (ONS) estimate a population of 88,008 in 2014 and forecast an increase to 99,814 in 2031, which

equates to an 8.2% increase. The bulk of this increase is expected to come from in-migration to the District from within the UK. There is also expected to be an increase in the number of people aged 65 and over, with an increase to almost a quarter (24.3%) of the population of the District being within this group by 2024.

The District has a very low ethnic mix, with 92.8% of the population giving white-British as their ethnic group in the 2011 Census. The next largest group is identified as Asian/British Asian (Indian) at 2.2%. The Census data indicates that 62.5% consider themselves to be Christian. The next highest category is no religion at 24.6%.

Over 50% of the District's 16 and over population are married and just over a quarter are single (never been married or never registered a civil partnership).

Households

The 2011 Census identified 34,898 households in the District. This is an increase of 18% since 2001.

Household tenure statistics for the District captured by the 2011 Census reveal a number of key changes when compared with the 2001 Census:

- 'Social rented other' increased significantly from 522 to 2,442 households (following transfer of Council stock to Seven Locks Housing Association in December 2007);
- 'Owned: with mortgage or loan' dropped by 8% to 13,849;
- 'Private rented: private landlord or letting agency' increased by 132% from 1,524 in 2001 to 3,540 in 2011; and
- 'Shared ownership' tenures almost doubled from 226 in 2001 to 414 in 2011.

However, there has also been a 25% increase in property that is owned outright, demonstrating some resilience to the challenging economic climate and the above average proportion of residents aged 65 and over in the District.

Accommodation types across the District reflect the area's rural and low density characteristics and the relative affluence of residents compared with UK averages, please see Fig. D.3 below:

- 48% occupy detached houses, compared with 23% nationally;
- 7% occupy purpose-built flats, compared with 16% nationally; and
- 15% occupy terraced houses, compared with 25% nationally.

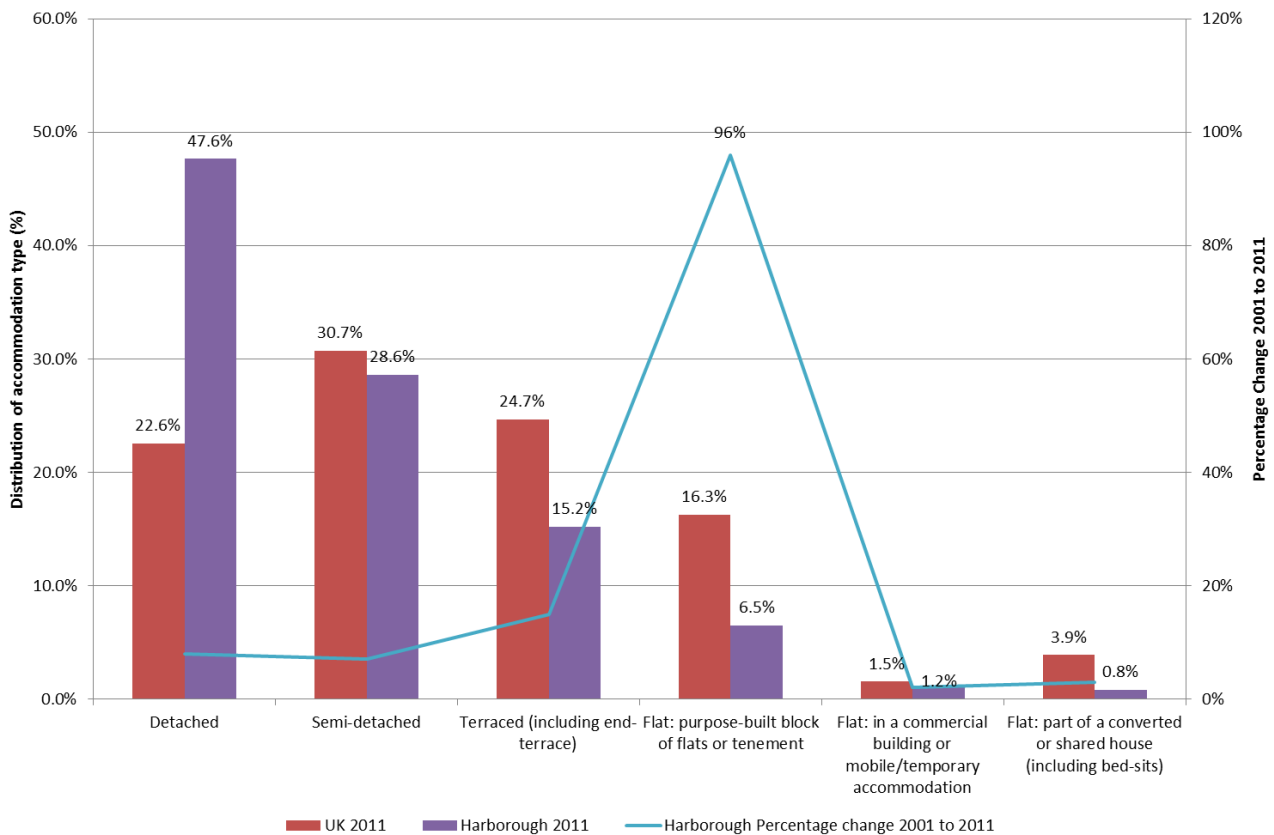


Fig. D.3 Harborough Accommodation Types compared to UK Average

Families with dependent children make up 23.7% of households, significantly higher than the England average of 19.3%. Households of one or more adults all aged 65 and over are also more common with 23.3% of households falling into this category, compared to the England average of 20.5%. There is, however, a lower percentage of single person, under 65, households in the District (13.3%) compared to the England average (17.9%). There are 29% of households with no adults in work including unemployed and retired households.

Services and facilities

Market Harborough and the key centres of Lutterworth and Broughton Astley provide the most services and facilities for the District.

Market Harborough has a wide range of services that make the town attractive for residents and visitors. The services available in Market Harborough support its continued status as the principal town within the District and its designation as a sub-regional centre.

Basic services include primary schools, GP surgeries, library, public houses, food shops and post offices. Other services set Market Harborough apart as the biggest provider in the District. These include two secondary schools, one of which offers A-levels, Brooke House independent school and college, several dentists and a wide range of other medical services including physiotherapists and osteopaths. The town centre benefits from a large

market hall, refurbished library and museum, a theatre, and a wide retail offer including national chain stores and a large number of independent retailers, for which the town is well known locally. In addition, there is a leisure centre with pool, a range of sports facilities, a variety of parks, a cemetery, various churches and day nurseries/pre-schools.

Lutterworth is a smaller town than Market Harborough, with less than half the population, but it benefits from a good range of services, although on smaller scale than Market Harborough. These include secondary schools, a leisure centre, which includes a swimming pool, and a good range of shops. Lutterworth's extensive range of services and facilities supports its continued designation as a key centre.

Broughton Astley is a large village with all key services and many other amenities, including a secondary school, which lead to it being designated a key centre. However, it is recognised as not enjoying the range of shops and services expected for the size of its population. The Broughton Astley Neighbourhood Development Plan (made 2014) aims to improve services and facilities for the community. In 2014 the Council granted outline planning permission for a mixed use development comprising:

- up to 310 residential units;
- a food store and petrol station;
- a community leisure and sports building;
- a medical centre;
- employment units; and
- a variety of areas for formal and informal sport and recreation.

The Principal Urban Area (PUA) is a term used to describe the continuous built up area of Leicester, including the Leicester City Council area and adjoining settlements in neighbouring districts. In Harborough District it consists of the settlements of **Thurnby, Bushby and Scraftoft** that are within easy reach of Leicester's services and facilities.

Rural centres across the District (The Kibworths, Fleckney, Great Glen, Billesdon, Ullesthorpe, Husbands Bosworth and Houghton on the Hill) all have at least four of the six key services (general practitioner, library, public house, primary school, food shop, post office).

Selected rural villages are served by a minimum of two of the six key services. They are Bitteswell, Church and East Langton, the Claybrookes, Dunton Bassett, Foxton, Gilmorton, Great Bowden, Great Easton (with Bringhurst), Hallaton, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton on the Hill and Tugby. With the exception of Medbourne and Tilton on the Hill, these villages all have a primary school.

Health

The health of Harborough residents is generally good. The life expectancy for men is 80.8 years and 84.5 years for females, this is higher than the England average of 79.5 and 83.2 respectively. Many of the indicators of health measured by Public Health England show Harborough performing better than the England average.

According to the 2011 Census, a total of 8,983 (10.5%) of Harborough residents provided unpaid care, which is in line with the national average. Of these, 2,420 (2.8%) provide 20 or more hours of unpaid care per week. This is slightly below the national average of 3.7%.

The District has no major hospitals, but has a number of smaller cottage hospitals offering outreach services from the main hospitals in Leicester. In 2017 the old cottage hospital in Market Harborough closed and was replaced by a new, purpose built facility to the north of the town. The new hospital is on the site of the previous St Luke's hospital and provides an integrated health hub including primary care, general practice, outpatient and diagnostic facilities. Lutterworth has the Fielding Palmer hospital. These hospitals offer clinics and some forms of palliative care. Residents use larger hospitals in Leicester, Kettering, Rugby and Coventry for A&E and more serious illnesses.

There are GP surgeries in Market Harborough, Lutterworth, Broughton Astley, Bushby, Billesdon, Fleckney, Great Glen, Husbands Bosworth, The Kibworths and Ullesthorpe.

Built environment

Harborough District is made up of a variety of settlements. The vernacular style varies across the District, with stone houses in many villages close to the Northamptonshire boundary, but red brick in other parts of the District. Many of the villages have Conservation Areas defined around their historic core. There are 62 Conservation Areas in total.

The District has a rich and varied heritage with 1,250 listed buildings, 60 scheduled monuments and 6 registered parks and gardens. There are important sites related to the civil war in the area around Market Harborough. The District also enjoys a varied industrial heritage, with links to corsetry and food, as well as the Grand Union Canal. In addition Lutterworth has close links to Sir Frank Whittle, the designer of the jet engine, who worked in Lutterworth during the 1930s and 1940s. Market Harborough and Lutterworth are important market towns with each having an historic core and character.

Transport and communications

The District's central location provides access to regional and national transport links.

Road connections: The motorway network is accessible via the M1 which passes through the west of the District, while the M6/A14 junction is located in the south west of the District. Other main routes in the District include the A6, A5, A47, A426, A5199, A4304, and A508 which between them provide links to Leicester, Northampton, Kettering, Corby, Rugby and Peterborough.

Car ownership: 88% of the District's households have access to at least one car. Travelling by car is the predominant method of getting to work for Harborough residents.

Rail connections: Market Harborough is located on the East Midlands Trains rail route, with frequent links to London, Leicester and other stations north and south. It also provides connections at St.Pancras International for forward services to continental Europe via Eurostar, the north Kent coast and the south coast via the Thameslink service. Between 2017 and 2019 the station and railway line through it will be subject to major upgrading.

Airports: East Midlands Airport and Birmingham Airport are within 50 miles of much of the District. There is a rail link to Luton Airport from Market Harborough, which is about 60 miles away.

Bus services: There are bus services connecting various villages to larger settlements that are provided by Hinckley Bus, Arriva and Demand Responsive Transport (DRT). For more details of bus services throughout Harborough District please see the website www.choosehowyoumove.co.uk at the following link www.choosehowyoumove.co.uk. Public transport provision in rural parts of the District is limited, with a number of the smaller villages and hamlets having no bus service.

Access to reliable super-fast broadband: Most rural areas still receive below the Government target of 25mbps (megabytes per second). Several settlements throughout the District have benefited from the implementation of 'Superfast Leicestershire' and other locally-driven projects. These projects aim to bring superfast fibre broadband (above 24 mbps) to as many premises in Leicestershire as possible. See the link www.superfastleicestershire.org.uk for updated information.

Employment and economic activity

Estimates from Nomis (official labour market statistics) for 2015 indicate that there were around 89,300 residents in Harborough District of which some 54,200 are of working age (16 – 64 years). Of those that are of working age:

- 47,400 residents aged 16 - 64 years are economically active (in work or looking for work);
- 45,800 residents aged 16 - 64 years are in work;
- 1,100 are unemployed individuals aged 16 – 64 years; and
- 3,400 residents of working age are retired.

The District consistently has low levels of unemployment and over 50% of the working residents are employed in professional occupations as managers, professionals and associate professionals.

- 11.7% of the workforce are process plant and machine operatives or in 'elementary occupations';
- 11.1% are working as 'managers, directors and senior officials';

- 10.7% are 'skilled trade persons';
- 22.6% are in 'professional occupations'; and
- 17.4% are in 'associate professional and technical occupations'.

The number of people with qualifications is generally higher than the UK average for all levels of qualification. However, these statistics mask the variation between residents who work outside of the District and those who work within the District. The most prevalent occupation amongst Harborough's workplace population is 'elementary occupations', at 20%. Please see Fig. D.4 below.

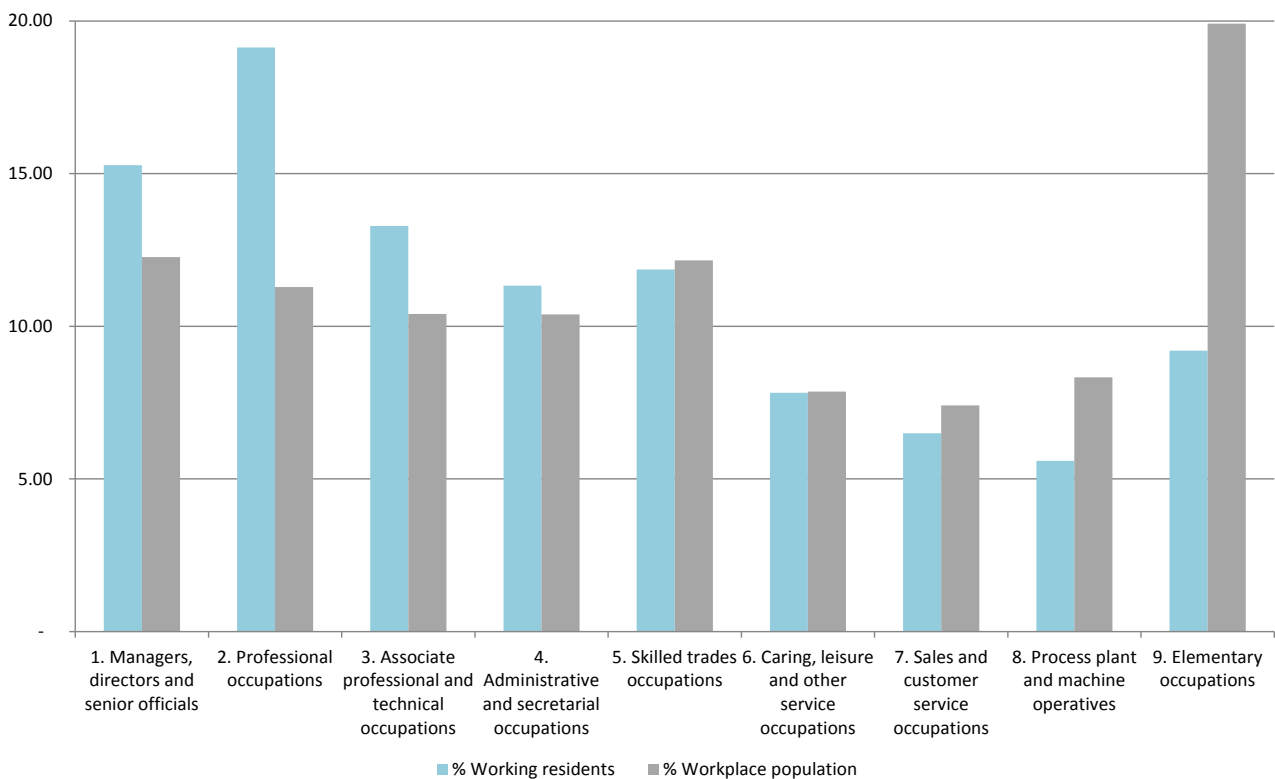


Fig. D.4 Employment Variation between employment of those resident in the district and those whose workplace is in the district

The difference between the resident and workplace skill base is also clearly illustrated when income levels between the two groups are compared. The resident population earns above the national average weekly income, whilst the District's workplace population earns below the national average weekly income. Please see Table D.16 below.

Table D.16 Census 2011 Gross Weekly Earnings

| Gross weekly earnings | Harborough residents | Harborough workplace | Great Britain Average |
|-----------------------|----------------------|----------------------|-----------------------|
| Full-time workers | £552.50 | £498.00 | £520.80 |

Compared with the national average, the District has higher levels of employment in the following key sectors:

- agriculture/forestry/fishing and textile manufacturing;
- wholesale and retail trade;
- vehicle sale and repair;
- transport and storage;
- mining and quarrying;
- chemical manufacturing; and
- administrative and support services.

Census data indicates that industries under-represented, compared with national averages, are:

- financial and insurance activities;
- information and communication;
- electricity and gas;
- steam and air conditioning supply; and
- arts, entertainment and recreation activities.

The average distance travelled to work by Harborough residents is 17.5km, compared with a national average of 14.5km. Almost two thirds of the Harborough workforce travels to work by car or van and use of public transport is low at 3%. Working from home accounts for 8% of the workforce (compared to 5% nationally), this is a marked increase since 2001 and the roll-out of high speed broadband to rural localities, which is currently under way, may lead to a further increase in home-based working over coming years. The majority of workers travel to Leicester, however, the west of the District sees inflows of workers commuting from Hinckley and Bosworth and Nuneaton. Please see Fig. D.5 below.

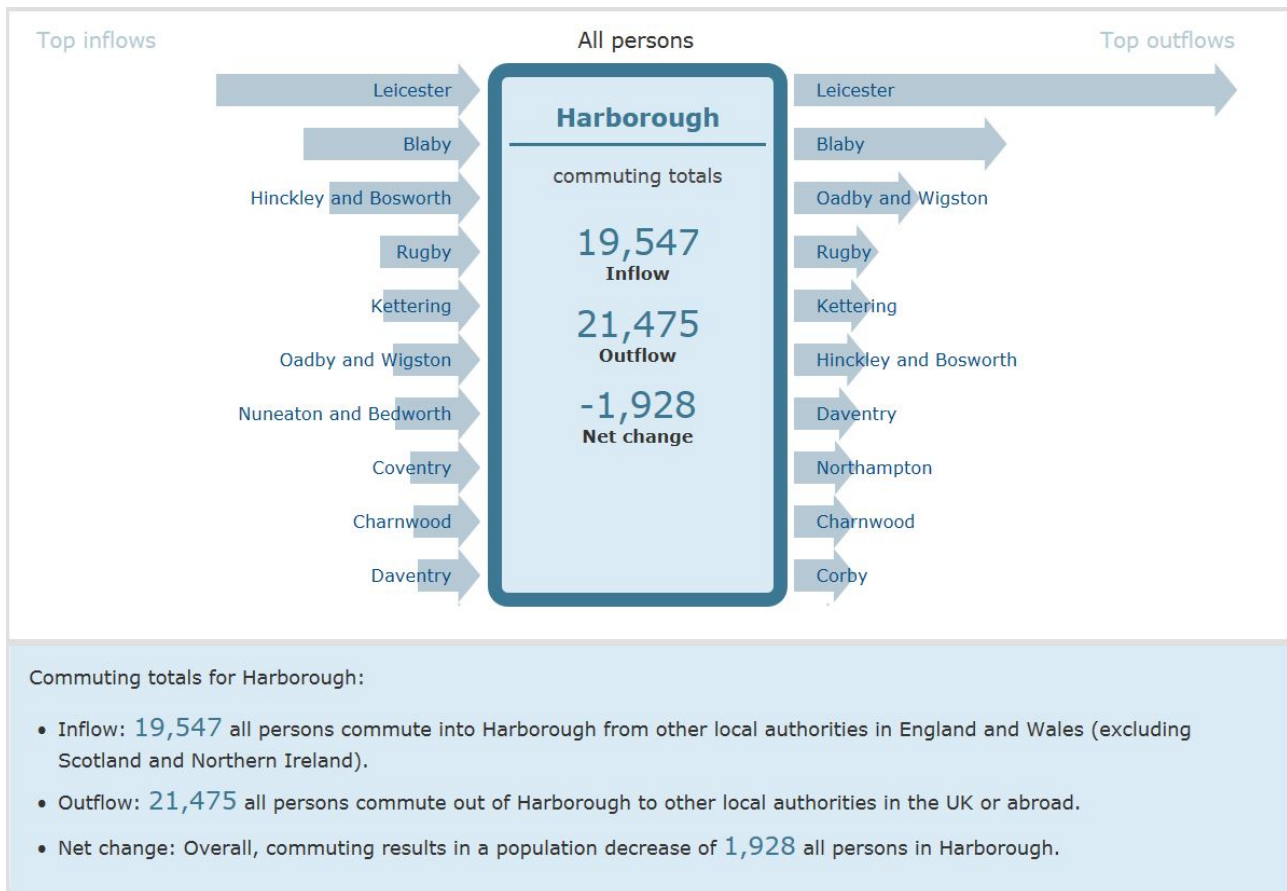


Fig. D.5 Commuting into and out of Harborough District Source: ONS, Census WU01EW - Location of usual residence and place of work by sex (Mid Layer Super Output Area level)

Landscape and natural environment

Harborough District is predominately a rural area and will remain so. While there are no national landscape designations, the District is made up of five broad landscape character areas as defined by the Harborough District Landscape Character Assessment 2007. These are listed below (see also Fig. D.6 below):

- Laughton Hills with its distinct ridge line of rolling hills and steep slopes;
- Lutterworth Lowlands characterised by an open and relatively flat to gently rolling landscape;
- Welland Valley which follows the gently meandering course of the river and its wide, flat valley;
- High Leicestershire with its distinctive steep valleys, broad ridges, woodland areas and network of small villages; and
- Upper Soar with its wide, open landscape with lack of substantial woodland.

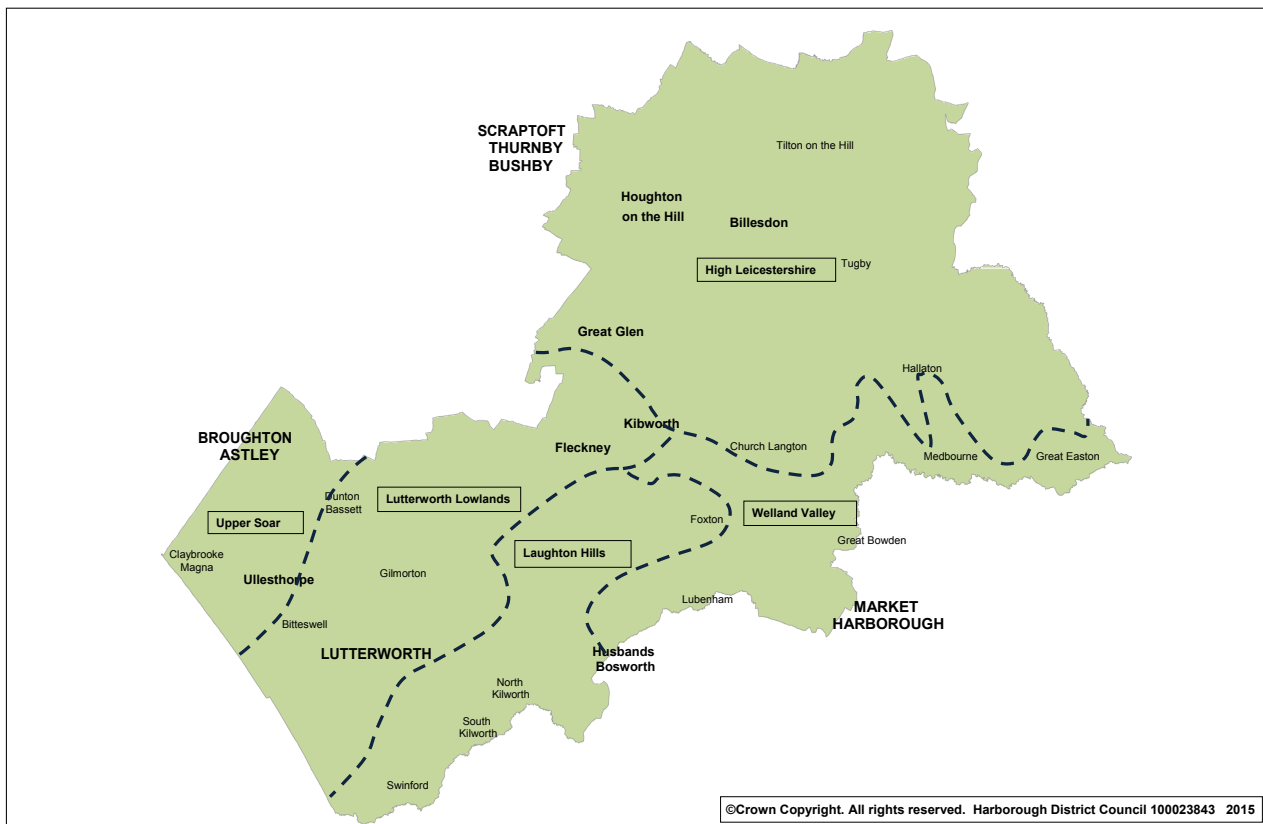


Fig. D.6 Landscape Character Areas

The Rivers Welland and Avon form much of the District's southern boundary and other main rivers are the Soar, Swift, Sence and Eyebrook. The Leicester Line of the Grand Union Canal is a particularly important landscape and cultural heritage asset. A prominent feature of the canal in the District is the Grade II* listed Foxtan Locks, which allowed boats to travel up a 23 metre hill using a series of locks. It is at this point that a branch of the canal splits off to Market Harborough. There are also a number of other important water bodies, including the Eyebrook reservoir, Saddington reservoir and Stanford reservoir. The water quality in the watercourses across the District is in need of improvement in order to meet the requirements of the European Water Framework Directive, 2000. Many watercourses are impacted by run-off from agricultural fields, with the attendant impact of phosphates.

A number of watercourses in the District are prone to flooding during extreme weather conditions. The River Welland, which flows through the centre of Market Harborough, is particularly vulnerable. The Strategic Flood Risk Assessment (SFRA), 2009 found that less than 10% of the District falls within Flood Zone 3, the highest risk of flooding. The majority of the flood zones are in rural areas, so in general flood risk is not considered to be a significant constraint on future development. However, the effects of climate change may exacerbate flooding problems. There are areas in the District where changes in drainage

could impact on the urban areas downstream. Leicester and Rugby are particularly vulnerable and the District has a role to play in holding up rainfall from the watercourses upstream of these places.

Like much of the East Midlands and Leicestershire, Harborough is relatively poor in biodiversity and geodiversity terms. 1.21% of the District's area is covered by Sites of Special Scientific Interest (SSSI) while a further 0.42% is covered by Local Wildlife Site (LWS) designations. There are several SSSIs in the east of the District protecting the remains of ancient woodland which are of high nature conservation, landscape and historical importance. The District has one geological SSSI, the Tilton Railway Cutting.

Environment

Harborough District's carbon emissions in 2014 were 7.7 tonnes per person. This is a decrease from 2013, when the figure was 8.1 tonnes per person. However, it is above the average 7.0 tonnes per person for Leicestershire and the UK average of 6.3 tonnes per person. Harborough District has the second highest emissions in Leicestershire. Please see Fig. D.7 below.

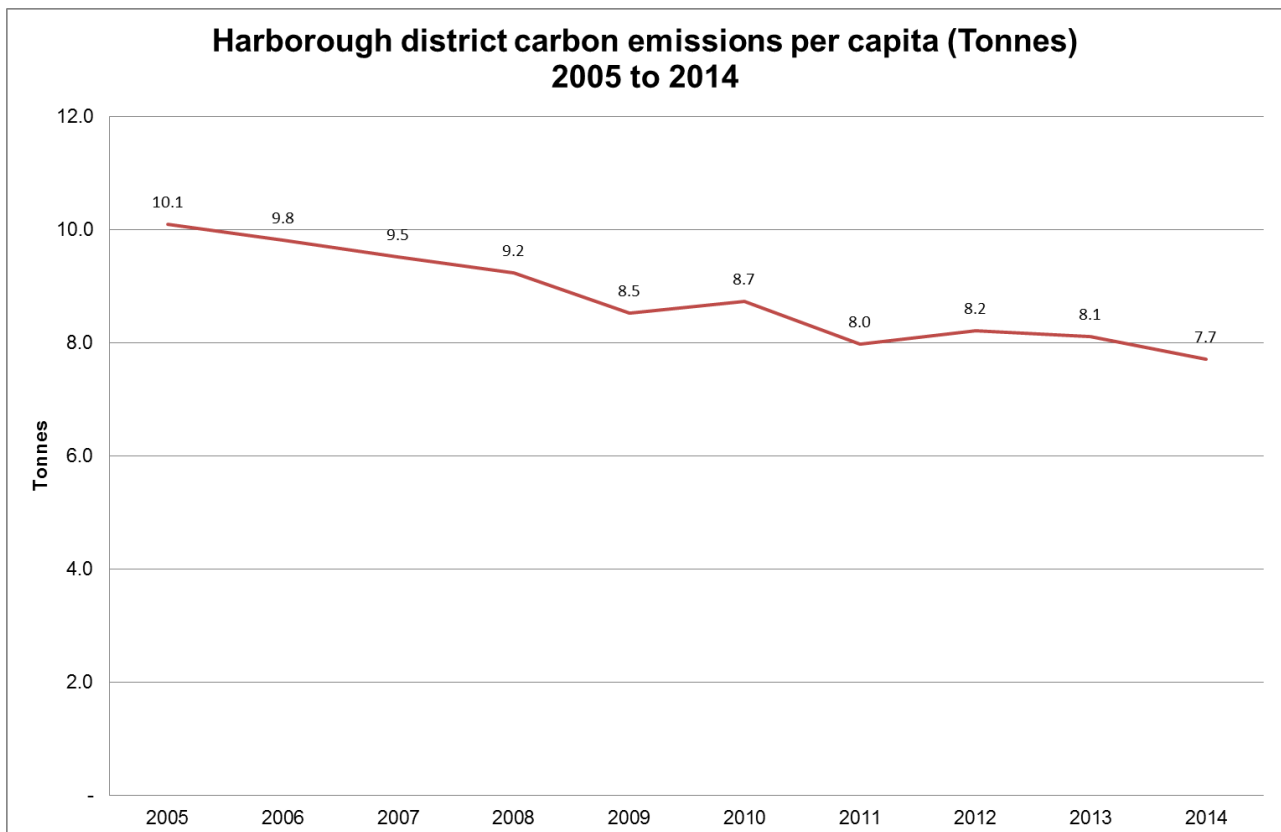


Fig. D.7 Harborough District Carbon Emissions Per Person 2005 to 2014

Transport is responsible for the highest proportion of the emissions, with 48.2% of the total. Domestic energy use accounts for 24.5% and industrial and commercial uses for 26.6%. Approximately 0.6% of emissions are due to agricultural land use. Please see Fig. D.8 below.

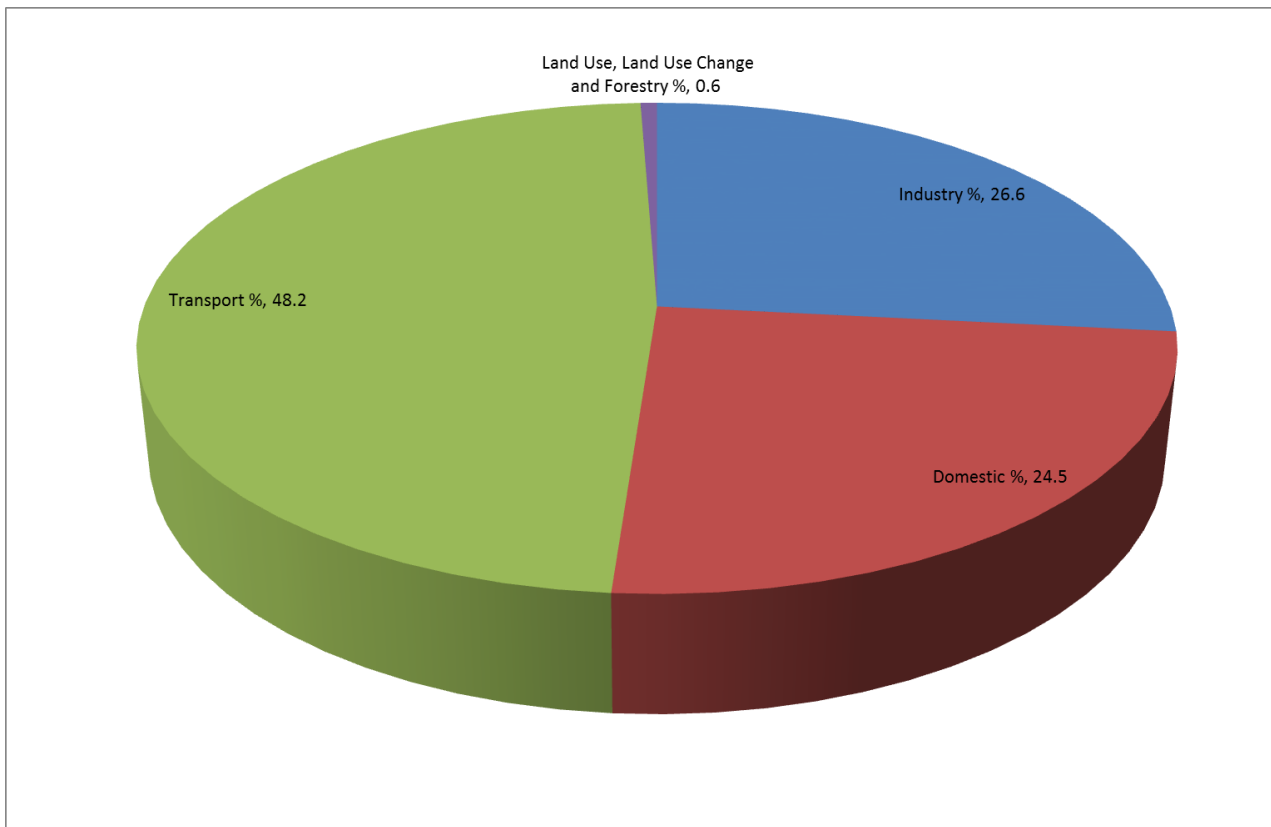


Fig. D.8 Harborborough District Carbon Emissions by Sector 2014

Much of the District does not suffer from air quality problems. However, in the centre of Lutterworth and on the A6 in The Kibworths traffic exhaust contributes to poor air quality. This situation is being actively managed through the designation of Air Quality Monitoring Areas (AQMAs) with the associated establishment of action plans to seek improvements to the current levels.

In terms of waste reduction and recycling, the District is approaching the target to 'recycle/compost 58% of household waste by 2017', as set out in the adopted Core Strategy 2011. The overall recycling rate for Harborough in April 2014 to Mar 2015 was 57.5%.

There are several sites in the District producing significant renewable energy in 2016, and several with planning permission to do so. There are two commercial scale wind farms, Low Spinney at 8MW and Swinford at 22MW, in addition there is a further 1.2MW of wind capacity in smaller scale developments. There are three field-based solar installations with planning permission and a number of roof mounted schemes, including the photovoltaics

on the Market Hall in Market Harborough. The total capacity is 6.4MW, of which 5.1MW is at domestic installations. This equates to almost half of the homes in the District being powered by renewables.

Appendix E Local Plan objectives

Table D.17 Local Plan Objectives

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|--|---|--|-------------------------------|
| <p>1. Housing: Meet the housing requirements of the District in full by providing a range of market and affordable housing types, tenures and sizes in appropriate and sustainable locations to meet local needs. Recognise the specific accommodation requirements of the young and the elderly populations, including starter homes to help first time buyers, shared ownership and rented housing to help those who cannot afford to buy, and specialist housing such as sheltered and extra care accommodation.</p> | <p>SS1: The spatial strategy, H1: Provision of new housing, H2: Affordable housing, H3: Rural exception sites, H4: Specialist housing, H5: Housing density, mix and standards, H6: Gypsy, Traveller, and Travelling Showpeople accommodation, GD2: Settlement development, GD4: New housing in the countryside, IN2: Sustainable transport, IMR1: Monitoring and review of the Local Plan, MH1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, L1: East of Lutterworth Strategic Development Area, SC1: Scraftoft North Strategic Development Area, F1: Land off Arnesby Road.</p> | <p>2: Meeting housing needs; 10: Gypsy and Traveller and Travelling Showpeople</p> | <p>SP1, SP2, SP3, SP4</p> |
| <p>2. Employment: Promote sustainable economic growth by facilitating the sustainable growth of businesses, fostering new local enterprise and helping to create more jobs that meet local employment needs. Contribute to reducing the need for out-commuting and thereby help to increase the sustainability and self-containment of communities, while encouraging the development of a vibrant, diverse and sustainable business community.</p> | <p>SS1: The spatial strategy, GD2: Settlement development, GD3: Development in the countryside, BE1: Provision of new business development, BE2: Strategic distribution, BE3: Existing employment areas, BE4: Bruntingthorpe Proving Ground, BE5: Leicester Airport, Stoughton, RT1: Provision of new retail uses, RT2: Town and local centres, RT4: Tourism and leisure, HC1: Built heritage, IN2: Sustainable transport, IN3: Electronic connectivity, IMR1: Monitoring and review of the Local Plan, MH4: Land at Airfield Farm, MH5: Airfield Business Park,</p> | <p>3: Facilitating growth in the local economy</p> | <p>SP1, SP3, SP4</p> |

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|--|--|--|-------------------------------|
| | MH6: Compass Point Business Park, L1: East of Lutterworth Strategic Development Area, L2: Land south of Lutterworth Rd/ Coventry Rd, F2: Land off Marlborough Drive, K1: Land south and west Priory Business Park. | | |
| <p>3. Location of development: Locate new development in sustainable locations that respect the environmental capacity of the local area. Encourage the appropriate and efficient re-use of previously developed land and buildings where such re-use achieves the objectives of sustainable development.</p> | SS1: The spatial strategy, GD1: Achieving sustainable development, GD2: Settlement development, GD3: Development in the countryside, GD4: New housing in the countryside, BE4: Bruntingthorpe Proving Ground, BE5: Leicester Airport, Stoughton, H1: Provision of new housing, H5: Housing density, mix and standards, H6: Gypsy, Traveller, and Travelling Showpeople accommodation, HC2: Community facilities HC3: Public houses, post offices and village shops, G11: Green infrastructure networks, G12: Open space, sport and recreation, G14: Local Green Space, G15: Biodiversity and geodiversity, IN2: Sustainable transport, IN4: Water resources and services, IMR1: Monitoring and review of the Local Plan, L1: East of Lutterworth Strategic Development Area, SC1: Scraftoft North Strategic Development Area, MH1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, MH4: Land at Airfield Farm, MH5: Airfield Business Park, MH6: Compass Point Business Park, F1: Land off Arnesby Road, L2: Land south of Lutterworth Rd/ | 1: The spatial strategy for distribution of housing and employment development | SP1, SP6 |

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|--|---|--|-------------------------------|
| | Coventry Rd, F2: Land off Marlborough Drive, K1: Land south and west Priory Business Park. | | |
| <p>4. Infrastructure: Support local communities and maintain a high quality of life by ensuring that new development delivers the necessary infrastructure including that relating to health, education, security, culture, transport, open space, recreation, water supply and treatment, power, waste and telecommunications (incorporating high speed broadband connectivity).</p> | <p>SS1: The spatial strategy, HC2: Community facilities, GD2: Settlement development, GD7: Green Wedges, GI1: Green infrastructure networks, GI2: Open space, sport and recreation, GI3: Cemeteries, CC1: Mitigating climate change, CC2: Renewable energy generation, CC3: Managing flood risk, CC4: Sustainable drainage, IN1: Infrastructure provision, IN2: Sustainable transport, IN3: Electronic connectivity, IN4: Water resources and services, IMR1: Monitoring and review of the Local Plan, L1: East of Lutterworth Strategic Development Area, SC1: Scraftoft North Strategic Development Area, L2: Land south of Lutterworth Rd/ Coventry Rd, MH1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, MH4: Land at Airfield Farm, MH5: Airfield Business Park, MH6: Compass Point Business Park, F1: Land off Arnesby Road, Fleckney, F2: Land off Marlborough Drive, K1: Land south and west Priory Business Park.</p> | <p>9: Infrastructure; 8: Transport</p> | <p>SP4, SP5</p> |
| <p>5. Protection of local services: Protect, enhance and, where appropriate, secure the provision of additional accessible community services and local facilities, supporting</p> | <p>SS1: The spatial strategy, GD3: Development in the countryside, HC1: Built heritage, HC2: Community facilities, HC3: Public houses, post offices and village shops, GI3: Cemeteries,</p> | <p>7: Town centres and retail</p> | <p>SP7</p> |

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|--|--|--|-------------------------------|
| innovation in their delivery across the District. | IN1: Infrastructure provision, IN3: Electronic connectivity SC1: Scraftoft North Strategic Development Area, L1: East of Lutterworth Strategic Development Area, MH1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, F1: Land off Arnesby Road. | | |
| 6. Natural environment: Protect, maintain, restore and enhance the quality, diversity, character, local distinctiveness, biodiversity and geodiversity of the natural environment, creating biodiversity and geodiversity links between terrestrial and aquatic wildlife sites ensuring that open countryside is protected against insensitive and sporadic development, the characteristics of the local landscape are respected and the unnecessary loss or sterilisation of natural resources is prevented. | GD2: Settlement development, GD3: Development in the countryside, GD4: New housing in the countryside, GD5: Landscape character, GD6: Areas of Separation, GD7: Green Wedges, GD9: Mineral Safeguarding Areas, GI1: Green infrastructure networks, GI2: Open space, sport and recreation, GI3: Cemeteries, GI4: Local Green Space, GI5: Biodiversity and geodiversity, CC1: Mitigating climate change, CC2: Renewable energy generation, CC3: Managing flood risk, CC4: Sustainable drainage, IN1: Infrastructure provision, IN2: Sustainable transport, IN4: Water resources and services, L1: East of Lutterworth Strategic Development Area, SC1: Scraftoft North Strategic Development Area, MH1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, F1: Land off Arnesby Road. | 4: Development in the countryside; 5: Green infrastructure | SP6, SP7, SP9, SP10 |
| 7. Historic environment: Protect and enhance the character and historic significance of settlements and their wider landscape and townscape settings, thereby recognising the | HC1: Built heritage, GD2: Settlement development, GD4: New housing in the countryside, GD5: Landscape character, GD6: Areas of separation, GD7: Green wedges, GD8: Good design in development, | 1: The spatial strategy for distribution of housing and employment | |

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|---|---|--|-------------------------------|
| important contribution that heritage assets and their settings make to securing a high quality public realm, whilst also maintaining the distinctiveness of towns, villages and the wider countryside. | RT1: Provision of new retail uses, RT2: Town and local centres, RT3: Shop fronts and advertisements, GI3: Cemeteries, IN1: Infrastructure provision. | development | |
| 8. Town/village centres: Support and enhance the vitality and viability of market town and larger village centres as places for shopping, leisure, cultural, commercial and community activities, thereby recognising and embracing their valued role as the hearts of their communities; this will be achieved by encouraging retail, leisure and commercial development in appropriate locations and at appropriate scales. | SS1: The spatial strategy, GD2: Settlement development, RT1: Provision of new retail uses, RT2: Town and local centres, RT3: Shop fronts and advertisements, RT4: Tourism and leisure, HC1: Built heritage, HC2: Community facilities, HC3: Public houses, post offices and village shops, GI3: Cemeteries, IN1: Infrastructure provision, L1: East of Lutterworth Strategic Development Area, SC1: Scraftoft North Strategic Development Area, MH1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, F1: Land off Arnesby Road. | 7: Town centres and retail | SP8 |
| 9. Design: Ensure that new development is of high quality and sustainable design which reflects local character and distinctiveness, provides attractive, healthy and safe environments, respects residential amenity and promotes sustainable behaviours including renewable energy technologies, waste reduction and non-motorised travel patterns. | GD8: Good design in development, H5: Housing density, mix and standards RT1: Provision of new retail uses RT3: Shop fronts and advertisements HC1: Built heritage HC2: Community facilities, CC1: Mitigating climate change, IN3: Electronic connectivity SC1: Scraftoft North Strategic Development Area, L1: East of Lutterworth Strategic Development Area, L2: Land south of Lutterworth Rd/ Coventry Rd, MH 1: Overstone Park, MH2: East of Blackberry Grange, | 1: The spatial strategy for distribution of housing and employment development | SP1, SP5 |

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|---|---|---|-------------------------------|
| | MH3: Burnmill Farm, MH4: Land at Airfield Farm, MH5: Airfield Business Park, MH6: Compass Point Business Park, F1: Land off Arnesby Road, F2: Land off Marlborough Drive, K1: Land south and west Priory Business Park. | | |
| <p>10. Transport: Provide greater opportunities to reduce car use, thereby reducing the impacts of road traffic on local communities, the environment and air quality, by locating development where there is good access to jobs, services and facilities, and by supporting improvements in public transport, walking and cycling networks and facilities.</p> | SS1: The spatial strategy, GD2: Settlement development, IN2: Sustainable transport, L1: East of Lutterworth Strategic Development Area, SC1: Scraftoft North Strategic Development Area, GD3: Development in the countryside, GD4: New Housing in the countryside, HC2: Community facilities, G11: Green infrastructure networks, IN1: Infrastructure provision, IN2: Sustainable transport, MH 1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, MH4: Land at Airfield Farm, MH5: Airfield Business Park, MH6: Compass Point Business Park, L2: Land south of Lutterworth Rd/ Coventry Rd, F1: Land off Arnesby Road, F2: Land off Marlborough Drive, K1: Land south and west Priory Business Park. | 1: The spatial strategy for distribution of housing and employment development; 6: Climate Change; 8: Transport | SP1, SP3, SP5 |
| <p>11. Flood risk: Locate new development in areas which will not put life or property at risk of flooding and build associated resilience by requiring the use of appropriate sustainable drainage systems in new developments and allowing for the provision of infrastructure associated with</p> | CC3: Managing flood risk, CC4: Sustainable drainage, IN1: Infrastructure provision, SC1: Scraftoft North Strategic Development Area, L1: East of Lutterworth Strategic Development Area. | 1: The spatial strategy for distribution of housing and employment development; 6: Climate change | SP9 |

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|---|--|---|--------------------------------------|
| <p>minimising flood risk, including in relation to future risk from climate change.</p> | | | |
| <p>12. Environmental impact: Minimise the environmental impact of development and its vulnerability to the impacts of climate change, by reducing pollution and waste as much as possible, maximising water and energy efficiency, and promoting the use of low carbon, renewable energy, and other alternative technologies, with sustainable construction methods.</p> | <p>CC1: Mitigating climate change, CC2: Renewable energy generation, CC3: Managing flood risk, CC4: Sustainable drainage, HC1: Built heritage, GI5: Biodiversity and geodiversity, IN1: Infrastructure provision, IN2: Sustainable transport, IN4: Water resources and services, L1: East of Lutterworth Strategic Development Area, SC1: Scraftoft North Strategic Development Area, MH 1: Overstone Park, MH2: East of Blackberry Grange, MH3: Burnmill Farm, MH4: Land at Airfield Farm, MH5: Airfield Business Park, MH6: Compass Point Business Park, L2: Land south of Lutterworth Rd/ Coventry Rd, F1: Land off Arnesby Road, F2: Land off Marlborough Drive, K1: Land south and west Priory Business Park.</p> | <p>6: Climate change</p> | <p>SP7, SP9</p> |
| <p>13. Tourism and Culture: Promote the sustainable growth of tourism, cultural activities and access to the countryside for the benefit of both residents and visitors. Enable the interpretation of the cultural assets of the District in order to enrich people's experiences.</p> | <p>GD3: Development in the countryside, GD7: Green Wedges, RT1: Provision of new retail uses, RT2: Town and local centres, RT3: Shop fronts and advertisements, RT4: Tourism and leisure, HC1: Built heritage, HC3: Public houses, post offices and village shops, GI1: Green infrastructure networks.</p> | <p>1: The spatial strategy for distribution of housing and employment development; 3: Facilitating growth in the local economy</p> | <p>SP5, SP8</p> |
| <p>14: Neighbourhood Planning: Encourage and support communities to</p> | <p>Neighbourhood plan policies should be in general conformity with all Local Plan policies, apart from:</p> | <p>1: The spatial strategy for</p> | <p>SP1, SP2, Sp4, SP5, SP7, SP8,</p> |

| Objective | Local Plan Policies which address this objective | Relevant Key Issues | Relevant Strategic Priorities |
|---|--|---|-------------------------------|
| <p>make decisions at the local level through the preparation of neighbourhood plans and facilitate this process by setting out a clear strategic framework.</p> | <p>GD6: Areas of Separation, GD9: Minerals Safeguarding Areas, H3: Rural exception sites, RT3: Shopfronts and advertisements, HC2: Community facilities, HC3: Public houses, post offices and village shops, GI3: Cemeteries, GI4: Local Green Space, CC4: Sustainable drainage.</p> | <p>distribution of housing and employment development</p> | <p>SP9, SP10</p> |

Appendix F The settlement hierarchy

As background work to the identification of the hierarchy, settlement profiles for each of the towns and larger villages within the District have been prepared. These profiles bring together information relating to each settlement in order to understand how it functions, its key characteristics, its level of services and facilities along with any specific local issues and priorities that the community may have. Parish Councils were given the opportunity to comment on the draft profiles and their comments were incorporated where appropriate. Alongside this work an audit of the services and facilities available to all villages was carried out.

The settlement profiles and services/facilities audit work has been used to classify each settlement in a hierarchy according to its relative sustainability. Settlements at the top of the hierarchy are considered to be the most sustainable in terms of accessibility to services, facilities, shops, employment opportunities and public transport provision. These settlements are therefore the most capable of supporting further development whilst meeting the everyday needs of their residents and thus minimising the need to travel. Settlements towards the bottom of the hierarchy tend to be smaller, more rural and with very few, if any, services and facilities. These settlements are considered relatively unsustainable and therefore less suitable to accommodate future development, particularly housing.

In order to identify the most sustainable rural settlements, the number of key services accessible to the local population has been assessed. Those key services taken into account are the presence of at least two of the following: food shop, GP surgery, library, post office, primary school and public house. The existing size of the village and its relationship with other settlements has also been taken into account. In particular adjoining settlements that share a primary school within acceptable, safe walking distance have been treated as composite Selected Rural Villages (Church and East Langton, the Claybrookes, and Great Easton with Bringhurst), reflecting the guidance in paragraph 78 of the NPPF.

As the categorisation of settlements has been based on existing service provision, the level of services/facilities available to settlements will be continuously monitored. It is possible that new services, such as a local shop, could be established in a village. Any change in the level of services, which impact on the sustainability of a settlement, will form part of the considerations taken into account in a future Monitoring and review of the Local Plan and in the determination of planning applications.

The tables D.18 to D.23 below provide a summary of the settlement hierarchy. Each layer includes a definition, a list of settlements and a brief description of the approach to development.

Table D.18 Principal Urban Area (PUA)

| Principal Urban Area (PUA) | |
|-----------------------------------|---|
| Definition | Settlement forms part of the built up area of Leicester and consequently there is access to a wide range of services, facilities and employment opportunities. |
| Settlements | Thurnby and Bushby, Scraptoft |
| Approach to development | Settlements capable of sustaining expansion, infill and redevelopment on a scale which reflects their access to higher levels of employment, services and facilities. |

Table D.19 Sub Regional Centre

| Sub Regional Centre | |
|----------------------------|---|
| Definition | Settlement has wide range of retail, service and employment provision, good road and rail links and performs a sub regional role equivalent to other centres in the Leicester and Leicestershire Housing Market Area (HMA). |
| Settlements | Market Harborough |
| Approach to development | Settlement capable of sustaining expansion, infill and redevelopment on a scale which reflects its higher levels of employment, services and facilities and access to sustainable modes of transport. |

Table D.20 Key Centres

| Key Centres | |
|-------------------------|---|
| Definition | Settlement has a range of retail, service and employment and is a significant residential area. |
| Settlements | Lutterworth, Broughton Astley |
| Approach to development | Settlements capable of sustaining expansion, infill and redevelopment on a scale which reflects their good levels of services, facilities and employment. |

Table D.21 Rural Centres

| Rural Centres | |
|-------------------------|--|
| Definition | Rural Centres are identified on the basis of the presence of least four of the six key services (food shop, GP surgery, library, post office, primary school and pub) and a minimum of 400 households. A village's relationship with larger settlements higher up in the hierarchy has also been taken into account. Rural Centres are a sustainable location for rural housing and additional employment, retail and community uses to serve the settlement and the surrounding area. |
| Settlements | Billesdon, Fleckney, Great Glen, Houghton on the Hill, Husbands Bosworth, The Kibworths, Ullesthorpe |
| Approach to development | Settlements capable of sustaining expansion, infill and redevelopment to provide a focus for new housing and employment development in rural parts of the District on a scale which reflects their varied range of services and facilities. |

Table D.22 Selected Rural Villages

| Selected Rural Villages | |
|--------------------------------|--|
| Definition | Selected Rural Villages are identified on the basis of presence of at least 2 of the 6 key services and a minimum of 100 households. Where neighbouring villages share a primary school which is within acceptable and safe walking distance, they have been grouped as joint Selected Rural Villages. |
| Settlements | Bitteswell, Church and East Langton, the Claybrookes, Dunton Bassett, Foxton, Gilmorton, Great Bowden, Great Easton (with Bringhurst), Hallaton, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton on the Hill, Tugby. |
| Approach to development | Settlements suitable for rural development on a smaller scale than Rural Centres reflecting their limited services and facilities. Development should be primarily in the form of small-scale infill developments or limited extensions to help address economic, social or community objectives. This could include schemes to enable more social housing, small-scale market housing and development aimed at meeting the needs of local people. |

Table D.23 Other Villages and Rural Settlements

| Other Villages and Rural Settlements | |
|---|---|
| Definition | These are rural villages and settlements that do not meet the criteria for identification as Selected Rural Villages due to their size and/or level of services. |
| Settlements | Allexton, Arnesby, Ashby Magna, Ashby Parva, Bittesby, Blaston, Bruntingthorpe, Burton Overy, Carlton Curlieu, Cattothorpe, Cold Newton, Cotesbach, Cranoe, Drayton, East Norton, Frisby, Frolesworth, Gaulby, Glen Rise, Glooston, Goadby, Gumley, Halstead, Horninghold, Hungarton, Illston on the Hill, Keyham, Kimcote, Kings Norton, Knaptoft, Laughton, Launde, Little Stretton, Loddington, Leire, Lowesby, Marefield, Misterton, Mowsley, Nevill Holt, Noseley, Newton Harcourt, Owston, Peatling Magna, Peatling Parva, Rolleston, Saddington, Shangton, Shawell, Shearsby, Skeffington, Slawston, Smeeton Westerby, Stockerston, Stonton Wyville, Stoughton, Sutton in the Elms, Theddingworth, Thorpe Langton, Tur Langton, Walcote, Walton, Welham, West Langton, Westerill and Starmore, Willoughby Waterleys, Wistow, Withcote. |
| Approach to development | Other villages and rural settlements are considered the least sustainable locations for growth and are covered by housing in the countryside policy. New housing will be limited to housing to meet an identified need (either through a housing needs survey or neighbourhood plan), housing to meet the needs of a rural worker, rural exception sites, isolated homes in the countryside in accordance with NPPF paragraph 79, and replacement dwellings. |

Appendix G Housing trajectory (as at 31st March 2018)

Table D.24 below sets out an indication of the expected rate of housing delivery throughout the plan period on a cumulative basis to provide an understanding of the delivery from capacity identified through the Local Plan process.

Table D.24 Housing trajectory

| | 2011/ 2012 | 2012/ 2013 | 2013/ 2014 | 2014/ 2015 | 2015/ 2016 | 2016/ 2017 | 2017/ 2018 | 2018/ 2019 | 2019/ 2020 | 2020/ 2021 | 2021/ 2022 | 2022/ 2023 | 2023/ 2024 | 2024/ 2025 | 2025/ 2026 | 2026/ 2027 | 2027/ 2028 | 2028/ 2029 | 2029/ 2030 | 2030/ 2031 | Total in Plan Period | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|-------|
| Years remaining in plan period | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | | |
| Completions | 240 | 284 | 334 | 496 | 640 | 468 | 580 | | | | | | | | | | | | | | 3042 | |
| MH SDA | | | | | | | | 36 | 46 | 74 | 145 | 145 | 170 | 170 | 170 | 170 | 110 | 110 | 64 | 50 | 1460 | |
| Large Sites with PP | | | | | | | | 465 | 476 | 524 | 442 | 382 | 361 | 236 | 142 | | | | | | 3028 | |
| Neighbourhood Plan Allocations | | | | | | | | 189 | 145 | 106 | 123 | 92 | 44 | 36 | 22 | 11 | | | | | 768 | |
| Large sites awaiting S106 | | | | | | | | 12 | 49 | 64 | 10 | 22 | 10 | | | | | | | | 167 | |
| Small sites with PP | | | | | | | | 65 | 65 | 65 | 66 | 66 | | | | | | | | | 327 | |
| Windfall allowance | | | | | | | | | | | | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 225 | |
| Total Completions, Commitments and Windfalls | 240 | 284 | 334 | 496 | 640 | 468 | 580 | 767 | 781 | 833 | 786 | 732 | 610 | 467 | 359 | 206 | 135 | 135 | 89 | 75 | 9017 | |
| Lutterworth East SDA | | | | | | | | | | | | | 25 | 95 | 170 | 170 | 190 | 210 | 200 | 200 | 1260 | |
| Scraptoft North SDA | | | | | | | | | | | 94 | 108 | 120 | 120 | 120 | 140 | 140 | 140 | 118 | 100 | 1200 | |
| Overstone Park, Market Harborough | | | | | | | | | | | | 50 | 50 | 100 | 100 | 100 | 100 | 50 | 50 | | 600 | |
| East of Blackberry Grange, Northampton Rd | | | | | | | | | | | | | | | 14 | 67 | 67 | 67 | 67 | 67 | 350 | |
| Burnmill Farm, Market Harborough | | | | | | | | | | 34 | 34 | 34 | 26 | | | | | | | | 128 | |
| South of Arnesby Rd, Fleckney | | | | | | | | | | | | 15 | 35 | 35 | 35 | 10 | | | | | 130 | |
| Total Allocations | | | | | | | | | | 34 | 128 | 207 | 256 | 350 | 439 | 487 | 497 | 467 | 435 | 367 | 3668 | |
| Total Provision on non-Allocated sites | | | | | | | | | | 10 | | 23 | 82 | 102 | 80 | 9 | | | | | 307 | |
| Projected Annual Total | 240 | 284 | 334 | 496 | 640 | 468 | 580 | 767 | 781 | 877 | 914 | 962 | 948 | 919 | 878 | 702 | 632 | 602 | 524 | 442 | 12992 | |
| Annual Requirement Provision | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 557 | 11140 |
| Annual shortfall/surplus | -317 | -273 | -223 | -61 | 83 | -89 | 23 | 210 | 224 | 320 | 357 | 405 | 391 | 362 | 321 | 145 | 75 | 45 | -33 | -115 | | |

Appendix H Heritage assets list

The National Planning Policy Framework defines a heritage asset as “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 asset includes designated heritage assets and assets identified by the local planning authority (including local listing).”

This list therefore features:-

1. Listed Buildings;
2. Conservation Areas;
3. Buildings at Risk;
4. Scheduled Monuments;
5. Registered Parks and Gardens; and
6. Locally-listed archaeological sites.

1. Listed Buildings

If a building is considered by the Secretary of State (for Culture, Media and Sport) to be of special architectural or historic interest it will be included in a list of such buildings. Listed buildings are classified into 3 grades:

- Grade I buildings are of exceptional interest.
- Grade II* buildings are particularly important buildings of more than special interest.
- Grade II buildings are of special interest warranting every effort to preserve them.

The District’s listed buildings are not set out here because the 1,342 entries listed by Historic England may change during the period of the plan as properties are either lost or new ones added to the list. It is possible to identify whether a building is listed, and hence the description of the building and why it is listed, at the Historic England website by either:

- searching the map at <https://www.historicengland.org.uk/listing/the-list/map-search?clearresults=true> or
- searching by name, type, address, entry number or category at

<https://www.historicengland.org.uk/listing/the-list/advanced-search?searchType=nhleadvancedsearch> .

Councils may list other buildings as ‘locally listed buildings’. Inclusion on such a list may result in additional guidance and control over development being available. At present there are no locally listed buildings in Harborough District.

2. Conservation Areas

Harborough has 63 designated Conservation Areas. Electronic links to their descriptions are available at http://www.harborough.gov.uk/directory/20/a_to_z and a link to the Grand Union Canal, which is separately designated, is available at <https://canalrivertrust.org.uk/enjoy-the-waterways/canal-and-river-network/grand-union-canal>. See table D.25 on below.

Table D.25 Conservation Areas

| Ref. | Conservation Area | Ref. | Conservation Area |
|-------------|--|-------------|---------------------------------------|
| CA1 | Allextton Conservation Area | CA2 | Arnesby Conservation Area |
| CA3 | Ashby Parva Conservation Area | CA4 | Billesdon Conservation Area |
| CA5 | Bitteswell Conservation Area | CA6 | Blaston Conservation Area |
| CA7 | Bringham Conservation Area | CA8 | Bruntingthorpe Conservation Area |
| CA9 | Burton Overy Conservation Area | CA10 | Carlton Curlieu Conservation Area |
| CA11 | Catthorpe Conservation Area | CA12 | Church Langton Conservation Area |
| CA13 | Claybrooke Parva Conservation Area | CA14 | Drayton Conservation Area |
| CA15 | East Langton Conservation Area | CA16 | East Norton Conservation Area |
| CA17 | Foxtton Conservation Area | CA18 | Gaulby Conservation Area |
| CA19 | Grand Union Canal Conservation Area | CA20 | Great Bowden Conservation Area |
| CA21 | Great Easton Conservation Area | CA22 | Gumley Conservation Area |
| CA23 | Hallaton Conservation Area | CA24 | Horninghold Conservation Area |
| CA25 | Houghton on the Hill Conservation Area | CA26 | Hungarton Conservation Area |
| CA27 | Husbands Bosworth Conservation Area | CA28 | Illston on the Hill Conservation Area |
| CA29 | Keyham Conservation Area | CA30 | Kibworth Beauchamp Conservation Area |
| CA31 | Kibworth Harcourt Conservation Area | CA32 | Kimcote Conservation Area |
| CA33 | Kings Norton Conservation Area | CA34 | Laughton Conservation Area |
| CA35 | Leire Conservation Area | CA36 | Loddington Conservation Area |
| CA37 | Lowesby Conservation Area | CA38 | Lubenham Conservation Area |
| CA39 | Lutterworth Conservation Area | CA40 | Market Harborough Conservation Area |
| CA41 | Medbourne Conservation Area | CA42 | Nevill Holt Conservation Area |
| CA43 | North Kilworth Conservation Area | CA44 | Owston Conservation Area |
| CA45 | Peatling Parva Conservation Area | CA46 | Rolleston Conservation Area |
| CA47 | Saddington Conservation Area | CA48 | Scraptoft Conservation Area |
| CA49 | Shawell Conservation Area | CA50 | Shearsby Conservation Area |
| CA51 | Skeffington Conservation Area | CA52 | Slawston Conservation Area |
| CA53 | Smeeton Westerby Conservation Area | CA54 | Stoughton Conservation Area |
| CA55 | Swinford Conservation Area | CA56 | Theddingworth Conservation Area |
| CA57 | Thurnby and Bushby Conservation Area | CA58 | Tilton on the Hill Conservation Area |
| CA59 | Tugby Conservation Area | CA60 | Tur Langton Conservation Area |
| CA61 | Ullesthorpe Conservation Area | CA62 | Walton Conservation Area |
| CA63 | Willoughby Waterleys Conservation Area | | |

3. Buildings at Risk

Historic England identifies, and places on its Heritage at Risk Register, those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. The Register is updated annually such that the current (2017) list of 6 sites in the district (below – together with links to their descriptions) may well change during the plan period.

Table D.26 Buildings at Risk

| Ref. no. | Address | Hyperlink | List Entry Number |
|----------|---|---|-------------------|
| BR1 | Church of St Thomas, Main Road, Catthorpe | https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1673796 | 1061441 |
| BR2 | Church of St Mary, Gilmorton Road, Ashby Magna | https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1660054 | 1061550 |
| BR3 | Church of St Peter, Loddington Road, Tilton on the Hill, Tilton | https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1671161 | 1074839 |
| BR4 | Church of St Thomas a Becket, Main St., Tugby and Keythorpe | https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1660422 | 1326673 |
| BR5 | Moated site at Ingarsby, Hungarton | https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1686836 | 1010839 |
| BR6 | Withcote Hall, Oakham Road, Withcote | https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1987353 | 1074844 |

4. Scheduled Monuments

Historic England maintains The National Heritage List for England (at <https://www.historicengland.org.uk/listing/the-list/about-the-list/>) which features all scheduled monuments, listed buildings, registered landscapes and battlefields, and protected wrecks. The listings feature on a map (at <https://www.historicengland.org.uk/listing/the-list/map-search?clearresults=true>). There are 65 scheduled monuments in the district, which are listed below together with a link to the site's description.

Table D.27 Scheduled Monuments

| Ref. no. | Description and location | List Entry Number |
|----------|---|-------------------|
| SM 1 | Roman town at High Cross, Claybrooke Magna | 1003566 |
| SM 2 | St Mary in Arden Church | 1003607 |
| SM 3 | Defended enclosure on Robin-a-Tiptoe Hill, Tilton | 1005045 |

| Ref. no. | Description and location | List Entry Number |
|----------|--|-------------------|
| SM 4 | Kibworth Harcourt post mill | 1005061 |
| SM 5 | Prehistoric settlement site 800m. SW of South Kilworth village | 1005062 |
| SM 6 | Mound 200m. NNW of Tilton church | 1005071 |
| SM 7 | Site of abbey church and claustral buildings, Launde | 1005074 |
| SM 8 | Bridge at Medbourne | 1005080 |
| SM 9 | Castle mound, Launde | 1005493 |
| SM 10 | Bowl barrow at Misterton, Misterton with Walcote | 1008541 |
| SM 11 | Stormsworth deserted medieval village and fishpond, Westrill and Starmore | 1008552 |
| SM 12 | Whatborough deserted medieval village, Tilton | 1008555 |
| SM 13 | Owston Augustinian Abbey with 6 fishponds, gatehouse & boundary | 1008556 |
| SM 14 | Knaptoft medieval settlement and manorial complex including church, three fishponds & windmill mound | 1008817 |
| SM 15 | Moated site and fishponds SW of Highfields Farm. South Kilworth | 1009172 |
| SM 16 | Moated site and fishponds SE of St Mary's Church, Ashby Magna | 1009173 |
| SM 17 | Cold Newton shrunken medieval village and moated site | 1009197 |
| SM 18 | Moated site & deserted medieval village at Old Ingarsby, Hungarton | 1009236 |
| SM 19 | Moated site, enclosure and trackway at Claybrooke Parva | 1010191 |
| SM 20 | Moated site at Cotes de Val, Gilmorton | 1010194 |
| SM 21 | Stretton Magna deserted village, two fishponds & moated site, Little Stretton | 1010201 |
| SM 22 | Moat, fishponds & shifted village earthworks at Ullesthorpe | 1010300 |
| SM 23 | Sauvey Castle, Launde | 1010303 |
| SM 24 | Moated grange & enclosure, Owston, Owston and Newbold | 1010305 |
| SM 25 | North Marefield deserted medieval village and moated site, Owston and Newbold | 1010306 |

| Ref. no. | Description and location | List Entry Number |
|----------|---|-------------------|
| SM 26 | Moated grange at Stoughton | 1010482 |
| SM 27 | Pinslade moated grange, Mowsley | 1010484 |
| SM 28 | Hallaton motte and bailey castle | 1010487 |
| SM 29 | Motte, moat & fishponds W of All Saints Church, Gilmorton | 1010495 |
| SM 30 | Moated site at Tilton | 1010704 |
| SM 31 | Moated site at Ingarsby, Hungarton | 1010839 |
| SM 32 | Moated site with fishpond at Dunton Bassett | 1010915 |
| SM 33 | Moated site at Allexton | 1010920 |
| SM 34 | Baggrave Deserted Medieval Village, Hungarton | 1012125 |
| SM 35 | Lowesby deserted medieval village with three fishponds | 1012438 |
| SM 36 | Bittesby deserted medieval village | 1012563 |
| SM 37 | Old Hall moated site, Lubenham | 1012566 |
| SM 38 | Motte in Hall Field, Kibworth Harcourt | 1012568 |
| SM 39 | Gumley motte castle | 1012571 |
| SM 40 | Market cross on west side of Market Place, Billesdon | 1014514 |
| SM 41 | Churchyard cross, All Saints' churchyard, Scruptoft | 1014515 |
| SM 42 | Churchyard cross, St Peter's churchyard, Tilton | 1014517 |
| SM 43 | Medieval manorial earthworks and gardens 140m south of Manor House, Tur Langton | 1017208 |
| SM 44 | Petlinge medieval settlement & manorial garden remains 90m west and 160m south east of All Saints' Church, Peatling Magna | 1017209 |

| Ref. no. | Description and location | List Entry Number |
|----------|---|-------------------|
| SM 45 | Gumley medieval settlement remains, rabbit warren & field systems, 600m SW of the Church of St Helen | 1017210 |
| SM 46 | Gumley medieval settlement remains and field systems, 620m south east of the Church of St Helen | 1017211 |
| SM 47 | Petlinge medieval settlements remains 170m north of Whitehouse farm, Peatling Magna | 1017214 |
| SM 48 | Churchyard cross in St Michael's churchyard, Illston on the Hill | 1017489 |
| SM 49 | Churchyard cross in All Saints' churchyard, Peatling Magna | 1017490 |
| SM 50 | Churchyard cross in St Mary's churchyard, Stoughton | 1017491 |
| SM 51 | Churchyard cross in St John the Baptist's churchyard, Rolleston | 1017493 |
| SM 52 | Butter Cross 150m east of the church, Hallaton | 1017498 |
| SM 53 | Motte castle & associated earthwork SSW of All Saints Church, Shawell | 1017549 |
| SM 54 | Medieval village earthworks, fishponds & mill leat at Stonton Wyville | 1017616 |
| SM 55 | Manorial site west of St. Gile's Church and medieval settlement west of Manor farm, Blaston | 1018351 |
| SM 56 | Roman villa 200m south of Station Cottages, Cold Newton | 1018352 |
| SM 57 | Medieval village remains immediately south of the church, Carlton Curlieu | 1018577 |
| SM 58 | Medieval settlement remains 300m south east and 150m north of Wistow Hall, Wistow | 1018578 |
| SM 59 | Frisby medieval village remains, Frisby | 1018579 |
| SM 60 | Inclined plane immediately east of Foxton Locks, Foxton | 1018832 |
| SM 61 | Manorial site immediately south east of St Peter's Church, Arnesby | 1018833 |
| SM 62 | Medieval manorial fishponds at The Banks, Burton Overy | 1018835 |
| SM 63 | Medieval settlement remains 230m north west & 140m west of the junction of Main Street and Hothorpe Road, Theddingworth | 1018836 |

| Ref. no. | Description and location | List Entry Number |
|----------|--|-------------------|
| SM 64 | Chapel immediately NW of Manor House, Tur Langton | 1018837 |
| SM 65 | Causewayed enclosure 175m west of Wheler Lodge Farm, Husbands Bosworth | 1019477 |

5. Registered Parks and Gardens

There are also 6 registered parks and gardens in Harborough district. They are identified on the map of The National Heritage List for England (at <https://www.historicengland.org.uk/listing/the-list/map-search?clearresults=true>) maintained by Historic England. They are as follows with a link to the description of each:

Table D.28 Registered Parks and Gardens

| Ref. No. | Site | Hyperlink |
|----------|--------------|---|
| RPG1 | Baggrave | https://www.historicengland.org.uk/listing/the-list/list-entry/1000482 |
| RPG2 | Lowesby | https://www.historicengland.org.uk/listing/the-list/list-entry/1000962 |
| RPG3 | Quenby | https://www.historicengland.org.uk/listing/the-list/list-entry/1000965 |
| RPG4 | Nevill Holt | https://www.historicengland.org.uk/listing/the-list/list-entry/1001433 |
| RPG5 | West Langton | https://www.historicengland.org.uk/listing/the-list/list-entry/1000961 |
| RPG6 | Stanford | https://www.historicengland.org.uk/listing/the-list/list-entry/1000509 |

6. Locally-listed archaeological sites

Historic England maintains the PastScape database (@<http://www.pastscape.org.uk/default.aspx>) to provide an overview of both listed and non-listed heritage sites and places of archaeological and architectural heritage interest in England. This includes buildings, wrecks, archaeology, landscapes, investigations and aerial photograph interpretation. Some archaeological sites in the district are locally listed and through this have some level of planning protection by the council. The sites are listed below.

Table D.29 Locally-listed archaeological sites

| Ref. No. | Description and location | Monument Number |
|----------|---|-----------------|
| LL 1 | Unidentified cropmarks, Blaston | 964592 |
| LL 2 | Iron Age pottery and an associated cobbled surface were found north of Watson's Acre, Blaston | 964594 |
| LL 3 | Six circular shallow depressions and rectilinear markings seen on aerial photographs, Carlton Curliou | 964629 |

| Ref. No. | Description and location | Monument Number |
|----------|--|-----------------|
| LL 4 | Undated indefinite cropmarks, East Langton | 964691 |
| LL 5 | `U' rectangular, circular and other features, Gilmorton | 340289 |
| LL 6 | An area of disturbed ground seen on aerial photographs south of Horninghold Wood, Horninghold | 964768 |
| LL 7 | A cropmark of an undated rectangular depression north west of Kibworth Hall, Kibworth Harcourt | 964795 |
| LL 8 | Dobb Hall, undated cropmarks, possibly of modern drainage, Little Stretton | 964817 |
| LL 9 | Soil marks on AP - not an antiquity, Lubenham | 343897 |
| LL 10 | Cropmarks of `U' enclosures & possibly pits, Lutterworth | 340478 |
| LL 11 | Soil marks (a doubtful antiquity), Market Harborough | 343896 |
| LL 12 | Roman settlement site indicated by pits, ovens, post holes, gulleys, T – shaped oven and pottery, Peatling Magna | 964900 |
| LL 13 | Supposed Roman remains, probably incorrectly sited & confused with SP 78 NW 40, Market Harborough | 343907 |
| LL 14 | Soil marks seen on arial photograph, Smeeton Westerby | 342421 |
| LL 15 | Crop marks, Smeeton Westerby | 342427 |
| LL 16 | Circular soil mark, apparently post-dating ridge and furrow, seen on air photograph, Thurnby and Bushby | 965048 |
| LL 17 | "Prehistoric camp". Now part of SK 70 SE 13, Tilton | 321194 |

Appendix I Local Green Space designations

Table D.30 Local Green Space

| | Location | Reference | Title |
|-------|------------------|-------------|--|
| GI4a | Allexton | LGS/AII/1 | Village Green, Allexton |
| GI4b | Arnesby | LGS/ARN/10 | Paddock, Stoneyleigh |
| GI4c | Billesdon | LGS/Bil/2 | Old Clay Pits Woodland, Billesdon |
| GI4d | Billesdon | LGS/Bil/3 | Muddy Lane, Billesdon |
| GI4e | Billesdon | LGS/Bil/1 | Billesdon Brook |
| GI4f | Burton Overy | LGS/BO/7 | Old Heather Garden |
| GI4g | Burton Overy | LGS/BO/6 | Traffic Island bearing the village sign |
| GI4h | Burton Overy | LGS/BO/3 | Main Street Spinney |
| GI4i | Burton Overy | LGS/BO/2 | Pasture land east of Scotland Lane |
| GI4j | Burton Overy | LGS/BO/1 | Main Street Pasture |
| GI4k | Bushby | LGS/THUR/8 | Dismantled Railway Line, Dalby Avenue |
| GI4l | Claybrooke Parva | LGS/CLAPA/3 | Church Field Ullesthorpe Road |
| GI4m | Dunton Bassett | LGS/DB/c | Wild area next to Leics. Round Footpath |
| GI4n | Fleckney | LGS/FLECK/2 | Amenity Area, Priest Meadow Estate |
| GI4r | Great Glen | LGS/GRTG/1 | Post Office Green, Great Glen |
| GI4s | Great Glen | LGS/GRTG/2 | Grassed Area Outside Chemist GG |
| GI4t | Keyham | LGS/KEY/1 | Snows Lane - Sunken Lane, Keyham |
| GI4u | Keyham | LGS/KEY/2 | Miles Piece, Keyham |
| GI4v | Kings Norton | LGS/KIN/2 | Land Adjacent to Grange Farm, Kings Norton |
| GI4w | Laughton | LGS/LAUG/1 | Village Hall green/Paddock, Laughton |
| GI4x | Lutterworth | LGS/LUTT/3 | Rye Hills, Lutterworth |
| GI4y | Lutterworth | LGS/LUTT/8 | Memorial Gardens, Lutterworth |
| GI4z | Lutterworth | LGS/LUTT/5 | River Swift Floodplain, Lutterworth |
| GI4aa | Medbourne | LGS/MED/6a | Tow Path and Gardens, Medbourne |
| GI4bb | Medbourne | LGS/MED/8 | Springbank, Medbourne |
| GI4cc | Medbourne | LGS/MED/6b | Tow Path and Gardens, Medbourne |
| GI4dd | North Kilworth | LGS/NK/3 | The Village Green, North Kilworth |
| GI4ee | North Kilworth | LGS/NK/4 | The Stoney, North Kilworth |
| GI4ff | Scraptoft | LGS/SCRAP/5 | Stocks Road, Scraptoft |
| GI4gg | Smeeton Westerby | LGS/SMEW/4 | Traffic Island, Smeeton Westerby |
| GI4hh | Stoughton | LGS/STO/1 | Paddock opp. Church Land, Stoughton |
| GI4ii | Stoughton | LGS/STO/2 | Natural recreation area, Stoughton |
| GI4jj | Swinford | LGS/SWIN/1 | Glebe Land behind Play Area, Swinford |

| | Location | Reference | Title |
|-------|-----------------|------------------|--|
| GI4kk | Theddingworth | LGS/THEDD/3 | Jubilee Area, Theddingworth |
| GI4ll | Thurnby | LGS/THUR/4 | Embankments on Station Road |
| GI4mm | Thurnby | LGS/THUR/1 | Greens on front of Rose and Crown, Thurnby |

Appendix J Biodiversity and geodiversity sites

Table D.31 Sites of Special Scientific Interest

| Ref. no. | Name | Main Habitat | Size (ha) | Condition |
|----------|--|---|-----------|------------------------------|
| 1 | Allexton Wood | Broadleaved mixed and yew woodland | 25.89 | Unfavourable recovering |
| 2 | Cave's Inn Pit | Neutral grassland | 5.82 | Unfavourable recovering |
| 3 | Chater Valley | Neutral grassland | 3.84 | Unfavourable recovering |
| 4 | Eyebrook Reservoir (straddles Rutland) County | Broadleaved mixed and yew woodland | 201.3 | Unfavourable recovering |
| 5 | Eyebrook Valley Woods | Broadleaved mixed and yew woodland | 65.71 | Unfavourable recovering |
| 6 | Great Bowden Borrowpit | Fen, marsh and swamp | 2.43 | Favourable |
| 7 | Kilby-Foxton canal (straddles Oadby and Wigston Borough) | Standing open water and canals | 32.09 | Unfavourable no change |
| 8 | Launde Big Wood | Broadleaved mixed and yew woodland | 41.16 | Unfavourable recovering |
| 9 | Leighfield Forest | Broadleaved mixed and yew woodland and neutral grass land | 149.76 | Most unfavourable recovering |
| 10 | Misterton Marshes | Fen, marsh and swamp and neutral grassland | 6.81 | Unfavourable recovering |
| 11 | Owston Wood | Broadleaved mixed and yew woodland | 139.56 | Unfavourable recovering |
| 12 | Saddington Reservoir | Fen, marsh and swamp and broadleaved mixed and yew woodland and neutral grassland | 19.08 | Unfavourable recovering |
| 13 | Stanford Park | Broadleaved mixed and yew woodland | 20.44 | Unfavourable recovering |
| 14 | Tilton Railway Cutting | Designated for geological assets | 4.44 | Favourable |

For information on local sites, please see: Harborough District Council Phase 1 Habitat Survey; 2008; WYG Environment.

Appendix K Monitoring framework

Monitoring Framework

The purpose of this monitoring framework is to identify the key indicators that will be used to monitor the delivery of the Local Plan Objectives (in Section 2.3) through measuring the performance of related key policies. Although policies in the Plan will be subject to periodic monitoring where this is practicable, as referred to in the Supporting Information table for each policy, the key performance measures in the Framework will be monitored each year and the results published in the annual Authority's Monitoring Report. This is because the key indicators cited cover matters critical to the overall performance of the Plan and the delivery of sustainable development.

For each objective, except for those which refer to neighbourhood planning, an indicator with a SMART (Specific, Measurable, Achievable, Realistic and Time-Bound) target has been specified with a performance trigger level set in relation to the target. No indicator has been set for the Neighbourhood Planning Objective because the Local Plan has already fulfilled the aim to set out a clear strategic policy framework for the preparation of neighbourhood plans through the provisions of Policies SS1 The *spatial strategy* and H1 *New housing provision*

For each indicator, if the policy delivery performance against the target is at the trigger level, or worse, then a series of possible actions to remedy the poor performance will be invoked and decisions taken as to which course of action to take. However, it may be that the performance in a single monitoring year (most triggers apply annually) is atypical of a longer term trend.

Some of the trigger levels are expressly set to apply over several years or up to a particular date in the plan period. However, in any event the first consideration in assessing below target performance will be to try and identify the causes. It may be that this will reveal one-off factors that are unlikely to be repeated in future; if so no further action will be appropriate. If the recorded performance is indicative of more fundamental, ongoing problems then consideration will be given to taking the other remedial actions relevant to the indicator. The cited remedial actions are not intended to be exhaustive lists; the opportunity may arise to pursue other actions, that cannot be presently foreseen.

The selected indicators directly relate to the intended outcomes arising from the Council's use of the specified key policies, typically these outcomes will be developments granted planning permission. However it should be appreciated that the instigation of these development proposals and their subsequent implementation will, in most cases, depend on decisions taken by private developers.

Conditions in the wider national economy may, over the plan period, be such as to reduce developer profitability and/or customer demand in ways which may make the delivery of key policies particularly challenging. Nevertheless the implementation of the Local Plan is

intended to be flexible with policies robust enough to be effective over changing economic conditions. The selection of remedial actions to be used will be influenced by the prevailing circumstance in the economy as a whole.

Use of the Monitoring Framework over a number of years will contribute to considerations concerning a future review of the plan as referred to in Policy IMR1 *Monitoring and review of the Local Plan*. Prior to then it may appropriate to produce guidance (such as Supplementary Planning Documents) on the operation of the policies. The remedial actions are listed alongside each indicator in the approximate chronological order of them being considered for use (see table D.32, starting on the next page, for more details).



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Monitoring Framework Key Indicators

Table D.32 Monitoring Framework Key Indicators

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|-----------|----------------------|--|---|--|--|--|--|
| 1 | Housing | SS1, H1 | GD2, GD4, H2, H3, H5, H6, SC1, MH1, MH2, MH3, L1, F1 | Amount of housing delivered. | Delivery of housing in accordance with housing trajectory. | <ul style="list-style-type: none"> This fundamental requirement of the plan is not met such that the whole plan is failing to deliver A record of persistent under delivery of housing will mean that the additional buffer (specified in the NPPF to ensure choice and competition in the market for land) may need to increase thus exacerbating the lack of delivery. | Any significant fall below delivery of identified annual target. | <ul style="list-style-type: none"> If it is appropriate and feasible, bring forward sites, envisaged for delivery later in the plan period, Consider a review of the relevant policy through a plan, alteration Consider an early review of the Local Plan. |
| | | | | A five year deliverable supply of housing land. | To maintain at least a five year supply throughout the remainder of the plan period. | <ul style="list-style-type: none"> Committed sites being developed more slowly than envisaged in housing trajectory Proposed sites proving to be less attractive to the market than envisaged Tightening of finance availability Site-releasing infrastructure delays or | Any shortfall below a five year housing land supply. | <ul style="list-style-type: none"> Identify the problem and cause(s) of the poor performance, Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|------------|----------------------|--|--------------------------------------|--|--|---|--|
| | | | | | | other unforeseen physical constraints arising. | | <p>grants; consider reviewing 106 agreements and contributions),</p> <ul style="list-style-type: none"> • If it is appropriate and feasible, bring forward sites envisaged for delivery later in the plan period, • Consider a review of the relevant policy through a plan alteration, • Consider an early review of the Local Plan. |
| 2 | Employment | SS1, BE1, BE2 | BE3, BE4, BE5, MH4, MH5, MH6, L1, L2, F2, K1 | Net additional floor space provided. | At least minimum of floor space required per Use Class met in plan period. | <ul style="list-style-type: none"> • Proposed sites proving to be less attractive to the market than envisaged, • Tightening of finance availability, • Reduction in set-up/re-location incentives inhibiting pre-lets, • Site-releasing infrastructure delays or other unforeseen physical constraints arising. | Any pro-rata cumulative shortfall of provision of more than 20% on a rolling three year average. If there are unforeseen major employment (including strategic distribution) proposals or planning approvals | <ul style="list-style-type: none"> • Identify the problem and cause(s) of the poor performance • Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|-----------|-------------------------|----------------------------|--|---|---|--|---|
| | | | | | | | which are projected to have significant housing and or employment redistribution impacts on the District compared to HEDNA 2017 assumptions. | <p>reviewing 106 agreements and contributions),</p> <ul style="list-style-type: none"> • If it is appropriate and feasible, bring forward sites envisaged for delivery later in the plan period, • Aim to stimulate demand through promotional activity, pump priming etc., • Consider a review of the relevant policy through a plan alteration, • Consider an early review of the Local Plan. |
| | | BE2 | | Employment and Training Strategy secured for each proposal | Minimum of 25% of total new jobs created filled by Harborough residents | <ul style="list-style-type: none"> • High proportion of 'business relocations' involving the transfer of existing jobs / staff • Skill level of created jobs not matching employment requirements of residents • Reduced public transport provision rendering site | Any instance of development being contrary to policy. | <ul style="list-style-type: none"> • Identify the problem and cause(s) of the poor performance • Work more closely with developer and occupiers to better support delivery of Employment and Training Strategy(s) |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|-------------------------|----------------------|---|---|--|--|--|--|
| | | | | | | less accessible | | (e.g. access to finance, guidance, consider reviewing S106 agreements) <ul style="list-style-type: none"> Aim to stimulate take up of job opportunities and training through promotional activity etc. |
| 3 | Location of development | SS1, H1, BE1 | GD1, H1, BE1, SC1, MH1, MH2, MH3, MH4, MH5, MH6, L1, L2, F1, F2, K1 | Provision of housing and commercial development in Market Harborough, Lutterworth and Fleckney. | At least dwelling completions minima met in plan period. | <ul style="list-style-type: none"> Proposed sites proving to be less attractive to the market than envisaged, Tightening of finance availability, Site-releasing infrastructure delays or other unforeseen physical constraints arising, Delays in master planning/site briefing, 'Off-Plan'/'quick-win' developments being permitted in other locations reducing demand for preferred locations. | Any pro-rata cumulative shortfall of provision of more than 20% as of 2021, 2026 and 2031. | <ul style="list-style-type: none"> Identify the problem and cause(s) of the poor performance Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), If it is appropriate and feasible, bring forward sites envisaged for delivery later in the |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|----------------|----------------------|---|---|--|--|--|--|
| | | | | | | | | <p>plan period</p> <ul style="list-style-type: none"> Consider a review of the relevant policy through a plan alteration. |
| 4 | Infrastructure | IN1 | HC2, GI1, GI2, GI3, SC1, MH1, MH2, MH3, MH4, MH5, MH6, L1, L2, F1, F2, K1 | Provision of infrastructure listed in the latest version of the Infrastructure Delivery Plan (IDP). | Provision in line with IDP project delivery dates. | <ul style="list-style-type: none"> Tightening of finance availability, Reduction in developer contributions, Breakdown in essential joint stakeholder working, Delays in land assembly/ negotiating access rights. | Slower progress on more than 20% of infrastructure projects. | <ul style="list-style-type: none"> Identify the problem and cause(s) of the poor performance, Work even closer with key partners, developers and landowners to better manage the delivery of infrastructure (e. g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), Consider reviewing the operation of the Community Infrastructure Levy (if implemented), Seek opportunities for additional funding, Consider reviewing |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|------------------------------|----------------------|-------------------------|---|----------------------|--|-------------------------|--|
| | | | | | | | | the Infrastructure Delivery Plan and accompanying key infrastructure schedule (see page 245). |
| 5 | Protection of local services | IN1, HC2, HC3 | N/A | Loss of community facilities, public houses, post offices or village shops through development proposals. | No unjustified loss. | <ul style="list-style-type: none"> • Unforeseen restructuring of service provision by major providers, • Higher than envisaged take-up of on-line retailing/service provision. | Any unjustified losses. | <ul style="list-style-type: none"> • Identify the problem and cause(s) of the poor performance, • Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), • Provide additional guidance on the operation of relevant policies, • Aim to stimulate demand through promotional activity, pump priming etc, |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|----------------------|----------------------|-------------------------|---|---|--|--|---|
| | | | | | | | | <ul style="list-style-type: none"> Consider a review of the relevant policy through a plan alteration. |
| 6 | Natural environment | GI5 | GD5, GD6, GD7, GD8, IN4 | Net loss of any extent of a nationally or locally designated biodiversity or geodiversity asset arising from development that is permitted. | No net loss. | <ul style="list-style-type: none"> Low quality biodiversity/ geological assessments, Unforeseen development or infrastructure projects with benefits overriding protected asset. | Any net loss. | <ul style="list-style-type: none"> Identify the problem and cause(s) of the poor performance, Provide additional guidance on the operation of relevant policies, Pursue compensation, enforcement and/or mitigation measures, Consider a review of the relevant policy through a plan alteration. |
| 7 | Historic environment | HC1 | GD8 | Number of Listed Buildings and Conservation Areas on 'At Risk' Registers. | Reduction in number by 2021, 2026 and 2031. | <ul style="list-style-type: none"> Unforeseen repair costs, Tightening of finance availability, Reduction in opportunities for enabling development. | No reduction by target years (unless number at risk is then zero). | <ul style="list-style-type: none"> Identify the problem and cause(s) of the poor performance, Provide additional guidance on the operation of relevant policies, Seek opportunities for additional |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|----------------------|----------------------|-------------------------|---|--|--|--|---|
| | | | | | | | | <ul style="list-style-type: none"> funding, Pursue compensation, enforcement and/or mitigation measures, Consider a review of the relevant policy through a plan alteration. |
| 8 | Town/village centres | SS1 | RT1, RT2, L1 | Net additional convenience and comparison retail floor space provided at Market Harborough, Lutterworth and Broughton Astley. | At least minimum floor space specified in Policy RT1 provided in plan period . | <ul style="list-style-type: none"> New out-of-centre retail developments reducing the capacity to support in-centre development, Higher than envisaged take-up of on-line retailing/service provision, Tightening of finance availability, Delays in land assembly, Delays in master planning/site briefing, Breakdown in essential joint stakeholder working, Reduction in set-up/re-location incentives inhibiting pre-lets, Site-releasing infrastructure delays or | Lack of implementation progress on less than one-third of envisaged developments by 2021 and less than two-thirds by 2026. | <ul style="list-style-type: none"> Identify the problem and cause(s) of the poor performance, Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), If it is appropriate and feasible, bring forward sites envisaged for |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|-----------|-------------------------|-------------------------|---|---|---|---|---|
| | | | | | | other unforeseen physical constraints arising. | | <p>delivery later in the plan period,</p> <ul style="list-style-type: none"> • If it is appropriate and feasible, bring forward sites envisaged for delivery later in the plan period, • Consider a review of the relevant policy through a plan alteration. |
| 9 | Design | GD8 | N/A | Design standard achieved on major developments (Annual assessment of 2-3 randomly selected major developments) against Building for Life criteria (as updated or similar standard). | No assessed schemes with 'red light' elements granted planning permission (a red light in the Building for Life criteria gives warning that a particular aspect of a proposed development | <ul style="list-style-type: none"> • 'Quick-win' developments being permitted without appropriate design considerations. | Any incidents of schemes with red light elements permitted. | <ul style="list-style-type: none"> • Identify the problem and cause(s) of the poor performance, • Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), • Provide additional guidance on the |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|-----------|----------------------|--------------------------------------|---|---|--|--|--|
| | | | | | needs to be reconsidered) | | | <ul style="list-style-type: none"> operation of relevant policies, Consider a review of the relevant policy through a plan alteration. |
| 10 | Transport | IN2 | SS1, GD2, SC1, MH1, MH2, MH3, L1, F1 | Proportion of major housing developments with efficient, easy and affordable access to key services (employment, education, health care and food shopping) by public transport. | All permitted major housing developments to be no more than 400 metres from a bus stop with at least an hourly weekday service. | <ul style="list-style-type: none"> 'Off-Plan'/'quick-win' developments being permitted in less accessible places, Reduced transport provision rendering locations less accessible. | Any permitted developments missing target. | <ul style="list-style-type: none"> Identify the problem and cause(s) of the poor performance, Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), Provide additional guidance on the operation of relevant policies, Consider a review of the relevant policy through a plan alteration. |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|---------------|----------------------|-------------------------|--|---|--|--|--|
| 11 | Flood risk | CC3 | CC4 | Number of major developments permitted contrary to Environment Agency flooding advice. | No major developments permitted contrary to Environment Agency flooding advice. | <ul style="list-style-type: none"> • 'Off-Plan'/'quick-win' developments being permitted in higher flood risk places. | Any incidence of a major development permitted contrary to advice. | <ul style="list-style-type: none"> • Identify the problem and cause(s) of the poor performance, • Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), • Provide additional guidance on the operation of relevant policies, • Pursue compensation, enforcement and/or mitigation measures, • Consider a review of the relevant policy through a plan alteration. |
| 12 | Environmental | CC1 | CC2 | Proportion of | All major | <ul style="list-style-type: none"> • 'Off-Plan'/'quick-win' | Any incidence of a | <ul style="list-style-type: none"> • Identify the problem |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|---------------------|----------------------|-------------------------|---|-------------------------|---|--|---|
| | impact | | | major development proposals supported by Design and Access Statements that fully cover climate change requirements. | developments permitted. | developments being permitted without appropriate climate change safeguards. | major development permitted contrary to the climate change requirements. | <p>and cause(s) of the poor performance,</p> <ul style="list-style-type: none"> • Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), • Provide additional guidance on the operation of relevant policies. • Pursue compensation, enforcement and/or mitigation measures, • Consider a review of the relevant policy through a plan alteration. |
| 13 | Tourism and culture | RT4 | GD3 | New tourism related | No planning permissions | <ul style="list-style-type: none"> • Changes in economic circumstances affecting | <ul style="list-style-type: none"> • Any incidence of a major | <ul style="list-style-type: none"> • Identify the problem and cause(s) of the |

| No. | Objective | Key Policy/ Policies | Other Relevant Policies | Key Indicator | Target | Risks | Trigger | Possible Actions to Remedy Target Not Being Met |
|-----|-----------|----------------------|-------------------------|---|---|---|---|---|
| | | | | development allowed within existing town centres and settlements. New appropriate tourism related development in the countryside. | granted contrary to the criteria in Policy RT4. | <p>demand for tourism or its requirements,</p> <ul style="list-style-type: none"> • New tourism development has unforeseen impacts (e.g. noise disturbance, traffic congestion, parking demand), • Policy proves to be too restrictive. | <p>development permitted contrary to policy,</p> <ul style="list-style-type: none"> • Reps from tourism industry, • Lack of new tourism related development coming forward. | <p>poor performance,</p> <ul style="list-style-type: none"> • Work even closer with key partners, developers and landowners to better manage the delivery of development (e.g. re: access to finance, including grants; consider reviewing 106 agreements and contributions), • Provide additional guidance on the operation of relevant policies, • Consider a review of the relevant policy through a plan alteration. |

Appendix L Masterplanning requirements

Development of housing and employment sites identified in the Local Plan will be planned through a comprehensive masterplanning process proportionate to the scale of development. Preparation of masterplans will involve the active participation and input of all relevant stakeholders, including the Council, landowners, developers, the local community, service providers and other interested parties. Masterplans will be developed in consultation with the Council prior to the submission of a planning application. Where appropriate they may be adopted as Supplementary Planning Documents.

Masterplans will be expected (**proportionate to the scale of development**) to:

1. create a strong sense of place, ensuring the proposed development makes a positive contribution to local character and distinctiveness;
2. include an indicative housing layout and design code that reflect local distinctiveness and create a distinctive environment, incorporating landmark features or points of focus, such as public squares, pocket parks, prominent buildings, street trees and public art;
3. require high standards of urban design and architecture that respect the character of the landscape and heritage of adjacent and nearby settlements and built development;
4. plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion;
5. make effective use of the site through the application of appropriate densities in terms of scale, height and massing, and its relationship to adjoining buildings and landscape;
6. propose appropriate boundary treatment that reflects the urban to rural transition;
7. reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways;
8. create a network of permeable and interconnected streets and public spaces;
9. include measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
10. provide for timely delivery of physical infrastructure, including sewage connections and fibre optic broadband;
11. ensure appropriate and timely provision of community facilities to serve the new development (e.g. local shops, community halls, schools and health facilities); and
12. include a phasing and implementation plan.

Appendix M Glossary

Table D.33 Glossary

| Term | Description |
|---|---|
| Affordable Housing | Housing provided to eligible households whose needs are not met by the market. This can include social rented housing (target rents determined by national rent regime) and intermediate housing (rent above social rent but below market rates). |
| Affordable Housing Viability Assessment (AHVA) | An assessment of the economic viability of land for housing, testing a range of percentages and thresholds of affordable housing and the impact of developer contributions. |
| Air Quality Management Area (AQMA) | An area where air pollutant concentrations exceed/are likely to exceed the relevant air quality objectives set by the Government. AQMAs are declared for specific pollutants and objectives. |
| Annual Authority Monitoring Report (AMR) | Document that assesses the extent to which the adopted Local Plan, or Core Strategy, and other local legislative policies, are being successfully implemented. |
| Article 4 Direction | Planning power used in exceptional circumstances by Local Authorities to protect heritage assets and their settings, such as in conservations areas, against inappropriate development under Permitted Development Rights; instead requiring planning permission to be sought. |
| Biodiversity | The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals. |
| Building Regulations | Statutory Instruments governing the standards required for buildings. |
| Building Research Establishment Environmental Assessment Method (BREEAM) | BREEAM was first published by the Building Research Establishment (BRE) and is now an established method of assessing, rating and certifying the sustainability of buildings. It assesses scientifically-based criteria covering a range of issues in categories that evaluate energy and water use, health and well-being, pollution, transport, materials, waste, ecology and management processes. Buildings are rated and certified on a scale of 'Pass', 'Good', 'Very Good', 'Excellent' and 'Outstanding'. |
| Brownfield Land and Sites | See 'Previously Developed Land'. |
| Building for Life Standard | A national standard for well designed homes and neighbourhoods. |
| Climate Change | Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption. |
| Coalescence | The merging or coming together of separate towns or villages to form a single entity. |

| Term | Description |
|--|--|
| Combined Heat and Power (CHP) | The combined production of heat, usually in the form of steam, and power, usually in the form of electricity. |
| Community Infrastructure Levy (CIL) | A charge which aims to ensure that costs incurred in providing infrastructure to support the development of an area are partly met by land owners who have benefited from the increase in land value when planning permission is granted. |
| Community Right to Build | The Community Right to Build allows local communities to propose small-scale, site-specific, community-led developments. |
| Community Owned Energy | Communities can raise funds to develop local small scale energy generation. |
| Conservation Area | Areas of special architectural or historic interest, designated under the Planning (Listed Buildings and Conservation Areas) Act 1990, whose character and appearance should be preserved or enhanced. |
| Core Strategy | A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Sustainable Community Strategy (see also DPDs). |
| Corporate Strategy | Harborough District Council's strategy covering all aspects of council operations. |
| Contaminated Land | Defined under the Environmental Protection Act 1990 as any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that (a) significant harm is being caused or there is a significant possibility of such harm being caused; or (b) significant pollution of controlled waters is being caused, or there is a significant possibility of such pollution being caused. Contamination may occur through heavy metals; oils and tars; chemical substances; gases; asbestos; radioactive substances; or can also occur naturally as a result of the geology of the area, or through agricultural use. |
| Curtilage | The enclosed area of land around a house or other building. |
| Custom Build | Dwellings designed and built for or by individuals. |
| Density | In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare. |
| Design and Access Statement | A Design and Access Statement is a concise report that explains how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. |
| Developer Contributions | A contribution made by a developer towards local infrastructure and services to meet needs arising from the development, e.g. affordable housing, public open space and public transport provision. |

| Term | Description |
|---|--|
| Development Plan Document (DPD) | Part of the Local Development Framework. Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework. Development Plan Documents include the Core Strategy, Site-Specific Allocations of land and, where needed, Area Action Plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. |
| District Centre | Will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library. |
| Duty to Co-operate | Duty to co-operate is required as some elements of planning such as the provision of infrastructure to support development, will require some form of cooperation between adjoining local authorities. The duty applies to local authorities and other public bodies involved in plan making. |
| Elementary occupations | Occupations which require the knowledge and experience necessary to perform mostly routine tasks, often involving the use of simple hand-held tools and, in some cases, requiring a degree of physical effort; including agriculture, process industry and construction. |
| Employment Land Review | A document that assesses the future demand for and supply of land for employment. |
| Environmental Impact Assessment (EIA) | Environmental Impact Assessment aims to provide a high level of protection of the environment and to contribute to the integration of environmental considerations into projects with a view to reduce their environmental impact. |
| Evidence Base | The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area. |
| Exception test | Exception Test is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. |
| Functional Economic Market Area (FEMA) | The functional area over which the local economy and its key markets operate. Key economic markets broadly correspond to sub-regions or city regions - known as functional economic market areas (FEMAs). |
| Five Year Supply | Five year supply is calculated from the objectively assessed need and the housing land availability. To maintain a five year supply there must be enough land to meet the housing needs as laid out by the OAN figure. |

| Term | Description |
|---|--|
| Flood Plain | Land adjacent to a watercourse over which water flows, or would flow in times of flood, but for the defences in place. |
| Flood Risk Assessment (FRA) | Flood Risk Assessment identifies all the sources of flood risk on a site and the impact it has beyond, and identifies appropriate mitigations. |
| Flood Zone 1 | Low probability: Land having a less than 1 in 1,000 annual probability of river or sea flooding. Development sites in Flood Zone 1 that are over 1 hectare in size still require a flood risk assessment to assess potential impact on other areas downstream. |
| Flood Zone 2 | Medium probability: Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. |
| Flood Zone 3a | High probability: Land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding. |
| Flood Zone 3b | The functional floodplain: This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments (SFRAs) areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. |
| General Employment Area (GEA) | An existing office park, industrial estate, or larger individual employment site sites generally fit for purpose for business use but may benefit from upgrade or renewal. |
| Geodiversity | Geodiversity incorporates all the variety of rocks, minerals and landforms and the processes which have formed these features throughout geological time. |
| Green Corridor / Wildlife Corridor/ Greenway | Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside. |
| Green Infrastructure (GI) | The open environment within urban areas, the urban fringe and the countryside which comprises of a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife. |
| Green Wedge | Green Wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities. |
| Greenfield Land and Sites | Sites which have not been previously developed (e.g. agricultural land, parks, recreation grounds and allotments). |

| Term | Description |
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| Groundwater Source Protection Zones (SPZ) | SPZs are used to define areas close to drinking water sources where the risk associated with groundwater contamination is greatest. They are not statutory designations but do relate to distances and zones defined in legislation where certain activities are restricted. |
| Gypsy and Traveller Accommodation Assessment (GTAA) | An assessment looking into detailed information about local Gypsies and Travellers which aims to generate reliable estimates of future accommodation. |
| Home Quality Mark (HQM) | The Home Quality Mark (HQM) is a national standard for new homes, which uses a simple 5-star rating to provide impartial information from independent experts on a new home's design, construction quality and running costs. |
| Homes England | Homes England is the government's housing accelerator, tasked with increasing the number of new homes that are built in England, including affordable and market homes for market, sale or rent. It replaced the Homes and Communities Agency in January 2018. |
| Housing and Economic Development Needs Assessment (HEDNA) | Report produced for the Leicester and Leicestershire Housing Market Area (HMA) to identify the required housing and employment growth for each Local Authority Area. |
| Housing Market Area (HMA) | The administrative area covered by the City Council and the District Councils in Leicestershire make up the HMA. |
| Infrastructure | Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities. |
| Key Centre | A key centre is a settlement with a broad range of services, including doctors, schools (including secondary schools), shops and community facilities. |
| Key Diagram | Diagram setting out the broad spatial locations of development within the Local Plan. |
| Key Employment Area | An existing office park, industrial estate, or larger individual employment site of significance for future business use, that will be protected for employment generating use. |
| Landscape Character Assessment (LCA) | An assessment which identifies different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement. |
| Listed Building | A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures within the curtilage of the Listed Building (e.g. wells within its curtilage). |

| Term | Description |
|---|---|
| Leicester and Leicestershire Enterprise Partnership (LLEP) | Local Enterprise Partnerships were set up as part of the Localism Act 2011 to drive economic development. |
| Local Centre | Include a range of small shops of a local nature, serving a small catchment. Typically local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre. |
| Local Development Scheme (LDS) | The local planning authority's three year programme and timetable for the preparation of Local Development Documents. |
| Local Nature Reserve (LNR) | Local Nature Reserve is a publicly accessible area controlled and designated by a Local Authority as an area important for wildlife. |
| Local Green Space | Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities. |
| Local Transport Plan (LTP) | Sets out Leicestershire County Council's local transport strategies and policies, and an implementation programme. |
| Local Wildlife Site (LWS) | Local Wildlife Sites are identified and selected locally using robust, scientifically-determined criteria and detailed ecological surveys. |
| Localism Act 2011 | The Localism Act 2011 is an Act of Parliament that changes the powers of local government in England. The aim of the act is to facilitate the devolution of decision-making powers from central government control local communities. |
| Major Development | The NPPF defines major development as follows: 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 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management) (England) Order 2015. |
| Masterplan | A document that sets out the broad development proposals for a site or area. |
| Mixed Use Development | Mixed-use development is a type of urban development that blends residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections. |
| National Planning Policy Framework (NPPF) | The NPPF acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. |

| Term | Description |
|---|--|
| Neighbourhood Development Plans (NDP) | Neighbourhood Development Plans, introduced in the Localism Act 2011, become part of the Local Plan and the policies contained within them are then used in the determination of planning applications. Plans are "made" following an examination by a Planning Inspector and a referendum of the local community. |
| Non-strategic Storage and Distribution | Commercial buildings in B8 Class Storage and Distribution use (often referred to as warehouses) as defined by the Town and Country (Use Classes) Order 1987 (as amended) where the individual unit size is 9,000sq.m. gross floorspace or below. |
| Objectively Assessed Need (OAN) | Objectively Assessed Need (OAN), is an assessment of housing and economic development need during a plan period based on evidence, which is not constrained by policy considerations. It is derived from a range of evidence, including population, household and economic growth projections. |
| Open Space | All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife. |
| Out-commuting | The act of residents of Harborough District travelling out of the district for work. |
| Outline Planning Permission | This type of planning application allows fewer details about the proposal to be submitted. These details may be agreed following a "reserved matters" application at a later stage. |
| Passive design | Passive design relies on using natural light and warmth from the sun to warm and light a building. In general the building would not require a heating or cooling system. |
| Passivhaus | The heating requirement in a Passivhaus is reduced to the point where a traditional heating system is no longer considered essential. Cooling is also minimised by the same principles and through the use of shading and in some cases via the pre-cooling of the supply air. |
| Permitted Development Rights (PDR) | Where the need for planning permission is removed, subject to Local Authority conditions and the terms set out in the Town and Country Planning Act, 1990. |
| Pitch | Area of land on a Gypsy and Traveller caravan site developed for a single family (a group of related people who live and/or travel together - assumed to be the basic unit when assessing accommodation requirements). A single pitch will often need to contain more than one caravan. |
| Planning Condition | Conditions can enhance the quality of development and enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission. |

| Term | Description |
|---|---|
| Planning Policy Statement (PPS) | Issued by central government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy. |
| Planning for Climate Change Study | A study commissioned jointly by Harborough and other local authorities in order to underpin future planning policies relating to climate change. |
| Policies Map | District maps with spatial Local Plan policies displayed. |
| Previously Developed Land (PDL) or Brownfield Land | Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development. Planning Policy Statement 3 (Housing) has a detailed definition. |
| Principal Urban Area (PUA) | The main settlement, in this case Leicester, which has the highest level of services, including retail, hospitals, employment and higher education. |
| Registered Social Landlord (RSL) | A provider of low cost market housing for rent or sale which is accessible to people on low incomes and below the minimum cost of local market housing. Typically these are Housing Associations and Councils. |
| Renewable Energy | Energy that is derived from a source that does not run out. These include solar, wind, wave, hydro and biomass. |
| Rural Centre | A large village with a range of four out of six services, including a primary school, shop, post office, library, GP Surgery or pub. |
| Rural Exception Site/ Policy | A development plan or Development Plan Document may allocate small sites within rural areas solely for affordable housing, which would not otherwise be released for general market housing. |
| Scheduled Monument (SM) | Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979. |
| Section 106 Agreement | A legal agreement under section 106 of the 1990 Town and Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. |
| Secured by design | Policy initiative to inform development design to reduce the opportunities for crime and to include the best practice in security features. |
| Selected Rural Village (SRV) | A village with at least two of the six key services, including a primary school, shop, post office, library, GP Surgery or pub. |
| Sequential Test | A test that development to sites in a specific order e.g. for flooding development is directed first to low flood risk areas; for retail development is directed to town centres first. |

| Term | Description |
|---|--|
| 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 physio graphical features (basically, plants, animals, and natural features relating to the Earth's structure). |
| Socially rented housing | Socially rented housing is a form of 'affordable housing'. It is owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with Homes England. |
| Spatial Planning | <p>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.</p> <p>This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</p> |
| Starter Homes | <p>In the March 2016 Technical Consultation, the Government's statutory definition of a Starter Home:</p> <p>'a new dwelling only available for purchase by qualifying first-time buyers and which is made available at price which is at least 20% less than its market value but which is below the price cap. A price cap of £250,000 outside Greater London and £450,000 in Greater London is specified in the Bill.</p> <p>The clause also sets out the criteria which a person must fulfil to be eligible to purchase a starter home. These include that the purchaser is a first-time buyer (falling within the statutory definition) and that he or she is under the age of 40.'</p> |
| Strategic Economic Plan (SEP) | An overarching economic growth strategy, prepared by a Local Enterprise Partnership for its geographic area. |
| Strategic Flood Risk Assessment (SFRA) | A Strategic Flood Risk Assessment is a study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk. |
| Strategic Housing Land Availability Assessment (SHLAA) | A document that identifies sites and assesses their potential for housing and when they are likely to be developed. |
| Strategic Housing Market Assessment (SHMA) | An assessment of housing need and demand which is carried out on the basis of sub-regional housing market areas. |

| Term | Description |
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| Strategic Growth Plan | A non statutory, long term over-arching plan which sets out the aspirations for delivering growth. Acts as a strategic planning framework for an area, meaning local authorities take the plan into account when developing their Local Plans. |
| Strategic Storage and Distribution | Commercial buildings in B8 Class Storage and Distribution use (often referred to as warehouses) as defined by the Town and Country (Use Classes) Order 1987 (as amended) where the individual unit size is over 9,000sq.m. (or approximately 100,000sq.ft.), this being a standard recognised definition within the commercial property sector. |
| Statement of Community involvement (SCI) | Document setting out when, with whom and how consultation will be undertaken on Local Development Documents. |
| Sub-regional Centre | The main settlement in an area, usually a small town with fewer services than nearby cities, but with a good range of services. |
| Superfast Leicestershire | Superfast Leicestershire is a project to bring fibre broadband to as many premises in Leicestershire as possible. It is a partnership between the County Council, BT, the District and Borough Councils, economic bodies, and voluntary and charity organisations who want to achieve this. |
| Supplementary Planning Document (SPD) | A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document. |
| Sustainability Appraisal (SA) | A process by which the economic, social and environmental impacts of a project, strategy or plan are assessed. The aim of the appraisal process is to minimise adverse impacts and resolve as far as possible conflicting or contradictory outcomes of the plan or strategy. |
| Sustainable Development | <p>A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."</p> <p>The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK.</p> <p>The four aims, to be achieved simultaneously, are:</p> <ul style="list-style-type: none"> • social progress which recognises the needs of everyone; • effective protection of the environment; • prudent use of natural resources; and • maintenance of high and stable levels of economic growth and employment. |

| Term | Description |
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| Sustainable Drainage Systems (SuDS) | Sustainable drainage systems are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to: <ul style="list-style-type: none"> • reduce the causes and impacts of flooding; • remove pollutants from urban run-off at source; • combine water management with green space with benefits for amenity, recreation and wildlife. |
| Town Centre | Usually the 2nd level of centres after city centres and, in many cases, they will be the principal centre in a Local Authority's area. In rural areas they are likely to be market towns and other centres of similar size and role which function as important service centres, providing a range of facilities and service for extensive rural catchment areas. |
| Travel Plan | A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments. Sometimes called 'Green Travel Plans'. |
| Urban Fringe | The urban fringe is the transitional area between urban areas and the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to meet provision. |
| Use Class Order | The Town and Country Planning (Use Classes Order), 1987, as amended, specifies various classes of use for buildings or land. Within each class the use for another purpose of the same class does not require planning permission. |
| Village Design Statements | Village Design Statements are a form of planning guidance that informs the visual character of new development in a village to maintain the character of the village. They are developed by the village community. |
| Water Framework Directive (WFD) | The Water Framework Directive directs that development and agriculture should not impact upon water quality in rivers, streams and lakes. Where possible quality should be improved by controlling run-off. |
| Water Stress | Water stress occurs when demand for drinking water is high, or projected to grow significantly, and the amount of rainfall is insufficient to meet demand. |
| Windfall Development Sites | Sites not specifically identified in the development plan. |



Strategic Planning

Harborough District Council
The Symington Building
Adam and Eve Street
Market Harborough
Leicestershire
LE16 7AG

01858 828282

www.harborough.gov.uk