



A New Local Plan for Harborough

Options Consultation Paper

September 2015



Foreword

Dear residents and businesses of Harborough District,

Welcome to this important document *“A New Local Plan for Harborough- Options Consultation Paper.”*

This is an important milestone in our journey to making our new Local Plan for the Harborough District. The new Local Plan will replace the existing 2011 Core Strategy, and will govern planning across the District up to 2031.

We need your help as we are facing big challenges; a growing population, increased life expectancy, more single person households, and changing needs of employment. We need to build more homes and we need to provide more land for companies and business of all sizes to use to provide local jobs at all levels. Yet at the same time, we need to preserve and protect the countryside and the quality of the places and local environment which we all value and cherish so dearly.

We need your help to work out how to do this.

There are 9 options for locating housing and employment across the District, which are outlined in the following pages. We also set out some proposals for retailing, and improving our town centres, together with proposals for protecting important open spaces

Your comments are vital in helping to shape this further. Following this consultation, the Council will be examining which option (or combination of options) is the most sustainable and appropriate.

So I am now asking you, the residents and businesses of the Harborough District to take part in this process. We want and need all sections of the community to respond to this consultation. This is your chance to have your say on these vital issues which will affect the future of our District; I hope that you will do so.

Please don't leave it to others, make sure you have your say.

Thank you



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1. Introduction

What is the new Local Plan?

1. The new Local Plan will set out planning policies for Harborough District. It will explain how much land we need for new homes and jobs and identify the locations for future development in Harborough District. It will also include a number of policies covering design of development, affordable housing, the historic environment, infrastructure and green infrastructure. These policies will be used to make decisions on planning applications in the District and will cover the period 2011 – 2031. The new Local Plan will review and replace existing Harborough Core Strategy policies (adopted November 2011).

Why are we preparing a new Local Plan?

2. In 2012 the Government published the National Planning Policy Framework (NPPF). The NPPF requires local planning authorities like Harborough District Council to support 'sustainable development' and to plan positively for it by preparing new local plans. Although the Core Strategy was only adopted in 2011, it is already considered to be out of date because it does not deliver enough housing to meet the District's future needs. So, it needs to be updated and will be replaced with the new Local Plan for Harborough. The Council made the decision to prepare a Local Plan, based on an updated Core Strategy, at its meeting on 3rd December 2012.

What happens if we don't prepare a new Local Plan?

3. If we do not prepare a new Local Plan we will not be planning positively for the future of our District and finding the most sustainable way of accommodating development. This means that we could lose control over how the District develops and grows in the future. Developers could propose development in locations that may not be the most appropriate and, without the right policies in place, the Council may find it difficult to refuse them or may find that developers could successfully appeal against Council decisions.

What is the relationship between the new Local Plan and Neighbourhood Plans?

4. Harborough District currently has two 'made' Neighbourhood Plans, at Broughton Astley and Billesdon, with a third, Scraftoft, currently being examined. Please see the full list of progress with Neighbourhood Plans within Harborough District at [Appendix A](#).
5. Under neighbourhood planning legislation, neighbourhood plans have to be in conformity with the adopted Core Strategy, and do not have to take account of emerging policy. The new Local Plan will supersede the Core Strategy and, as such, it is likely that the existing neighbourhood plans may have to be reviewed to ensure compliance with strategic policies. This may include increasing

housing growth above that planned for in the neighbourhood plan; however some neighbourhood plans have included 'reserve housing sites' in order to accommodate any additional growth and are therefore likely to be in a more resilient position.

What has been done so far?

6. In March and April 2013 we consulted on the initial scope of the new Local Plan for Harborough. The results of this consultation were taken into account in agreeing the final scope of the plan and are presented in two reports; '[New Local Plan scoping consultation responses](#)' and '[New Local Plan scoping consultation – officer recommendations](#)'.
7. We have commissioned consultants to undertake a Sustainability Appraisal incorporating Strategic Environmental Assessment (SA/SEA) of the plan. This assesses the social, economic and environmental effects of the Plan (and any reasonable alternative options) on Harborough District. Details of the SA work undertaken to date are on the [Council's website](#). An options stage SA report is published alongside this consultation and will be used to help identify the most sustainable option to take forward into the draft plan. Your comments on the Options Sustainability Appraisal Report are invited.
8. We have prepared a number of evidence documents which can be viewed on the '[Background reports](#)' page of the Council's website.
9. These provide evidence on future needs (for example for jobs and homes) and provide detailed information on different kinds of constraints (for example flooding, landscaping or transport). This evidence needs to be taken into account when considering which areas are most suitable for development and helps to identify those which are less suitable to accommodate development.

What is the Options Consultation stage?

10. This *Options Consultation Paper* begins with a brief description of Harborough District, followed by a draft Vision and Objectives, which set out in broad terms how Harborough will change during the period to 2031. Section 4 describes the various settlements in the District and identifies those settlements which are considered most sustainable. Sections 5 to 11 explain the proposed approach to each of the main topics to be covered by the new Local Plan, together with any alternative options being consulted upon. Section 5 sets out 9 alternative growth options and explains how new homes and jobs would be distributed under each option. Section 13 focuses on separate settlements, or groups of settlements. It explains the implications of the 9 growth options for individual settlements or groups of settlements. We welcome your views on the alternative options which will be used to help prepare the new Local Plan. A glossary explaining the planning terms used in this document can be found in [Appendix L](#). Text boxes throughout this paper provide links to background documents used to inform the proposed options for that topic.

11. The consultation focuses on meeting the District's future needs, particularly for homes and jobs. It has been informed by discussions and engagement with partner organisations, including other local authorities within the Leicester and Leicestershire Housing Market Area, neighboring authorities in Northamptonshire and Warwickshire and prescribed bodies like Highways England. Each Section covers a different topic but there is considerable cross-over and important links between the Sections. The document should be read as a whole.
12. Alternative options are not set out for every topic. National planning policy provides a very clear steer for some topics which limits the need to set out alternative approaches. Alternative options take into account the requirements of national planning policy and guidance from documents and resources such as the National Planning Policy Framework (NPPF) 2012, National Planning Policy Guidance (NPPG), the Localism Act 2011 and the evidence collected so far.

What are the next steps?

13. We will assess the alternative options in light of the consultation responses, national policy and guidance, results of the Sustainability Appraisal and local evidence to identify the most appropriate approach for each topic.
14. We will then produce the pre-submission draft new Local Plan for Harborough for consultation. It will include draft policies and proposed site allocations. Following pre-submission consultation, the Plan will then be submitted to the Secretary of State for Examination. An Inspector will examine the Plan, taking into account all background reports, evidence and consultation responses. The Inspector will conduct Hearing sessions, where respondents and the Council will be invited to explain their positions in more detail. Finally, the Inspector will prepare a report, including recommendations to either adopt the Plan, to amend and adopt the Plan or to return to an earlier stage in the Plan's preparation. The key stages in preparing the new Local Plan for Harborough are set out in Figure 1 below.

Stage	Date
Options consultation	September to October 2015
Assessment of alternative Options	November 2015 to March 2016
Pre-submission consultation	June to July 2016
Submission to Secretary of State	September 2016
Examination	November 2016
Adoption	March 2017

Figure 1: Future stages in preparing the new Local Plan for Harborough

Planning Context

15. The new Local Plan for Harborough must be consistent with the National Planning Policy Framework (NPPF). This sets out the Government's planning policies for England and explains how they are expected to be applied. Most importantly it sets out the presumption in favour of sustainable development. This includes planning positively to meet future development needs. Local plans should meet objectively assessed needs, unless doing so would outweigh the benefits or would be inconsistent with particular policies within the NPPF. Sections 5 and 9 of this Options Consultation Paper set out Harborough's objectively assessed needs for housing and employment and explain the alternative options for meeting these needs.

How do I get involved and make my comments?

16. The Options Consultation runs for 6 weeks from 18th September to 30th October 2015. You may view the Options Consultation Paper and submit your comments on the [Council's website](#). Hard copies of the Options Consultation Paper are provided for reference purposes only. If you experience problems using the website, please contact the Strategic Planning team for help (Tel: 01858 821160 or email: planningpolicy@harborough.gov.uk).

How can I find out more?

17. All of the background papers and evidence documents are published on the '[Background reports](#)' page of the Council's website. Or go to the Council's website at:
http://www.harborough.gov.uk/directory/4/our_policies_plans_and_strategies/category/29.

2. A Brief Portrait of Harborough District

18. Harborough is a very rural District in south Leicestershire, stretching from Leicester City to the Northamptonshire and Warwickshire borders. It is an attractive place to live, with attractive countryside and small towns and villages, and has seen an increase in population of 11.5% from 2001 to 2011 (where Leicestershire increased by 10.2% in total). The rural nature of the District means that many people rely on cars for transport, with over 88% of the population having access to at least one car. There are good north / south public transport links with a rail link from Market Harborough to London with half hourly trains.
19. The District is seen as a good place to raise a family and the Census data (2011) shows an increase of 11% in school children aged 5 -17 since 2001. However, there is also a growing population of older people and the percentage of older people is higher than the national average. The price of housing in the District is high, exacerbated by the much higher than average number of detached homes and lower than average number of flats and terrace homes.
20. Many of the residents within the District have professional jobs and there is a significant amount of out-commuting. Unemployment is low, but those living and working in Harborough District have a lower average salary than those commuting as well as a lower skills base. This also contributes to the unaffordability of homes.
21. If you would like to read more about Harborough District, a fuller version of this Portrait is available via the link in the background documents box below.

Background Documents:

[Harborough District Profile](#)

[Harborough Annual Monitoring Reports](#)

[Settlement profiles](#)

3. Vision and Objectives

22. We have developed the following Draft Vision to explain how we would like the District to change and develop during the plan period to 2031. It has been prepared to reflect the requirements of the National Planning Policy Framework (NPPF), the Council's corporate priorities and local issues and priorities.
23. The Draft Vision is supported by a number of Draft Objectives which specify what we are looking to achieve in relation to a series of topic headings. We would like your views on both the Draft Vision and the Draft Objectives. These should reflect local concerns and aspirations and will be delivered primarily through the policies of the new Local Plan. The Vision and Objectives provide the basis for the options which follow and against which the options will be tested, before a preferred option is chosen.

New Local Plan Draft Vision

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

The District will have a diverse and thriving economy, with vibrant towns and large villages which act as employment and service centres for their surrounding rural areas. The overall diversity and quality of Harborough's countryside, natural environment and built heritage will have improved. There will be better access to the countryside and an improved range of open spaces for local communities to enjoy.

The District will have improved resilience to the impacts of climate change, with new development located in areas of low flood risk and incorporating Sustainable Drainage Systems to manage run-off water sustainably. Low carbon design, increased provision for walking and cycling and an emphasis on improving public transport will have contributed to a reduction in the District's carbon footprint.

New development will have been delivered in the most sustainable locations. The market towns of Market Harborough and Lutterworth, along with the edge of Leicester settlements, Broughton Astley and the rural centres will have been the focus for development, where possible through sustainable urban extensions. A mix of residential development will have been delivered to meet local needs and the necessary infrastructure and community facilities/services required to support growth will have been delivered on time to meet the needs of new and existing communities. In the wider countryside, appropriate small-scale development will

have been allowed where this meets local needs and supports the long-term sustainability of a settlement.

The local economic base will have been strengthened through the fostering of new enterprise and the sustainable growth of existing businesses. Supporting infrastructure will be available to allow businesses to grow. Overall the workforce will be better educated and able to respond to the needs of local businesses. The District will have full high speed broadband coverage benefitting businesses and local residents.

New housing will reflect local needs in terms of type, size and tenure and promote greater equality of access to suitable accommodation. Older people will have increased access to accommodation to suit their changing needs and starter homes will have allowed a new generation of home owners onto the housing ladder. An increased stock of affordable homes will be available to meet the needs of those unable to afford market housing. New housing developments will be of high quality and well designed, ensuring that the character of the District's towns and villages is maintained and protected.

Communities will have access to improved social, recreational, health and educational facilities. Existing valued community services will have been retained and innovative ways of service delivery introduced. The elderly, young and other vulnerable sections of the community will feel supported. Levels of crime and the fear of crime will have been further reduced.

Communities across the District will have embraced neighbourhood planning, affording them the opportunity to shape the future of their town or village through decisions relating to where and what development takes place locally.

Figure 2: New Local Plan Draft Vision

Q1. Do you have any comments on the Draft Vision?

24. The following Draft Objectives will help to deliver the Vision and guide development in the District to 2031. Again, we very much welcome your comments and suggestions to help inform the final set of Objectives for the new Local Plan.

1	<p>Housing:</p> <p>Provide a range of market and affordable housing types, tenures and sizes in appropriate locations which meets local housing needs and recognises the specific accommodation requirements of the aging population and the need for starter homes to help first time buyers.</p>
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2	<p>Employment:</p> <p>Promote sustainable economic growth across the District through facilitating the growth of existing businesses, fostering new local enterprise and helping to create more jobs which meet local employment needs, contribute to reducing the need for out-commuting and help to increase the sustainability and self containment of communities, whilst encouraging the development of a vibrant, diverse and sustainable business community and a responsive, well-educated workforce.</p>
3	<p>Location of Development:</p> <p>Locate new development in sustainable locations that respect environmental capacity, prioritising the appropriate re-use of previously developed land and buildings where possible.</p>
4	<p>Infrastructure:</p> <p>Support local communities and maintain a high quality of life by ensuring that new development delivers the necessary infrastructure to support health, education, security, culture, transport, open space, recreation and the provision of reliable utilities for water, power, waste and telecommunications including high speed broadband connectivity.</p>
5	<p>Protection of Local Services:</p> <p>Protect, enhance and, where appropriate, secure the provision of additional accessible community services and local facilities, supporting innovation in their delivery across the District.</p>
6	<p>Natural Environment:</p> <p>Protect and enhance the quality, diversity, character, local distinctiveness and biodiversity of the natural environment, ensuring that open countryside is protected against insensitive and sporadic development and that the characteristics of the local landscape are respected.</p>
7	<p>Built Environment:</p> <p>Safeguard and enhance the character and built heritage of the District's settlements, recognising the important contribution that heritage assets make to the distinctiveness of the District's towns and villages and the need to secure a high quality public realm.</p>
8	<p>Town/Village Centres:</p> <p>Support and enhance the vitality and viability of town and village centres, as places for shopping, leisure, cultural, commercial and community activities, recognising their valued role as the heart of their</p>

	communities and encourage retail, leisure and commercial development in appropriate locations.
9	<p>Design:</p> <p>Ensure that new development is of high quality and sustainable design which reflects local character and distinctiveness, provides attractive and healthy environments, promotes community safety, reduces anti-social behaviour, reduces the fear and incidence of crime, is supported by appropriate facilities and services, respects residential amenity, promotes sustainable behaviours and is flexible, meeting Lifetime Homes requirements.</p>
10	<p>Transport:</p> <p>Provide greater opportunities to reduce car use and the impacts of road traffic on local communities, the environment and air quality, by locating most development where there is good access to jobs, services and facilities, and by supporting improvements in public transport and walking/cycling networks.</p>
11	<p>Flood Risk:</p> <p>Locate new development in areas which will not put life or property at risk of flooding and build resilience by requiring the use of Sustainable Drainage Systems in new development and allowing for the provision of infrastructure associated with minimising flood risk.</p>
12	<p>Environmental Impact:</p> <p>Reduce the environmental impact of development and its vulnerability to the impacts of climate change reducing pollution and waste, maximising water and energy efficiency, and promoting the use of low carbon technologies and sustainable construction methods.</p>
13	<p>Tourism and Culture:</p> <p>Promote the sustainable growth of tourism, cultural activities and access to the countryside across the District for the benefit of both residents and visitors.</p>
14	<p>Neighbourhood Planning:</p> <p>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 policy framework for their preparation.</p>

Figure 3: Draft Objectives for the New Local Plan

Q2. Do you have any comments on the Draft Objectives, or any additional objectives to suggest?

4. Sustainable Settlements

25. An important way to achieve the sustainable development of the District is to direct development to appropriate locations. This means identifying settlements which have a basic level of services and facilities to meet residents' everyday needs. Development in these locations will help to avoid the need for unnecessary journeys, thus limiting car usage and carbon emissions and may enhance and protect local services. Section 55 of the National Planning Policy Framework (NPPF) states that, in order to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. The approach supports a move to a low carbon economy; one of the other core principles set out at paragraph 17 of the NPPF.
26. We have prepared settlement profiles for each of the towns and larger villages within the District. The aim of this profiling work is to bring together existing information and evidence 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 the community may have. Parish Councils were given the opportunity to comment on the draft profiles and their comments incorporated where appropriate.
27. We have used the settlement profiles, together with a comprehensive audit of the services and facilities in each town and village, to classify each settlement into a hierarchy according to its relative sustainability. Settlements at the top of the hierarchy are considered to be the most sustainable. 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. This approach focuses development to the most sustainable locations; one of the core principles set out at paragraph 17 of the NPPF.
28. Settlements towards the bottom of the hierarchy tend to be smaller, more rural and with very limited services and facilities. These settlements are considered to be relatively unsustainable and therefore either unsuitable or less suitable to accommodate future development, particularly housing.
29. The Leicester Principal Urban Area (LPUA) is a term used across Leicestershire to describe the whole built-up area of Leicester. It covers the Leicester City administrative area and all surrounding built-up areas which are physically joined to it. Within Harborough District, the Leicester Principal Urban Area includes Scraftoft, Thurnby and Bushby. These settlements form the top of the Harborough settlement hierarchy in recognition of their proximity and relative ease of access to the range of higher order health, education, cultural and retail services and facilities and employment opportunities available within Leicester.

30. Rural Centres are identified within the settlement hierarchy as a focus for rural development, to serve both the settlement itself and the surrounding rural area. Focusing rural development in these villages will help to support existing services and facilities and provide a focal point for use by residents of surrounding smaller villages and hamlets.
31. The resulting settlement hierarchy provides a framework for ensuring sustainable development by specifying an appropriate approach to future development in each layer of the hierarchy. Figure 4 below provides a summary of the settlement hierarchy, including the definition and list of settlements at each layer in the hierarchy, together with a description of the approach to development.
32. This settlement hierarchy has been used as a basis to develop the housing and employment options which follow.

Harborough's Settlement Hierarchy

Principal Urban Area (PUA)	
Definition	Settlement forms part of the built up area of Leicester
Settlements	Thurnby and Bushby, Scraftoft
Approach to development	Settlement capable of sustaining expansion, infill and re-development at a scale which reflects its level of access to services, facilities and employment opportunities compared with other urban settlements in the District.

Sub Regional Centre	
Definition	Settlement has wide range of retail, service and employment, good road and rail links and performs a sub regional role or equivalent to other centres in the Leicester and Leicestershire Housing Market Area.
Settlements	Market Harborough
Approach to development	Settlement capable of sustaining expansion, infill and re-development in proportion to its size compared with other urban settlements in the District.

Key Centres	
Definition	Settlement has a wide 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 re-development in proportion to their size compared with other urban settlements in the District.

Rural Centres	
Definition	Rural Centres are identified on the basis of the presence of least 4 of the 6 key services (food shop, GP surgery, library, post office, primary school and pub) together with a scheduled bus service. 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 re-development to provide a focus for new housing and employment development in rural parts of the District due to their level of services and facilities.

Selected Rural Villages	
Definition	Selected Rural Villages have been identified on the basis of the presence of at least 2 of the 6 key services (food shop, GP surgery, library, post office, primary school and pub).
Settlements (subject to change, according to service provision)	Bitteswell, Church Langton, Claybrooke Magna, Dunton Bassett, Foxton, Gilmorton, Great Bowden, Great Easton, Hallaton, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton, Tugby
Approach to development	Settlements suitable for rural development of a smaller scale than Rural Centres. 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.

Sub-Selected Rural Villages	
Definition	Sub-Selected Rural Villages have been identified as settlements with at least 1 of the 6 key services (food shop, GP surgery, library, post office, primary school and pub) or a village hall and a minimum of 50 households.

<p>Settlements (subject to change, according to service provision)</p>	<p>Arnesby, Ashby Magna, Ashby Parva, Bruntingthorpe, Burton Overy, Catthorpe, Claybrooke Parva, Cotesbach, Drayton, East Langton, Frolesworth, Glen Rise, Gumley, Hungarton, Illston on the Hill, Keyham, Leire, Mowsley, Newton Harcourt, Peatling Magna, Peatling Parva, Saddington, Shawell, Shearsby, Smeeton Westerby, Stoughton, Theddingworth, Thorpe Langton, Tur Langton, Walcote, Walton, Willoughby Waterleys.</p>
<p>Approach to development</p>	<p>This is the subject of a specific set of options later on in this paper (please see Countryside Options C1, C2 and C3 on pages 42 – 44). Countryside Option 2 includes a proposal to allow housing development in these rural settlements in order to help meet local needs and support existing local services and facilities.</p>

<p>Other Settlements</p>	
<p>Definition</p>	<p>Rural settlements which do not meet the criteria for identification as a sub-SRV due to either their size (i.e. having fewer than 50 households) or due to not having one of the listed services / facilities).</p>
<p>Settlements (subject to change, according to service provision)</p>	<p>Allextan, Bittesby, Blaston, Bringham, Carlton Curliu, Cold Newton, Cranoe, East Norton, Frisby, Gaulby, Glooston, Goadby, Halstead, Horninghold, Kimcote, Kings Norton, Knaptoft, Laughton, Launde, Little Stretton, Loddington, Lowesby, Marefield, Misterton, Nevill Holt, Noseley, Owston, Rolleston, Shangton, Skeffington, Slawston, Stockerston, Stonton Wyville, Welham, West Langton, Westrill and Starmore, Wistow, Withcote.</p>
<p>Approach to development</p>	<p>Settlements considered unsustainable locations for growth. These settlements will be covered by countryside policies. No new residential development will normally be permitted; however, there are circumstances where limited development may be possible through the conversion or subdivision of appropriate buildings. In addition there may be occasions where minor infill or other development that accords with the structure and nature of the existing settlement and has the support of the local community expressed in local evidence (e.g. a rural housing needs survey or neighbourhood plan) may be appropriate.</p>

Figure 4: Settlement Hierarchy for Harborough District

Background Documents:
[Settlement profiles](#)

5. Housing

Why do we need to build more houses?

33. Our lifestyles are changing. We are living longer, marrying later and divorcing more than previous generations. This reduces the average number of people living in each house and increases the need for more houses. As the economy recovers, so the demand for new houses increases. We are also in an area of high demand with home ownership beyond the financial reach of many households. We can help by carefully planning to provide much needed extra housing.
34. The current plan (the Harborough District Core Strategy) does not plan for all of Harborough's housing needs. Some of this is being met in parts of Leicester and Leicestershire in need of regeneration. This was agreed through the East Midlands Regional Plan (March 2009). However, this plan was revoked in 2011 and replaced by a requirement for local authorities to work together to understand future housing needs.

How many new houses do we need to build?

35. We must plan for new housing over a wider area than just Harborough District. The whole of Leicester and Leicestershire has been defined a 'housing market area' (HMA), across which people travel to work and move house. The 7 local authorities have worked together to commission a '[Strategic Housing Market Assessment](#)' (SHMA) (2014) for Leicester and Leicestershire under the Government's required 'Duty to Cooperate'. The SHMA calculates the 'objectively assessed need' (OAN) for housing up to 2031 and to 2036. These two dates were used to provide relevant objectively assessed need figures for all the HMA partners, some of which are preparing local plans with an end date of 2036. However, for Harborough the need to get a plan in place in order to start to deliver future housing need and to ensure compliance with the Government's aim to speed up plan preparation point to 2031 as the most appropriate end date for the new Local Plan. The SHMA calculates both the number of houses needed to buy and rent on the private market along with the number of 'affordable houses' needed.
36. The starting point for calculating future housing need within the SHMA is the Government population projection. This is used to calculate future household numbers and is then adjusted to reflect local migration and household formation rates. The result is then increased in order to provide enough homes for future workers, to try to address the problem of high costs and to meet the need for more affordable housing. The result is objectively assessed housing needs for the housing market area, and for each of the 7 Leicester and Leicestershire local authorities. Each authority has indicated that it has enough suitable housing land to meet its objectively assessed need.

37. Within Harborough District the objectively assessed housing need is 475 new dwellings each year from 2011 to 2031 or a total of 9,500 dwellings over the plan period. This is substantially higher than the figure set out in the Core Strategy, which planned for 350 new dwellings each year between 2006 and 2028, or a total of 7,700 dwellings over the plan period. Figure 5 below shows the step change in the annual requirement from 350 to 475 dwellings (red line) compared with the number of houses built each year (shown as blue columns).

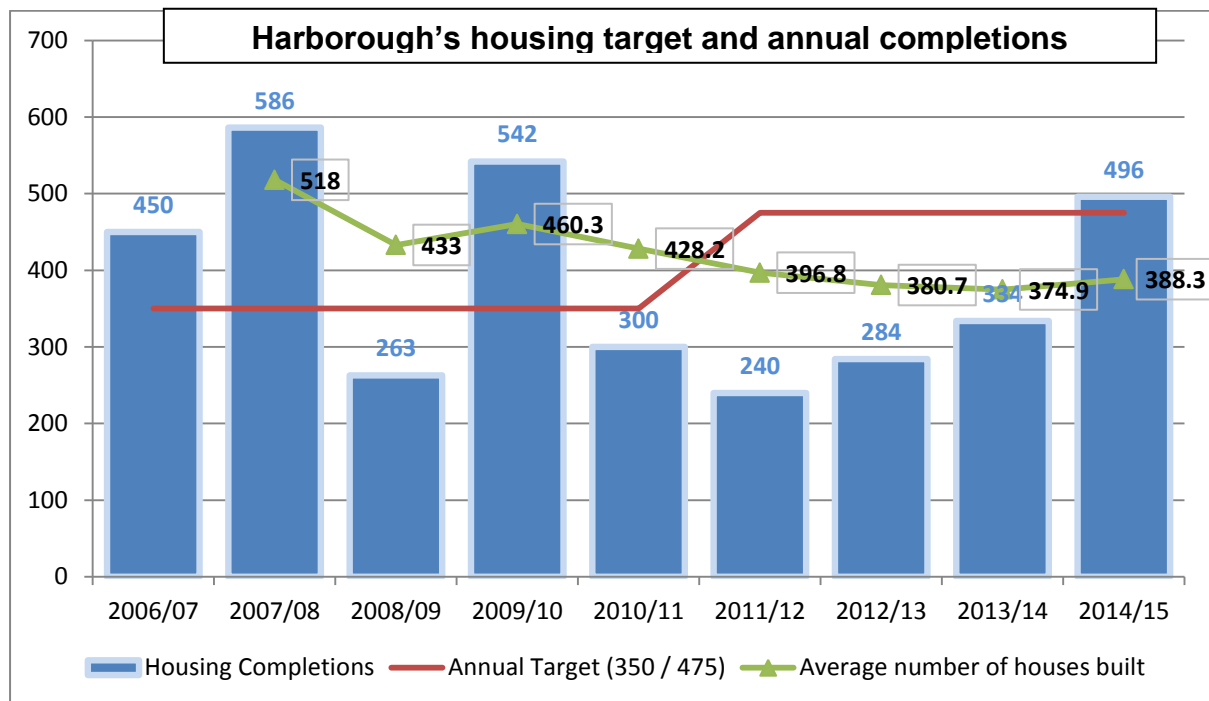


Figure 5: Rate of new homes built since 1 April 2006

38. However, it is worth bearing in mind that nearly two thirds (61%) of the 9,500 dwellings needed over the plan period have already been built or planned for. Since 1 April 2011 a total of **5,813 dwellings** were either built or committed through the granting of planning permissions or through allocation in Neighbourhood Plans, leaving just **3,687 dwellings** to plan for (as at 31 March 2015), as shown in Figure 6 overleaf. Current housing commitments will contribute towards meeting Harborough's objectively assessed need. Based on previous experience, we do not foresee significant levels on non-delivery of these housing commitments and completions. Taking the level of commitments and completions at the start of the plan period (1st April 2011) of 3,434, a total of only 224 dwellings were not delivered. This was either through lapsed consents (i.e. the planning permission was not implemented within the given time frame) or because the final number of dwellings built on a site was lower than the number given planning permission. This represents a 6.5% non-delivery rate. If this rate was projected on to the current commitments and completions, it would suggest a possible future reduction in delivery by 378 dwellings and therefore a need to find a further 378 dwellings. However, at the

point of submission of the new Local Plan for Harborough, the level of commitments and completions will be updated from 1st April 2015 figures to 1st April 2016 figures. Based on recent completion figures, it is expected that the updated commitment and completion figures will compensate for any future non-delivery. All the figures will of course be updated at that time.

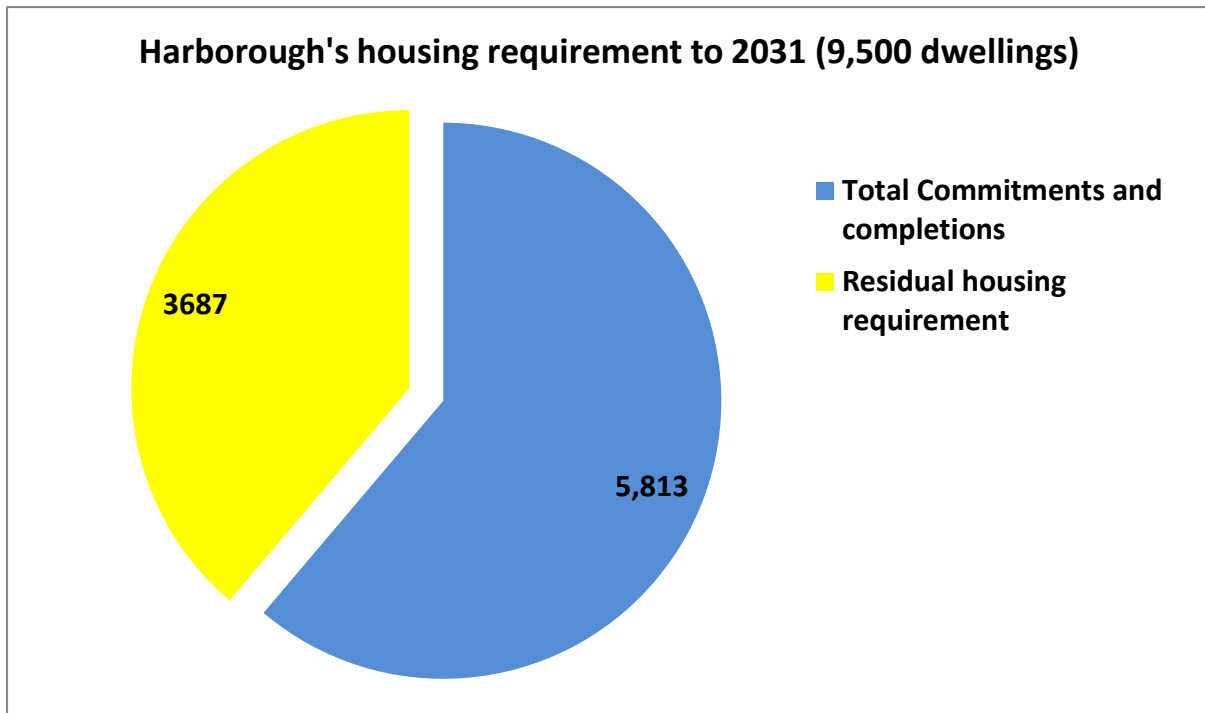


Figure 6: Housing commitments and completions and the residual housing requirement to plan for

Where should the new housing go?

39. The new Local Plan will set out a strategy to meet Harborough’s objectively assessed housing need to 2031. It will do so whilst ensuring sustainable economic development is supported, infrastructure is delivered, local communities are protected, environmental capacity is respected and the quality of the built environment and heritage assets are protected.

Potential Strategic Development Areas

40. We have received proposals in response to our regular Call for Sites which indicate that large amounts of land could deliver not only significant housing provision but also provide additional transport infrastructure. This could provide access to the sites in question and offer additional links in the District’s road network. Such proposals are at a scale which would also require and be able to provide space for education and community facilities together with local employment provision. Initial evidence suggests that provision of such transport infrastructure may be viable but we are considering what impact this may have on the delivery of other community infrastructure and affordable housing, to

ensure that a rounded and complete package of infrastructure is available for each new community across the District.

41. Four potential Strategic Development Areas (SDAs) have been identified for further testing. Each could provide at least 1000 dwellings and other uses, together with the road links as described in the options in Section 5. Please see maps of the possible Strategic Development Areas at [Appendix B](#). These maps are indicative only at this stage to help explain the locations of the potential strategic development areas. The maps represent potential sites submitted to us for consideration through the new Local Plan process. The viability and deliverability of these sites is currently being assessed. These assessments may change the estimates of the numbers of houses which the strategic development areas can deliver within the plan period. The potential strategic development area maps do not represent Council policy at this stage, or commit the Council to their allocation in the final new Local Plan or to any particular decisions in relation to these sites.

Alternative Housing and Employment Options

42. The following growth options set out alternative ways of meeting Harborough District's objectively assessed housing needs to 2031. Each option would deliver the full objectively assessed need of 9,500 dwellings in conjunction with the existing completed houses and commitments (through planning permissions and allocations in Neighbourhood Plans) together with meeting future employment need and is described in more detail below.
43. There are three main sets of Housing and Employment Options: A, B and C.
 - Set A Options continue to distribute housing growth in a similar way to the existing strategy, set out in the Core Strategy (the current plan for Harborough).
 - Set B Options rely on the delivery of one large site or Strategic Development Area (SDA), delivering at least 1,000 dwellings, and often including employment opportunities, primary schools, local shops and other significant infrastructure including relief roads. This would mean a lower amount of housing development across the remainder of the District and provide additional employment land.
 - Set C Options rely on the delivery of two SDAs, with accompanying infrastructure. This option would reduce further the need for housing development in other parts of the District and provide additional employment land.
44. Each set of options includes a number of variations in the delivery of housing and employment, for example: different locations for the SDAs; and different concentrations of development. There are 3 variations in each set, giving a total of nine options. Each option is described in more detail below (pages 25 to 33) with a map to illustrate the option. All of the options allow us to deliver the

required housing and employment growth. The table on pages 38 illustrates the possible sites which may be needed to deliver housing growth within each main settlement under each of the alternative options. The implications for employment land delivery are briefly explained under each option and discussed in more detail in Section 9. The potential benefits and issues of the 9 growth options on each of the main settlements in Harborough are explored in Section 13.

45. Table B at [Appendix C](#) shows the number of houses that would be built in each of the sustainable settlements under each of the 9 options set out in this section. These figures assume housing delivery within the potential strategic development areas would be at the levels indicated in these options. Should further work on the viability and deliverability of potential strategic development areas change the estimates of numbers of houses to be delivered within the plan period, such changes would need to be reflected in the housing requirement figures for other settlements. This could result in an increase in the housing requirement figures for other sustainable settlements to ensure that the total residual housing requirement is delivered across the District during the plan period.
46. The housing requirement figures in this table are **residual figures only**, meaning that the number of houses already built or committed in each settlement since 2011 has already been deducted from the settlement's housing requirement. Settlements with a high number of existing commitments and completions will therefore have a lower residual requirement than those which have built fewer houses or had fewer commitments since 2011.
47. In Broughton Astley, for example, over 600 houses have been either built or committed since 2011. These are primarily on sites identified through the Broughton Astley Neighbourhood Plan which planned positively and allocated more housing for the village than was required under the existing adopted Core Strategy. As such, Broughton Astley's entire future housing requirement to 2031 has already been planned for through the Neighbourhood Plan, resulting in a nominal figure of 0 under each of the options. In reality, of course, Broughton Astley Neighbourhood Plan remains in place and provides the housing requirement figure for Broughton Astley whichever option or hybrid option is ultimately taken forward. Future planning proposals for new dwellings in Broughton Astley will be considered in light of the Neighbourhood Plan and policies in the emerging new Local Plan, including the Settlement Development policy, the draft of which appears on page 40. Any future revision to the emerging new Local Plan would consider this issue again and compare any future housing requirement for Broughton Astley with the level planned for though the Neighbourhood Plan.
48. For comparison purposes, [Appendix D](#) shows the number of new houses needed in each settlement if future housing needs were simply distributed

evenly across the District in proportion to the existing size of each settlement. This distribution is not put forward as an option in its own right because it does not represent a genuine positive plan-led approach. However, it may help to highlight the policy approach taken under each of the 9 options presented for consideration and comment.

49. Each alternative option focuses on the delivery of housing and employment growth in the larger most sustainable settlements in Harborough (i.e. Selected Rural Village level and above in the settlement hierarchy, as discussed in Section 4). Some smaller settlements below this level may be able accommodate limited small housing developments. However, such developments would not be planned through the new Local Plan and as such are not included in the housing options. There is however a separate set of Housing in the Countryside Options to consider how best to manage growth in these settlements (please see Section 6).
50. Your views are invited on the alternative options which are presented below. These will then inform the preparation of the new Local Plan for Harborough.
51. **The final option selected may be one of the options described below, or may be a hybrid of more than one option, or may be a slight variation of one of these options.**

OPTION 1: RURAL

Variation on the current distribution strategy - with an enhanced rural focus

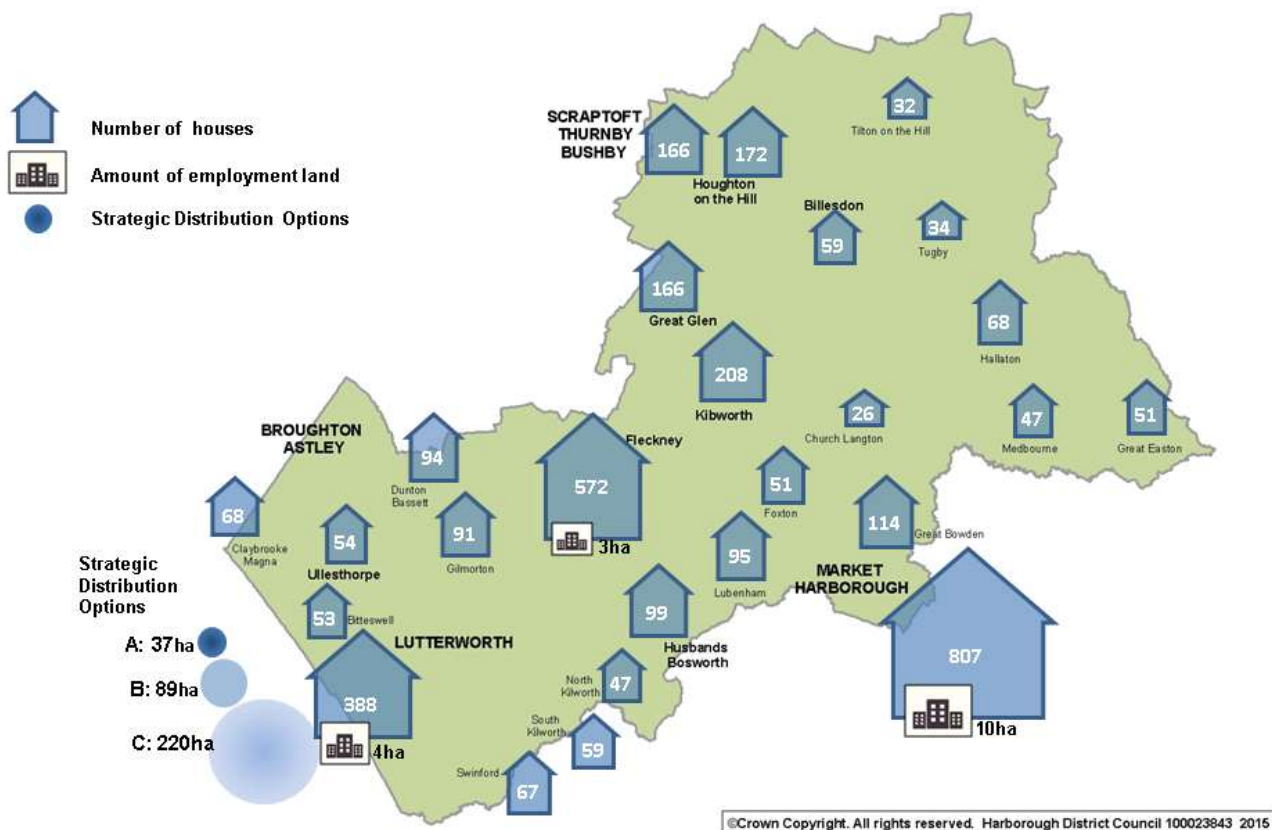


Figure 7: Map to illustrate Option 1

52. Under this option a total of 60% of the District's future housing need would be met in the urban settlements (Thurnby, Bushby and Scraptoft, Market Harborough, Lutterworth and Broughton Astley) and 40% met in the rural settlements (Rural Centres and Selected Rural Villages).
53. The bulk of general employment provision would be in Market Harborough (approximately 10ha), with at least 4ha in Lutterworth and approximately 3ha in Fleckney to balance its relatively high potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

OPTION 2: CORE STRATEGY DISTRIBUTION

Continue to use the current (Core Strategy) distribution strategy

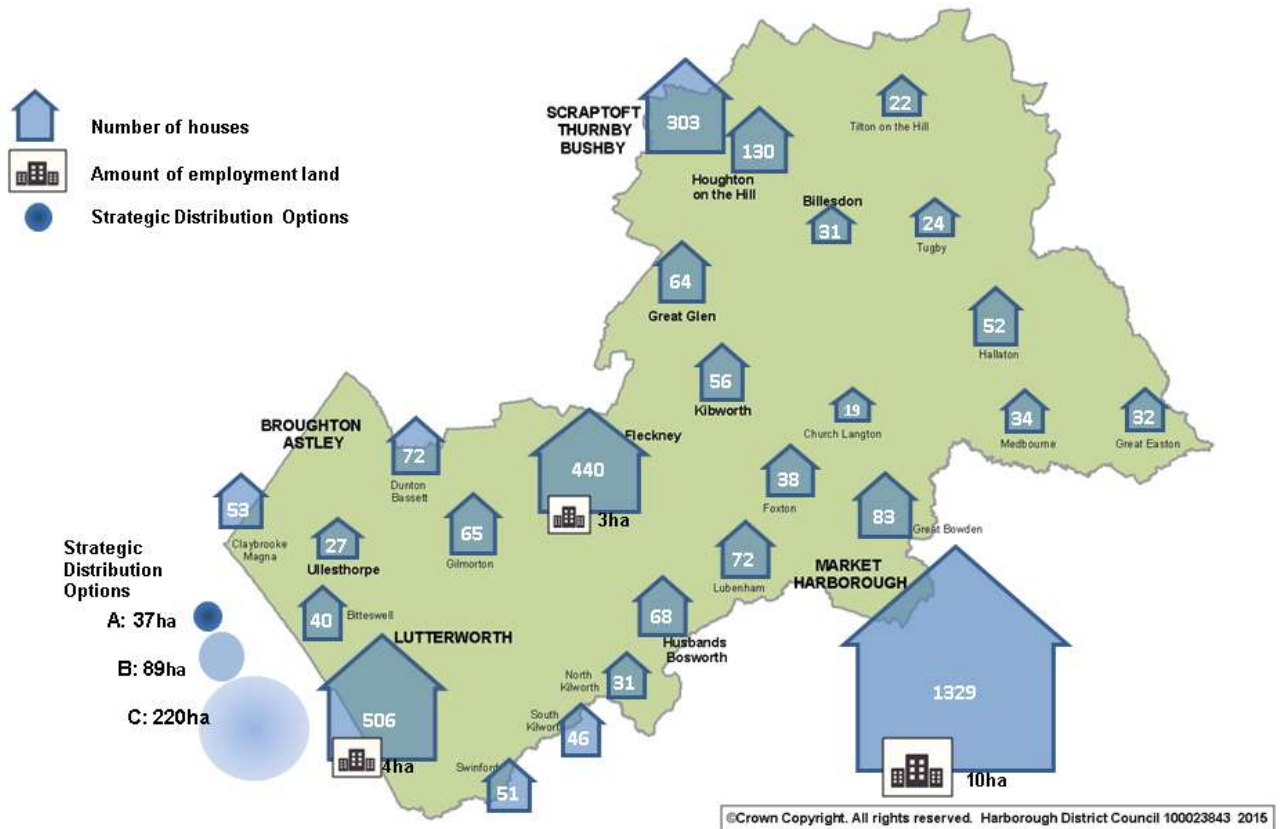


Figure 8: Map to illustrate Option 2

54. Under this option the distribution of future housing need would broadly continue as identified in the existing adopted Core Strategy, with approximately 70% of future new housing planned for the urban settlements and 30% planned for the rural settlements.
55. The bulk of general employment provision would be in Market Harborough (approximately 10ha), with at least 4ha in Lutterworth and approximately 3ha in Fleckney to balance its relatively high potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

OPTION 3: URBAN

Variation on the current distribution strategy - with an enhanced urban focus

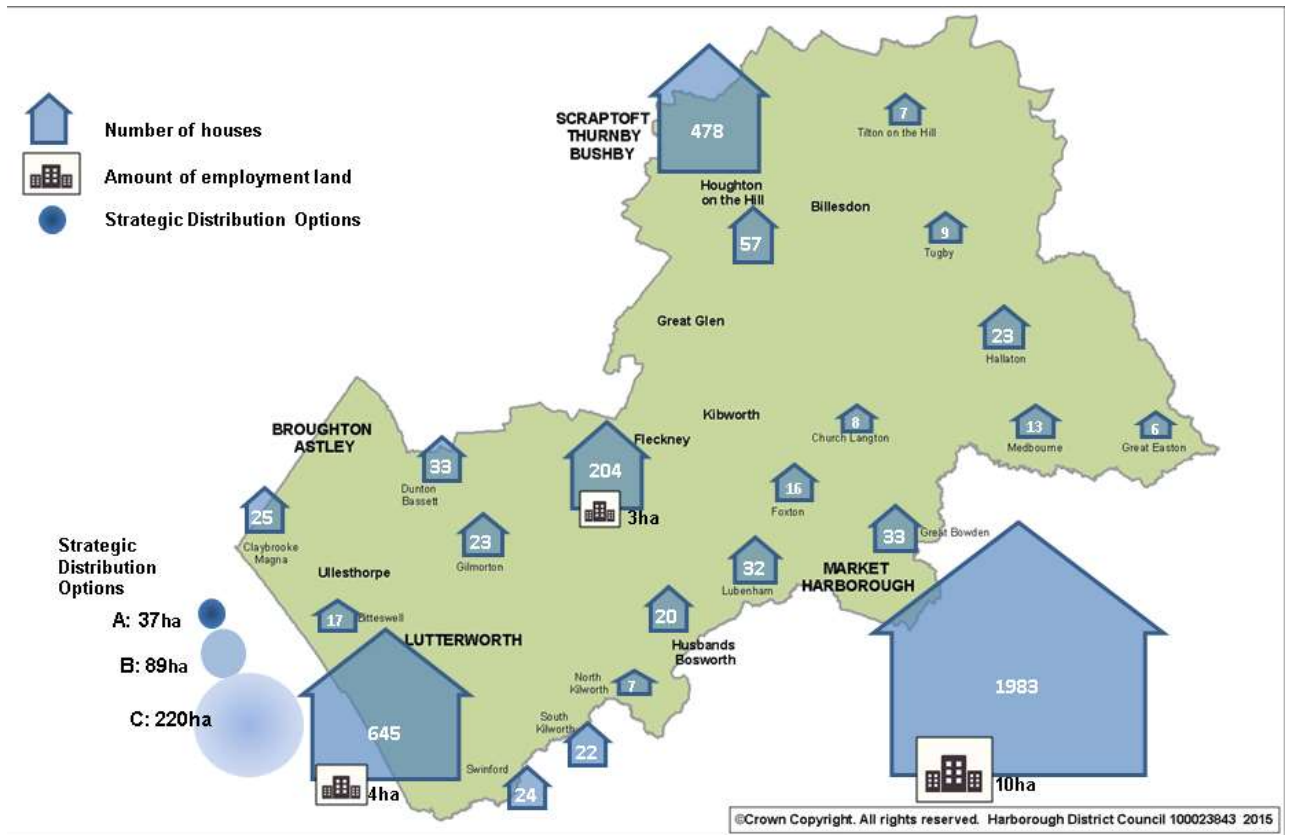


Figure 9: Map to illustrate Option 3

56. Under this option a total of 80% of the District's future housing need would be met in the urban settlements and 20% met in the rural settlements.
57. The bulk of general employment provision would be in Market Harborough (approximately 10ha), with at least 4ha in Lutterworth and approximately 3ha in Fleckney to balance its relatively high potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

OPTION 5: KIBWORTH SDA

Kibworth Strategic Development Area and reduced growth in other parts of the District

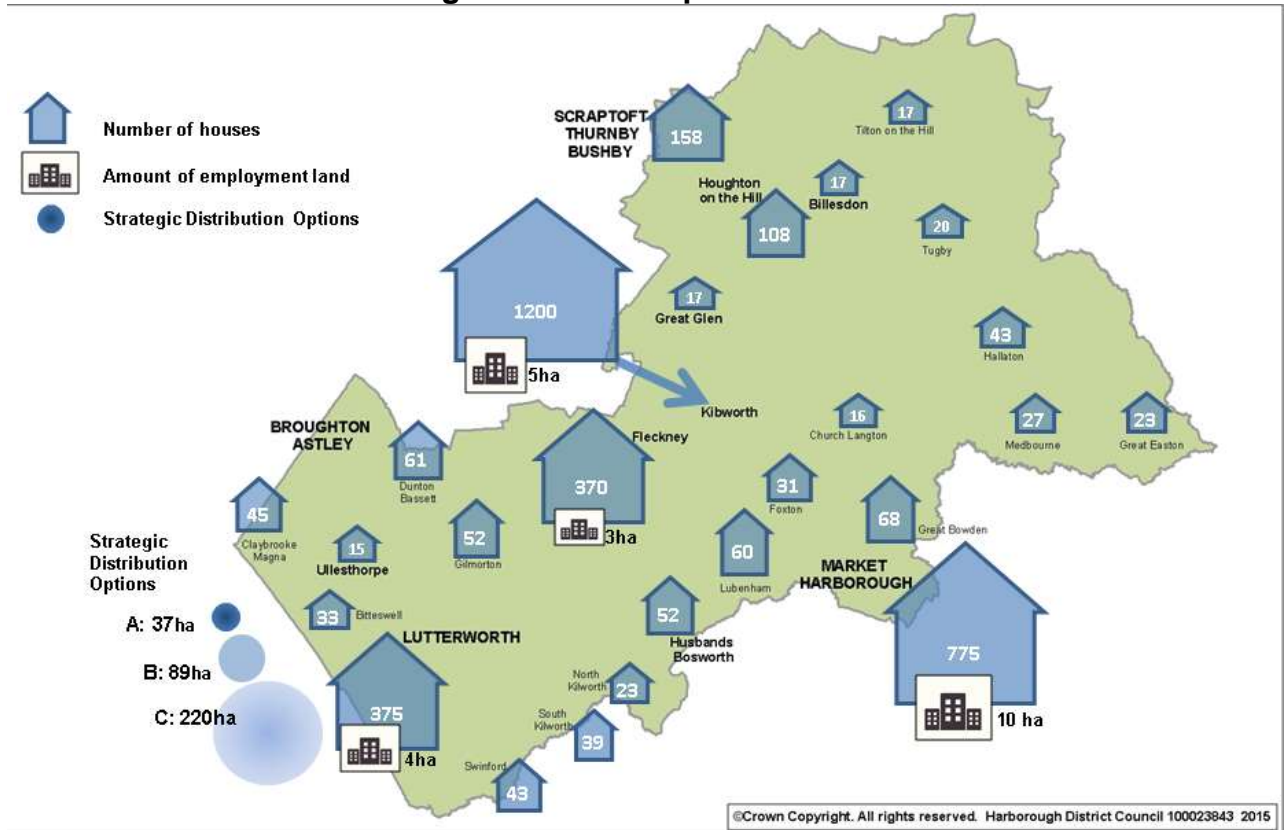


Figure 11: Map to illustrate Option 5

60. Two alternative proposals near the Kibworths have been received and this option is derived from these. They are shown on Figures 25 and 26 at [Appendix B](#). Both proposals offer new road infrastructure, community and employment facilities and around 1,200 houses. One proposal involves development to the north and east of Kibworth Harcourt and a potential relief road for the existing A6. Another involves development to the north and west of the Kibworths and linking road infrastructure between the A6 and Fleckney Road. Considerable further assessment of transport impact, landscape and viability is needed in terms of both proposals to test whether either is appropriate for allocation. **This option would include just one of these two potential alternative strategic development areas at the Kibworths.** Delivery of either potential strategic development area would reduce the requirement for all other settlements in the District.
61. Approximately 5ha of employment land would be delivered as part of the potential Kibworth SDA. A further 10ha (approx.) of employment land would be delivered in Market Harborough along with at least 4ha in Lutterworth and approximately 3ha in Fleckney to balance its relatively high potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

OPTION 6: LUTTERWORTH SDA

Lutterworth Strategic Development Area and reduced growth in other parts of the District

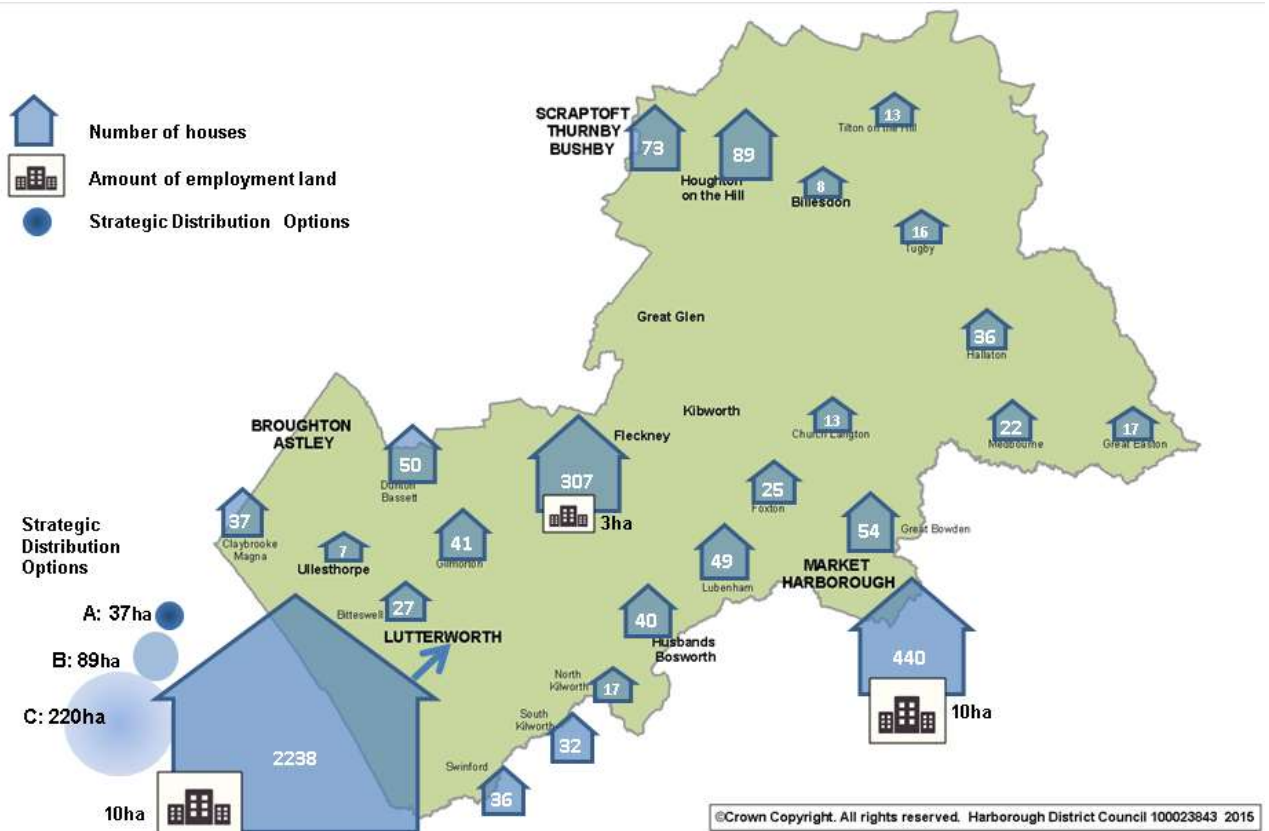


Figure 12: Map to illustrate Option 6

62. This option has been derived from a proposal that has been received which would provide approximately 1,950 dwellings, local facilities and employment land to the East of Lutterworth by 2031. It is shown in Figure 27 at [Appendix B](#). This would involve provision of a road link between the A4304 (to the east of Lutterworth) and A426 (Leicester Road to the north of Lutterworth) which would provide relief for Lutterworth town centre. In addition, approximately 550 dwellings would be delivered at this location after 2031. There is also scope for provision of a motorway service facility adjoining M1 Junction 20 and land for strategic distribution. Considerable further assessment of transport impact, landscape and viability is needed to test whether it is appropriate for allocation. Delivery of this strategic development area would reduce the requirement for all other settlements in the District.
63. The proposal for a Lutterworth SDA would deliver approximately 10ha of employment land. Approximately 10ha of employment land would also be delivered in Market Harborough along with approximately 3ha in Fleckney to balance its relatively high potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

OPTION 7: SCRAPTOFT / THURNBY SDA AND KIBWORTH SDA
Strategic Development Areas at Scraptoft / Thurnby and Kibworth
and limited growth in other parts of the District

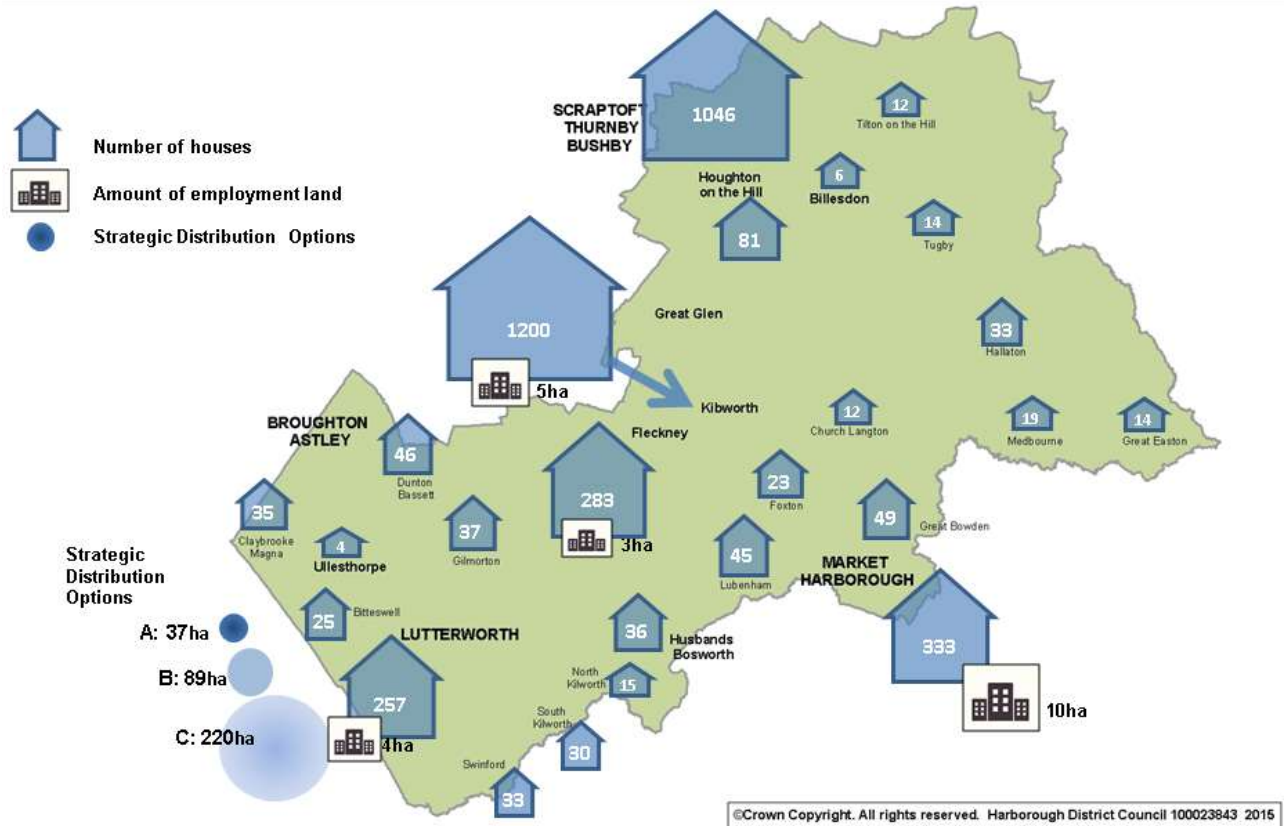


Figure 13: Map to illustrate Option 7

64. This option would involve two of the proposals for strategic development areas in the District: approximately 1,200 dwellings at the Kibworths; and approximately 1,000 dwellings to the East of Scraptoft / Thurnby. Other settlements would receive limited housing growth.
65. Approximately 5ha of employment land would be delivered with one of the potential Kibworth SDAs. Approximately 10ha of employment land would also be delivered in Market Harborough, at least 4ha in Lutterworth and approximately 3ha in Fleckney to balance its relatively high potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

OPTION 8 SCRAPTOFT / THURNBY SDA AND LUTTERWORTH SDA

Strategic Development Areas at Scraptoft / Thurnby and Lutterworth and limited growth in other parts of the District

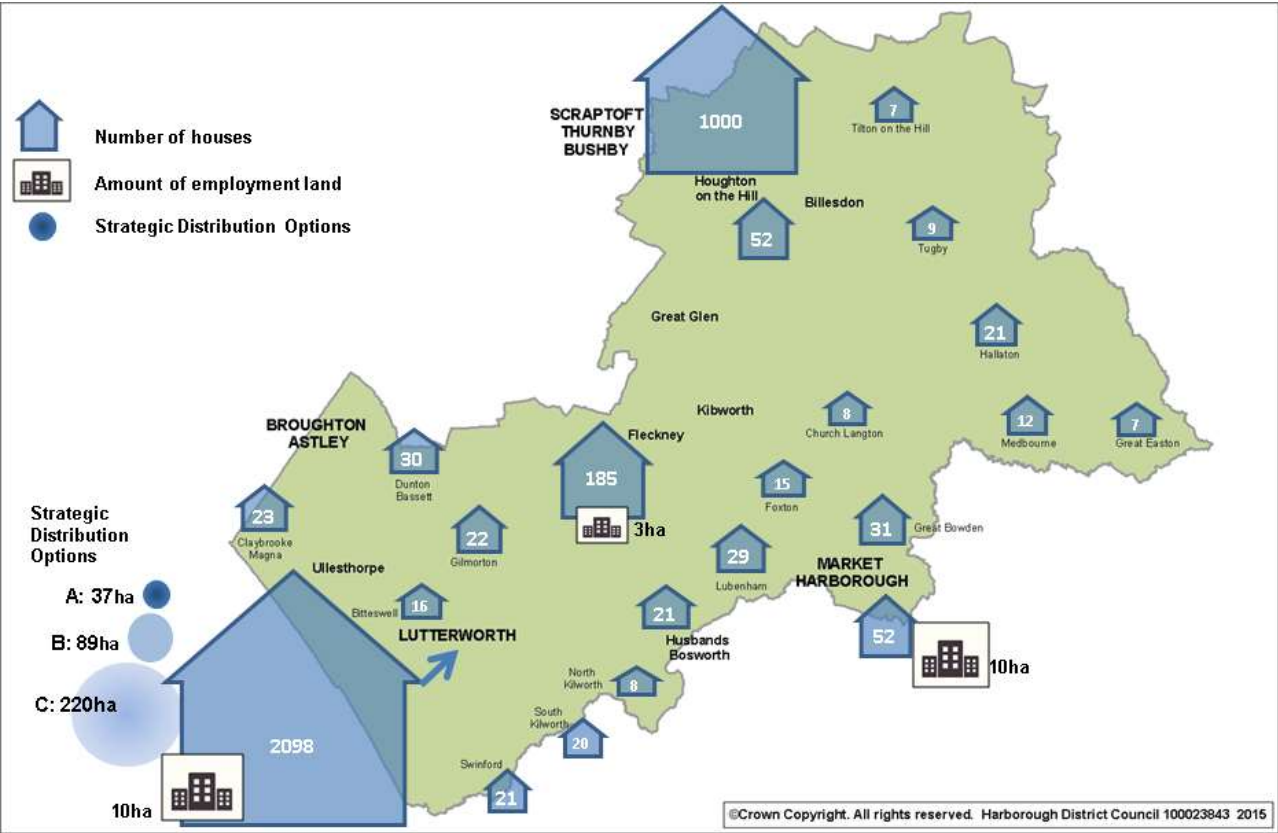


Figure 14: Map to illustrate Option 8

- 66. This option would involve two of the proposals for strategic development areas in the District: approximately 1,950 dwellings to the East of Lutterworth; and approximately 1,000 dwellings to the East of Scraptoft / Thurnby. Other settlements would receive limited housing growth.
- 67. The proposal for a Lutterworth SDA would deliver approximately 10ha of employment land. Approximately 10ha of employment land would also be delivered in Market Harborough and approximately 3ha of employment land in Fleckney to balance its relatively high potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

OPTION 9: LUTTERWORTH SDA AND KIBWORTH SDA

Strategic Development Areas at Lutterworth and Kibworth and limited growth in other parts of the District

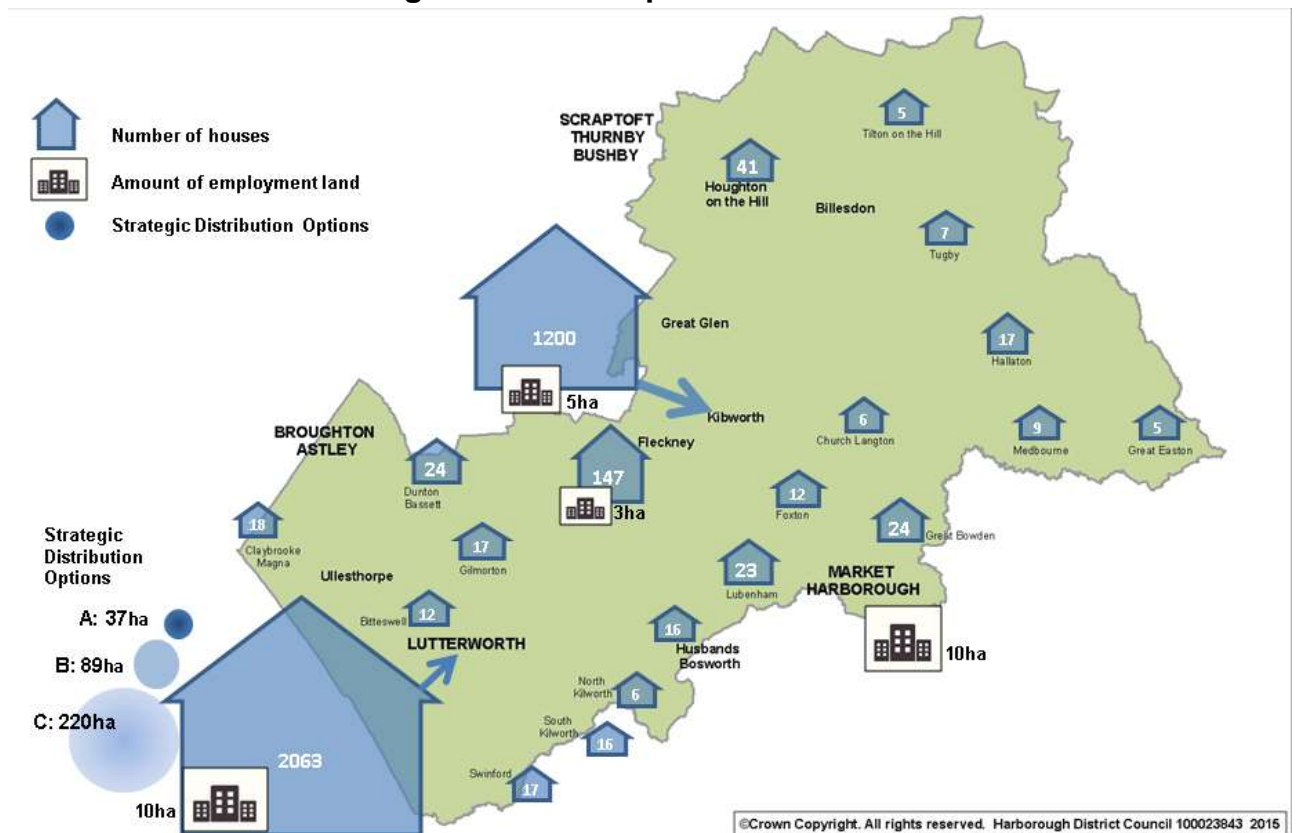


Figure 15: Map to illustrate Option 9

68. This option would involve the implementation of two of the proposals for strategic development areas in the District: approximately 1,950 dwellings to the East of Lutterworth; and approximately 1,200 dwellings at the Kibworths. Other settlements would receive limited housing growth.
69. Approximately 10ha of employment land would be delivered at Lutterworth in conjunction with delivery of the potential Lutterworth SDA. Approximately 5ha of employment land would be delivered at Kibworth in conjunction with one of the potential Kibworth SDAs. A further approximately 10ha of employment land would also be delivered in Market Harborough and approximately 3ha of employment land in Fleckney to balance its potential housing growth. There would also be additional provision for strategic distribution close to Magna Park, the scale of which is yet to be determined.

Testing the Options

70. A number of tests are being undertaken on the options to provide evidence of the deliverability and suitability of the different options. The outcome from these assessments will inform a decision on what the preferred option or combination of options should be for the new Local Plan. The principal assessments include:
1. Sustainability Appraisal (incorporating Strategic Environmental Assessment) which compares the sustainability implications of the options;
 2. Land Availability Assessments which provide evidence of the amount of potential development land available in each settlement;
 3. Strategic Transport Assessment which assesses the impact of the options on future traffic levels; and
 4. Viability Assessment which seeks to ensure that any preferred option for the Plan is viable and deliverable.
71. The results of these assessments will be posted on the website as they are completed.
72. In addition, [Section 13](#) of this Options Consultation Paper outlines the potential benefits and issues associated with each of the alternative options for each of the sustainable settlements within the District.

Q3. We'd like to know which Housing and Employment Option(s) you favour. You can select a single option, a number of options or suggest a new or hybrid option. You can also tell us which options you don't like. Please respond on the Council's website, at the following address: www.harborough.gov.uk/strategic-planning-consultations.

N.B. You can tick as many as apply	Tick if you SUPPORT this Option	Tick if you OBJECT TO this Option
Housing and Employment Options Set A: Variations on current distribution of development		
OPTION 1: RURAL FOCUS	<input type="checkbox"/>	<input type="checkbox"/>
OPTION 2: CORE STRATEGY DISTRIBUTION	<input type="checkbox"/>	<input type="checkbox"/>
OPTION 3: URBAN FOCUS	<input type="checkbox"/>	<input type="checkbox"/>
Housing and Employment Options Set B: One Strategic Development Area		
OPTION 4: SCRAPTOFT / THURNBY SDA	<input type="checkbox"/>	<input type="checkbox"/>
OPTION 5: KIBWORTH SDA	<input type="checkbox"/>	<input type="checkbox"/>
OPTION 6: LUTTERWORTH SDA	<input type="checkbox"/>	<input type="checkbox"/>
Housing and Employment Options Set C: Two Strategic Development Areas		
OPTION 7: SCRAPTOFT / THURNBY AND KIBWORTH SDAs	<input type="checkbox"/>	<input type="checkbox"/>
OPTION 8: SCRAPTOFT / THURNBY AND LUTTERWORTH SDAs	<input type="checkbox"/>	<input type="checkbox"/>
OPTION 9: KIBWORTH AND LUTTERWORTH SDAs	<input type="checkbox"/>	<input type="checkbox"/>

If you would like to suggest a different option for locating Housing and Employment growth, or a hybrid of the options we have proposed, please describe it.

How will new housing be delivered?

73. Following completion of this consultation and the testing of options, a preferred housing distribution strategy for the District will be identified. This will explain how Harborough's objectively assessed housing need is to be met. The final new Local Plan for Harborough will provide a housing requirement figure for each of the larger settlements in Harborough (Selected Rural Village and above in the settlement hierarchy, see Section 4 on pages 15-18).
74. In addition to its existing commitments, the housing requirement for each settlement will be enabled through a combination of:
- The new Local Plan allocating key sites for housing development; and
 - Neighbourhood Plans (where relevant) allocating sites for housing development; and
 - Development management – the Council determining planning applications using a new criteria-based policy (see page 40 for draft policy).

Potential housing site allocations

75. Sites allocated for housing development (through either the new Local Plan or through Neighbourhood Plans) are expected to provide sufficient land to deliver at least 66% of the total housing requirement for the District. A range and choice of sizes and locations of sites will be allocated in order to provide housing land across the District throughout the plan period, recognising that larger more complex sites are likely to take longer to start to deliver completed houses. Allocated sites are expected to fall into two categories:
- Strategic Development Areas (sites of least 1000 dwellings and delivering significant highway infrastructure, together with community facilities and in some cases employment opportunities); and
 - Key housing allocations (sites able to deliver around 200 dwellings, achieved either alone or in combination with others).
76. We have identified 4 potential Strategic Development Areas at: land to the East of Scraptoft / Thurnby; 2 alternative locations at either land to the North and East of Kibworth Harcourt or land to the West of the Kibworths; and land to the East of Lutterworth. These are described in more detail in the alternative Options 4, 5 and 6 on pages 28 - 30.
77. We have identified a number of potential key housing allocation sites. We assessed sites previously submitted to us by land promoters through the Strategic Housing Land Availability Assessment (SHLAA, see Glossary). In addition, we have also used the following criteria to seek to identify sites which are of significance to the District and which require allocation:

- By virtue of its size (generally above 200 dwellings but lower where necessary for the Rural Centres), the site will deliver an important element of the District's or the settlement's required growth; orjon.dean@jdi-solutions.co.uk
 - By virtue of its size (generally above 200 dwellings, but lower where necessary for the Rural Centres), the site represents a significant change for the local community; or
 - The site will deliver significant infrastructure (such as a link road, primary school or strategic green infrastructure) or another important element of the overall District strategy or the strategy for that place; or
 - The site forms part of a broader development area made up of more than 1 site which requires comprehensive planning and delivery, for example to aid infrastructure provision or urban design; or
 - The site will contribute to land supply in the first 10 years of the plan period, providing for a continual supply of housing land; and
 - The site is not otherwise being allocated or considered for allocation through a Neighbourhood Plan.
78. Further assessment will take place to consider site-specific issues and to consider the sites against the proposed criteria in the draft Settlement Development policy set out on page 40 below. The results of this assessment, together with results of the Sustainability Appraisal (incorporating SEA) of sites will inform preparation of the pre-submission draft Local Plan, to be consulted on during June and July 2016.
79. Table 16 overleaf, illustrates potential housing site allocations, which may be needed to deliver each of the 9 alternative growth options. **The potential housing allocations are shown here for illustrative purposes only at this stage.** No firm decisions about these sites will be made until we have decided upon the preferred housing distribution option, following this consultation. There will be an opportunity to comment on draft site allocations during the pre-submission consultation new Local Plan. In some cases it is possible that larger sites could be split and could help to deliver a smaller housing requirement on part of the site. Equally, smaller sites have been included in Fleckney because of Fleckney's relatively high housing requirement under each of the options and because of the lack of potential sites able to deliver over 200 dwellings. Further discussions are taking place between the Council and neighbourhood planning groups to explore whether sites will be allocated through the new Local Plan or neighbourhood plans.

Potential Key Housing Allocation sites under each of Housing Options

Housing Distribution Options	SHLAA Reference	Potential approx. capacity to 2031	Set A Options			Set B Options			Set C Options		
			1	2	3	4	5	6	7	8	9
Potential housing site allocations			✓ = Potential housing site is likely to be required to deliver Option								
Scraptoft, Thurnby and Bushby											
Land East of Scraptoft / Thurnby (potential Strategic Development Area)	A/SC/HSG/13	1,000			✓ part only	✓			✓	✓	
Market Harborough											
Land at Overstone Park	A/MH/HSG/35	591	✓	✓	✓	✓	✓				
East of Blackberry Grange, Northampton Road	A/MH/HSG/34	192		✓	✓			✓	✓		
West of Farndon Fields	A/MH/HSG/57	165		✓	✓			✓	1 of the 2		
Lutterworth											
Land East of Lutterworth (potential Strategic Development Area)	A/LT/MXD/03	1,950						✓		✓	✓
Land east of Leicester Road	A/LT/HSG/15	218	✓	✓	✓	✓	✓	✓	✓	✓	✓
The Kibworths											
Land north and east of Kibworth Harcourt OR Land north and west of the Kibworths	A/KB/MXD/27 OR A/KB/MXD/22	1,200					✓		✓		✓
Fleckney											
Kilby Road	A/FK/HSG/06	105	✓	✓	✓ 1 of the 2	✓	✓	✓	✓	✓	✓ 1 of the 2
Arnesby Road	A/FK/HSG/14	118	✓	✓		✓	✓	✓	✓		✓ 1 of the 2

Figure 16: Table to show potential Key Housing Allocation sites under each of the Housing Options

Development Management

80. As set out in the previous Scoping Consultation (2013), the new Local Plan will replace Limits to Development with a new criteria-based policy to determine planning applications for new housing within and on the edge of settlements. This will replace Limits to Development which were drawn up during the 1990's and adopted in the previous Local Plan (adopted in 2001) and which are now out of date. The criteria-based policy will provide greater flexibility, be more responsive to local circumstances and provide a more positive approach to managing development in conformity with the National Planning Policy Framework.
81. The proposed draft policy is set out overleaf for your comment. A number of the criteria are broad in order to ensure that they can be applied to the full range of types of proposals, sites and settlements across the entire District. Additional supporting text will be provided in the pre-submission new Local Plan to give some guidance to the interpretation and implementation of the criteria.

Proposed Settlement Development policy to replace current Limits to Development:

Proposals which help to meet the development needs of Harborough District and secure the sustainability of the settlement will be approved where the proposal:

1. Is in conformity with the spatial strategy for Harborough District; and
2. Helps to meet the identified housing target for the settlement. Where development would result in the number of completions plus outstanding permissions exceeding the identified target, regard will be given to:
 - i. the degree by which the requirement is exceeded;
 - ii. the likelihood of delivery of the outstanding permissions;
 - iii. evidence of community support;
 - iv. the benefits arising from the development; and
3. Is within, adjacent to or closely relates to the existing built up area of the settlement; and
4. Respects the shape and form of the settlement in order to maintain its distinctive character and enhance it where possible; and
5. Is of an appropriate scale which reflects the settlement size, character and level of service provision; and
6. Retains existing natural boundaries such as trees, hedges, rivers and streams which either contribute to visual amenity or are protected for their ecological value; and
7. Maintains important views and landmarks; and
8. Does not result in the coalescence of settlements; and protects the physical and visual separation of neighbouring settlements; and
9. Is sensitive to the landscape setting of the settlement; and
10. Retains and where possible, enhances the distinctive qualities of the landscape character area in which it is situated; and
11. Preserves and where possible, enhances the Conservation Area in which it is situated or adjacent to, where relevant; and
12. Preserves and where possible, enhances the setting of any heritage asset, where the setting of that heritage asset would be affected by the proposal; and
13. Provides for a safe vehicular and pedestrian access to the site and enables suitable footpath links to services and facilities within the settlement; and
14. Is in conformity with all other relevant policies within this Plan.

Q4. Do you have any comments on the proposed criteria-based policy to replace Limits to Development?

Background Documents:

[Leicester and Leicestershire Strategic Housing Market Assessment](#)

[Harborough Strategic Housing Land Availability Assessment](#)

[5 Year Housing Land Supply Monitoring Reports](#)

6. Housing in the Countryside

Current approach

82. Core Strategy Policy CS17 sets out the approach to development in the countryside. Outside of the Rural Centres and Selected Rural Villages, development in the countryside is strictly controlled. Only development required for the purposes of agriculture, woodland management, sport and recreation, local food initiatives, supporting visits to the District and renewable energy production will be considered appropriate in the countryside.
83. Together with the proposed options for countryside development below, the existing policy needs updating to take account of local policy exceptions; such as exceptional quality or innovative nature of the design of dwellings complying with [paragraph 55](#) of the National Planning Policy Framework (NPPF), and permitted development changes of use to residential, in line with [Class Q](#) of Part 3, Schedule 2 of the General Permitted Development Order (GPDO) 2015. In addition, the policy will remain flexible regarding the identification of Selected Rural Villages (see Section 4) based on service provision.
84. In addition, the policy will seek to support proposals which improve the sustainability of the countryside through service or shopping provision or which promote rural economic development.

Alternative Options

85. The 3 Countryside Options below (C1, C2 and C3) set out alternative approaches to future housing development in the countryside below Selected Rural Village level only. The total development arising from each of these options will be identified as ‘windfall’ development to be provided in addition to the 9 identified housing and employment options (see section 5). None of the proposed options for countryside development seek to set a target level of growth either for individual settlements or as a whole, as we have no evidence of potential delivery across settlements below Selected Rural Villages. Instead, the proposed options aim to provide additional housing development to meet local needs, whilst reflecting the size, character, service provision and development constraints of each settlement.

Option C1: Strictly controlling development in the countryside

86. Under Countryside Option C1 housing development in settlements below Selected Rural Villages would be strictly controlled, including settlements with existing limits to development.
87. Only development required for the purposes of agriculture, woodland management, sport and recreation, local food initiatives, supporting visits to the District, local service provision and renewable energy production will be appropriate in the countryside subject to compliance with other relevant policies in the new Local Plan.

88. Option C1 will ensure development is focused to more sustainable settlements, with access to a range of services and facilities, whilst protecting the integrity of the landscape character and settlement pattern of rural villages and the countryside. Option C1 will enable the provision of new services and facilities in rural settlements to improve sustainability. The NPPF states that planning should manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and Option C1 would support this approach.

Option C2: Limited infill and Development Management led

89. Option C2 would allow for limited infill development and conversion of existing buildings to residential use in Sub-Selected Rural Villages as defined in the Settlement Hierarchy in Figure 4: Settlement Hierarchy for Harborough District. These settlements have been identified on the basis of providing at least one of the key 6 services and facilities, or a village hall, together with having a minimum of 50 households (see Figure 4 Section 4). The list of settlements meeting these criteria is subject to change according to changes in the level of services or household numbers. However, the current list of identified settlements is as follows: Arnesby, Ashby Magna, Ashby Parva, Bruntingthorpe, Burton Overy, Catthorpe, Claybrooke Parva, Cotesbach, Drayton, East Langton, Folesworth, Gumley, Hungarton, Illston on the Hill, Keyham, Leire, Mowsley, Newton Harcourt, Peatling Magna, Peatling Parva, Saddington, Shawell, Shearsby, Smeeton Westerby, Stoughton, Theddingworth, Thorpe Langton, Tur Langton, Walcote, Walton and Willoughby Waterleys.
90. Proposals would be required to meet the relevant criteria (criteria 4 – 13) set out in the proposed Settlement Development policy to replace Limits to Development (Section 5, page 40) . This approach would allow limited infill development in the relevant settlements listed above in addition to appropriate development in the countryside set out in Option C1 above.
91. Such a policy would seek to provide additional support for existing services and facilities and would encourage further provision.
92. In addition, this Option will also allow for the conversion of existing buildings to residential use within these settlements where:
1. Significant architectural or historical features are maintained;
 2. Any proposed extensions are of harmonious design, form and materials in keeping with the existing settlement, and meet Development Management Development Management [Supplementary Planning Guidance Note 5: Extensions to Dwellings](#), available at http://www.harborough.gov.uk/directory_record/461/supplementary_planning_guidance_notes

Option C3: Meeting locally identified need

93. Option C3 would allow for the provision of housing in all smaller settlements below Selected Rural Village level where it helps to meet need which has been identified locally through community involvement. This need may be identified through either a neighbourhood plan or through a Rural Housing Needs Survey. This approach could occur in conjunction with either Option C1 or Option C2 above.
94. The Council currently has 2 'made' Neighbourhood Plans, in Broughton Astley and Billesdon, with a third, Scraftoft, being examined. In addition, there are currently a further 15 (August 2015) designated Neighbourhood Areas. There are also strong expressions of interest from other Parish Councils across the District. A neighbourhood plan led approach would enable communities to plan for their area, including providing additional housing development. This additional housing development would be identified to meet local needs, support the long term sustainability of the settlement and may be either infill development or development outside the existing built form, or a combination of both, providing it is adequately justified and consistent with the broad policies of the new Local Plan and the NPPF.

Q5. Which is your preferred Option for Development in the Countryside?

Please respond on the Council's website, at the following address:

www.harborough.gov.uk/strategic-planning-consultations.

N.B. You can tick as many as apply	Tick if you SUPPORT this Option	Tick if you OBJECT TO this Option
Housing development in the Countryside:		
OPTION C1: Strictly controlling development in the countryside	<input type="checkbox"/>	<input type="checkbox"/>
OPTION C2: Limited infill and Development Management led	<input type="checkbox"/>	<input type="checkbox"/>
OPTION C3: Meeting locally identified need (with Option C1 above)	<input type="checkbox"/>	<input type="checkbox"/>
OPTION C3: Meeting locally identified need (with Option C2 above)	<input type="checkbox"/>	<input type="checkbox"/>

7. Affordable Housing

Current Approach

95. The current policy on securing affordable housing in new development is set out in Core Strategy Policy CS3. The policy splits the District into 5 housing sub market areas. The minimum requirement is:
- 40% affordable housing in the rural sub markets of Rural South West, Rural North and Central; and
 - 30% affordable housing in the sub market areas of Market Harborough, Lutterworth and the Blaby Border Settlements (Broughton Astley and Fleckney)

Proposed Approach

96. The Strategic Housing Market Assessment (SHMA) identifies significant affordability pressures within Harborough District. In order to address these pressures a significant increase in future affordable housing delivery is required. This may suggest an increase in the percentage affordable housing requirement housing developers are asked to provide. However, in recognition of the need to ensure the viability of individual housing schemes and of the overall Plan, viability assessment work is ongoing to establish a realistic level of affordable housing requirement across all proposed housing sites. This will help to meet affordable housing need whilst ensuring schemes remain viable and deliverable in line with the National Planning Practice Guidance.
97. The Council will encourage the provision of low cost market housing, together with affordable rent and intermediate housing provision, whilst also supporting the need to provide older persons and retirement housing provision.
98. In addition, neighbourhood plans, based on an identified need, may set targets in excess of those identified in the new Local Plan through local housing needs surveys and may also set parameters for the type and tenure of affordable housing provision to meet local needs.

8. Gypsy and Traveller, and Travelling Showpeople Provision

99. Planning Policy for Traveller Sites (2015) states that we must plan for the accommodation needs of both gypsies and travellers, and travelling showpeople. This section considers the accommodation needs of gypsies and travellers, followed by the accommodation needs of travelling showpeople. The section then goes on to consider how the new Local Plan will seek to address the needs of both groups.
100. Gypsies and Travellers are defined in national policy guidance as;
- ‘Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such’*
- With Travelling Showpeople defined as;
- ‘Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.’*
101. We aim to meet the differing requirements of the gypsy and traveller and travelling showpeople communities, with a difference between ‘pitches’ for gypsies and travellers and ‘plots’ for travelling showpeople. This terminology differentiates between residential pitches for ‘gypsies and travellers’ that may contain more than one caravan, and mixed-use plots for ‘travelling showpeople’, which need to incorporate space or to be split to allow for the storage of equipment.

How many Gypsy and Traveller pitches do we need to provide?

102. Harborough District currently has a supply of 80 Gypsy and Traveller pitches, spread across the District (as at March 2015). The [Planning Policy for Traveller Sites](#) (PPTS) highlights the need to make adequate provision to meet future gypsy and traveller accommodation needs. The Leicestershire and Rutland study into future gypsy and traveller accommodation needs (2013) identifies a requirement for an additional 80 gypsy and traveller pitches within Harborough District between April 2012 and March 2031, 10 of which are already committed. This is based on survey interviews, secondary research, local authority planning records and data from the Multi Agency Traveller Unit for Leicestershire.

	April 2015 – March 2017	April 2017 – March 2022	April 2022 – March 2027	April 2027 – March 2031	Total Requirement 2015 - 2031
Net additional pitch requirements	17	16	19	18	70*

* this takes account of 10 pitches committed since April 2012.

Figure 17: Gypsy and Traveller residential pitch requirements 2012-2031

103. The requirement includes an outstanding total of 17 pitches identified in the first 5yr period (2012-2017), a result of ‘need where it arises’ and is based on the existing supply of pitches across the District. The proposed future provision of pitches is split between private pitches, either privately owned or rented, and the provision of social rented pitches, provided through a Registered Provider as per affordable housing. Harborough District currently has a supply of 5 social rented pitches, on a single site.

104. We have recently published a 5yr land supply update for Gypsy and Traveller provision. Based on the level of needs identified in the 2013 Leicestershire study, the Council has identified a 0.5yrs supply of Gypsy and Traveller pitches.

How many Travelling Showpeople plots do we need to provide?

105. The District currently has a total of 98 travelling showpeople plots (as at March 2015). The Leicestershire and Rutland study (2013) sets out the requirement for 25 additional Travelling Showpeople plots (on top of current supply), based on growth of current sites across the District. This outstanding need is broken down into five-year periods and shown in Figure 18: Travelling Showpeople plot requirements 2012-2031 below.

April 2012 – March 2017	April 2017 – March 2022	April 2022 – March 2027	April 2027 – March 2031	Total additional requirements 2015 - 2031
2	7	8	8	25

Figure 18: Travelling Showpeople plot requirements 2012-2031

106. Based on the level of needs identified in the 2013 Leicestershire study, the Council has identified a 3.18yrs supply of Travelling Showpeople plots.

How will future need be met?

107. The new Local Plan will set out a minimum target for the provision of Gypsy and Traveller pitches and Travelling Showpeople plots, as identified in the Leicestershire and Rutland study (2013). This is recognised as the objectively assessed need for provision within the District. In addition, the provision of transit sites will also be supported.

108. Previous Calls for Sites for the provision of Gypsy and Travellers and Travelling Showpeople sites have not resulted in any being put forward. However, the Council has received planning applications for additional sites and extensions to existing sites. The new Local Plan will seek to allocate sites and also set out an enabling policy for the development of Gypsy, Traveller and Travelling Showpeople sites. This will be criteria-based and is expected to include the criteria set out in the current Core Strategy Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs. The Core Strategy policy sets out 5 criteria for the provision of new sites and extensions to existing sites for Gypsies and Travellers, with a further 2 criteria for the provision of Travelling Showpeople. This will ensure we plan positively to meet the District's objectively assessed need over the new Local Plan period to 2031.
109. As we are currently unable to demonstrate a 5yr supply of Gypsy and Traveller pitches, or Travelling Showpeople plots, in accordance with Government guidance, this will be taken into consideration when determining applications for temporary planning permission for Gypsy and Traveller sites.

Q6. Would you like to submit any potential sites to accommodate gypsies and travellers, or travelling showpeople? There is currently a shortfall of land to meet the objectively assessed need for Gypsies and Travellers, and Travelling Showpeople.

If you would like to submit any potential sites to accommodate gypsies and travellers, or travelling showpeople, please respond to this question.

In order to fully assess a site the Council will need a [completed site submission form](#) (available at <http://www.harborough.gov.uk/call-for-sites>) and red line plan of the site. Please email the completed form and site plan to planningpolicy@harborough.gov.uk

Background Documents:

[Leicester, Leicestershire and Rutland Gypsy and Traveller Accommodation Assessment \(GTAA\), 2013](#)

[Gypsy, Traveller and Travelling Showpeople Site Submission Proforma](#)

9. Employment

Why do we need to provide land for more jobs?

110. The economic climate is one of continual, often cyclical, change. Businesses perpetually start, grow, and die. At each stage of their lifecycle businesses contribute to the economic wellbeing of the District, provide services for residents and provide jobs for people who may live locally or further afield. As the population grows and the economy improves the need for jobs and the demand for employment land increases.
111. Fewer traditional industries, more office based occupations, and changes in technology and working practices have all affected the demand for jobs and the location, type and amount of land required by business. Harborough has high economic activity rates, low unemployment, and one of the strongest skills profiles in the Leicester and Leicestershire Enterprise Partnership (LLEP) area. These positive indicators are mirrored in terms of enterprise density and mix and business survival. The District also has a prominent profile for strategic distribution, via Magna Park, being part of an area / cluster of areas referred to as the 'Golden Triangle' which continues to experience high demand for warehouse units over 10,000 m² from large international companies
112. The Core Strategy sets out how Harborough's employment needs will be met, but is based on outdated evidence and it does not allocate sites or provide specific policies. Planning positively for the sustainable development of homes, and the development needs of business is one of the core planning principles set out in the National Planning Policy Framework (NPPF). Supporting businesses to enable them to grow and increase skills and training is a Council priority.

How much employment land do we need to provide?

113. We must plan for new jobs and employment land to meet the needs of Harborough District and to support the wider sub-regional economy. The amount of employment space needed for office, industrial and warehouse uses in Harborough to 2031 is forecast by the Leicester and Leicestershire Housing Market Area Employment Land Study (published 2008, and updated 2013). This calculated the number of new jobs needed (6,400 full time equivalent (FTE)) and converted this into amounts of land required see Figure 19.

	Offices (B1a) Research and Development (B1b)	Light Industrial (B1c) Industrial (B2) Small Storage and Distribution (B8 <10,000 m²)	Strategic Storage and Distribution (B8 > 10,000 m²)
Forecast Demand	11,000 m ²	19.9ha	40.9ha
Supply (at March 2012)	48,530m ²	13.625ha	2.85ha
Balance (Demand – Supply)	37,530m² Over-supply	6.275ha Undersupply	38.05ha Under-supply

Figures based on tables 4.54, 4.55 and 4.56 of the Leicester and Leicestershire HMA ELS (Update 2013)

Figure 19: Forecast employment land requirements for Harborough District to 2031

114. The amount of land needed for strategic warehousing set out in the Leicester and Leicestershire Housing Market Area Employment Land Study (2013) has since been superseded by the Leicester and Leicestershire Strategic Distribution Sector Study (2014). Requirements in the later 2014 study are not broken down by individual district, however, the study recommends that Harborough District contributes towards meeting a shortfall (under-supply) of 107ha of land required at non-rail served strategic distribution sites during the plan period to 2031. The 2014 study also recommends that an amount of rail-served sites should be provided. However, such sites do not exist within Harborough District, and as such will not be met through the new Local Plan.

115. Since 2012, some new employment land has been committed through the granting of planning permission and through allocation in neighbourhood plans (see [Appendix E](#)), whilst some has been lost to other uses. As a result the supply position and the balance to 2031 have changed. Based on the outstanding employment commitments (as at March 2015), the District's estimated residual employment requirement (i.e. the amount of additional employment land we need to plan for and provide) to 2031, is estimated in Figure 20 as follows:

	Offices (B1a) Research and Development (B1b)	Light Industrial (B1c) Industrial (B2) Small Storage and Distribution (B8 <10,000 m²)	Strategic Storage and Distribution (B8 > 10,000 m²)
Estimated Residual Employment Land requirement	Oversupply of 25,602 m ² floorspace	Undersupply of 7ha (this assumes retention and protection of existing employment sites as set out in para. 118)	Potentially contributing to the Under-supply of 107ha of non-rail served sites needed across the Leicestershire sub-region

Figure 20: Estimate residual employment land needs for Harborough District to 2031

How will provision for new jobs and employment land be met?

116. The new Local Plan will set out a strategy to affirm the District's 'Open for Business' prospectus. It will seek to provide a choice of attractive and viable employment sites, particularly industrial sites, across the District through:

- Retaining and protecting the most important existing employment areas for ongoing employment use where they are 'fit for purpose', and relinquish them where not. The list of existing employment sites proposed to be retained and protected through policy can be found at [Appendix F](#). Peaker Park and other more recently completed employment sites will be assessed and considered for inclusion.
- Encouraging the delivery of outstanding employment commitments including some existing undeveloped allocations from the 2001 Local Plan and more recent allocations made through neighbourhood plans (see [Appendix E](#));
- Identifying a small number of new employment allocations (see [Appendix G](#), paragraphs 126 and 127 below) for potential employment allocations) in order to meet the estimated residual land requirement to 2031, provide choice and flexibility and offset any reduction in the number of existing employment sites which are retained
- Making a contribution to non-rail served strategic distribution provision across Leicester and Leicestershire; and
- Setting out site specific policies for Bruntingthorpe Proving Ground and Leicester Airfield (Stoughton) in order to positively manage their future development.

Q7. Do you have any comments on the list of existing employment sites proposed to be retained and protected through policy (set out at [Appendix F](#))?

Where will new land for employment be provided?

117. The table at [Appendix H](#) shows how new employment land is proposed to be distributed across the District under the 9 options set out in Section 5. The following paragraphs explain how the proposed distribution has been arrived at in more detail. Paragraphs 118 – 127 deal with the approach to the distribution of general employment land whilst paragraphs 128 – 138 set out the options relating to land for strategic distribution.

Continuing Current Distribution of Development (Options 1 – 3, pages 25 - 27)

118. All of the employment options focus the bulk of new employment provision (other than for strategic distribution) in Market Harborough (10ha) to strengthen its established role as the primary economic centre of the District. At least 4ha of employment land is identified at Lutterworth, to help to consolidate its key centre status. In combination this provision will help to address the District's shortfall of industrial land and help to offset the potential loss of non-protected existing sites to 2031. It will also reflect the Market Harborough Strategic Development Area (SDA) Master Plan commitment to deliver additional employment land, and concentrate jobs in areas of greatest labour supply which are most readily accessible by sustainable modes of transport.
119. Provision of approximately 3ha is proposed at Fleckney in the new Local Plan to help to balance jobs with relatively high potential housing growth in this settlement and to reflect employment land availability.
120. No additional employment land provision is proposed at Broughton Astley owing to employment allocations in its recently adopted Neighbourhood Plan. Similarly land is already allocated for employment in Billesdon via its Neighbourhood Plan. No provision is made in the Kibworths, due to a shortage of potential employment sites outside of the potential Strategic Development Areas.
121. Provision is proposed via a small number of individual employment site allocations (see paras. 126 and 127 and Settlement Section 13). These proposals provide more land than the residual employment land requirement figure identified in Figure 20 in order to provide choice and flexibility, enable the District to better respond to future market demand and offset any reduction in the number of existing employment sites which are retained.
122. No employment allocations are envisaged below Rural Centre level (as identified in Figure 4, Section 4), although a criteria based policy is envisaged to support the retention of existing employment sites in Selected Rural Villages and to a lesser degree sub-Selected Rural Villages and other settlements elsewhere within rural parts of the District.

Options involving delivery of 1 or 2 Strategic Development Areas (Options 4 – 9, pages 28 - 33)

123. Options 4-9 each involve the delivery of 1 or more SDAs. Alongside the housing provision, with the exception of Option 4 (Scraptoft / Thurnby SDA), they all deliver varying amounts of employment land **extra** to that envisaged in Options 1 - 3. No additional employment provision is proposed in Option 4 because this was not proposed as part of the Scraptoft / Thurnby SDA as submitted through the recent Call for Sites exercise undertaken by the Council. The amount of employment provision included within Options 5-9 is derived from specific developer proposals. Options 5-9 result in a higher level of

employment provision being made for the District as a whole, compared with what the evidence says the District needs. However, this recognises the long lead time for implementing SDAs and that employment often forms part of the latter phases of such development.

124. The Settlement Section 13 (paragraphs 178 – 225) outline in more detail the likely implications of the employment options for larger settlements. Your views are invited on the alternative options in respect of general employment provision (see Question 3 at the end of Section 5).

Potential general employment site allocations

125. All general employment (non strategic distribution) land needs to 2031 are expected to be provided for through the allocation of sites in either the new Local Plan or in neighbourhood plans. This is to assist in bringing the sites forward and to safeguard them for employment use. Work on assessing the sustainability of sites is still ongoing; however, it is likely that most of the potential general employment sites submitted to the Council (apart from in relation to strategic distribution) will need to be allocated to meet the employment land requirements detailed at [Appendix H](#).
126. The pool of potential employment allocations is for illustrative purposes only at this stage, and is set out below and in [Appendix G](#) (where available the site's Harborough District Council Employment Land Availability Assessment 2012 reference number is given in brackets):
- Land at Airfield Farm, Market Harborough (E/002M/11)
 - Land adjacent to Bowden Business Village, Market Harborough (E/001M/11)
 - Land adjacent to M1 / South of Lutterworth Road, Lutterworth (E/005LT/11)
 - Land off Marlborough Way, Fleckney (E/001RC/11)
 - Undeveloped parts of sites previously allocated (in the 2001 Harborough Local Plan) at: Airfield Business Park, Market Harborough; Compass Point Business Park, Market Harborough; and Peaker Park, Market Harborough.

127. In addition, there is a further site to the south of Lutterworth Road / Coventry Road, Lutterworth (E/001LT/11) which has flooding issues on part of the site. However, it could potentially deliver some employment opportunities following the appropriate amendment of its boundaries to exclude the flooding area.

Provision for Strategic Distribution

128. Magna Park is a major strategic distribution park, home to established national and international businesses. It covers some 200ha with 922,000m² of distribution floorspace (source <http://lutterworth.magnapark.co.uk/>). Phases 1 and 2 are now fully developed, except for 11ha covered by outstanding

commitments. Magna Park provides jobs for District residents but also draws significant labour from an extensive surrounding area.

129. Following the completion of the Leicester and Leicestershire Strategic Distribution Sector Study (2014) which identified the M1 corridor south of Leicester as a Key Area of Opportunity for road linked distribution and a subsequent Call for Sites, a number of sites on the edge of Magna Park have been put forward through the plan-making process for potential strategic distribution use. Additional opportunities to potentially accommodate these uses also exist at a site on the edge of Shawell village and at another adjoining the M1 Junction 20 which forms part of the potential Lutterworth Strategic Development Area.
130. Two of the sites on the edge of Magna Park are the subject of current planning applications as follows:
 - Planning Application Ref: 15/00919/FUL. Proposal for erection of 100,844 m² storage and distribution (B8) centre on 55ha of land adjacent to the north west edge of Magna Park; and
 - Planning Application Ref: 15/00865/OUT. Outline proposal for the erection of up to 278,709 m² of storage and distribution (B8) floorspace on 89ha of land to the south of Magna Park.
131. The third site of approximately 220ha exists to the north west of Magna Park for which it is understood a planning application is currently being prepared. It is expected that the outline application will include 500,000 m² of storage and distribution floorspace (source: <http://lutterworth.magnapark.co.uk/>).
132. In terms of the new Local Plan, the evidence supports the allocation of some additional land for strategic distribution use (large B8 units > 10,000m²), hence is not considered reasonable to include an option of no additional growth. We are focussing in this Options Consultation Paper on options for the allocation of land adjoining Magna Park as these offer a range of potentially deliverable alternatives adjoining this established development. We will consider other opportunities that may come forward during the period this new Local Plan is under preparation. The options reflect those sites for which planning applications have either been submitted or are envisaged, which together provide a pool to contribute to employment development under any / each of the 3 strategic distribution options.

STRATEGIC DISTRIBUTION OPTION A

133. This option would redefine the footprint of the site to encompass adjacent areas covered by recent planning consents and to provide a limited amount of extra land (in relative terms) to the north of the existing site. This is to enable the expansion of existing occupiers and facilitate the 'recycling' of existing plots to help retain and support the growth of existing companies. Although the relevant

planning application (15/00919/FUL) sets out a site size of 55ha, much of this is related to access arrangements and is not operational. Therefore the site area has been amended from the planning application to 37ha to reflect more closely the operational site area that is expected to be in direct use for employment purposes. As a result, this proposal would increase the size of Magna Park by approximately 20% (37ha) into the surrounding countryside with up to 100,844 m² of land dedicated to operational strategic distribution development at and adjacent to Magna Park.

STRATEGIC DISTRIBUTION OPTION B

134. This option would deliver another distribution park to the south of Magna Park, reflecting its successful location, and deliver a significant contribution to meeting future strategic distribution need within Leicester and Leicestershire for non-rail served strategic warehousing. Based on developer site proposals (planning application ref: 15/00865/OUT), this option would provide up to 278,709 m² of storage and distribution on a site of 89ha of land. This would enable significant growth at this location, during the middle to end of the plan period. The approach would provide some continuity of supply for what is a growing sector in this area.

STRATEGIC DISTRIBUTION OPTION C

135. Option C recognises the national significance of the 'Golden Triangle' and the considerable growth potential of the Strategic Distribution sector. Based on developer submissions (through the Call for Sites) this option would include a substantial expansion of the existing Magna Park to enable up to 500,000 m² of distribution warehousing on 220ha of land with space for a Country Park, and other ancillary uses. This option incorporates the 37ha of land identified under Option A. It would enable the District and wider sub-region to capture a larger share of forecast growth in the strategic distribution sector. This would represent a third phase of development at Magna Park and would essentially enable the site to continue to grow at historic development rates to 2031 and potentially beyond.
136. Provision at this scale would exceed significantly the undersupply of non-rail strategic distribution land set out in the Leicester and Leicestershire Strategic Distribution Sector Study (2014) for the whole of Leicester and Leicestershire, and would potentially be contrary to its recommended strategy of providing a range and choice of sites. Projected job creation would support in-commuting, and whilst exceeding the total number of new jobs needed by the District for the full plan period to 2031, this option would contribute to the job growth target for strategic distribution in Leicester and Leicestershire as a whole, as well as the job needs of adjoining areas.

Assessment of impacts of Strategic Distribution Options

137. Expansion of strategic distribution use under **all of these options** will require further assessment relating to their impact on landscape character, noise, light and other environmental effects. Impacts on the local and national road network will also need to be assessed including, but not limited to the A5 / M1 Junction 20. Opportunities for local infrastructure improvements, economic and community benefit may also arise. Such impacts may be greater if delivered in combination with a potential Strategic Development Area in Lutterworth under Options 6, 8 or 9.
138. Options A, B and C are shown schematically on the map in [Appendix I](#). The Council is committed to meeting the requirements of the statutory 'Duty to Cooperate' with neighbouring councils and other stakeholders in full as an integral part of the preparation process for the new Local Plan.

Q8. We'd like to know which Strategic Distribution Option(s) you favour. You can select a single option, a number of options or suggest a new or hybrid option or suggest other locations for the delivery of strategic distribution uses. You can also tell us which options you don't like. Please explain your selections. Please respond on the Council's website, at the following address: www.harborough.gov.uk/strategic-planning-consultations.

N.B. You can tick as many as apply	Tick if you SUPPORT this Option	Tick if you OBJECT TO this Option
Provision for Strategic Distribution:		
Strategic Distribution Option A:	<input type="checkbox"/>	<input type="checkbox"/>
Strategic Distribution Option B:	<input type="checkbox"/>	<input type="checkbox"/>
Strategic Distribution Option C:	<input type="checkbox"/>	<input type="checkbox"/>
OTHER LOCATION	<input type="checkbox"/>	<input type="checkbox"/>

If you would like to suggest a completely different option for providing for Strategic Distribution growth, or a hybrid of the options we have proposed, please describe it.

Site Specific Employment Areas

139. The following sections introduce the proposed policy approach to two specific sites within the District, in order to positively manage their development within the plan period to 2031.

Bruntingthorpe Proving Ground

140. Bruntingthorpe Aerodrome and Proving Ground is a privately owned airport near the village of Bruntingthorpe. It has a history of use for high-performance car testing, the testing of other vehicles, and vehicle storage. It houses a 'Cold War' jet-aircraft museum with around twenty aircraft from that era. Other activities include a car auction and the restoration and dismantling of aircraft. As well as car testing, Bruntingthorpe offers facilities for car auctioning, storage of cars and aircraft, film production, military/civilian testing of large scale / heavy equipment and vehicles. On the edge of the Proving Ground is an industrial estate and facility providing space for event hosting and product launches. The Proving Ground benefits from a mature tree screen which serves to limit its visibility when viewed from surrounding areas.

141. It is proposed that the new Local Plan will contain a new site allocation policy to manage positively future development at Bruntingthorpe, while protecting local communities from adverse noise and traffic generation. There are no development or policy options at this stage but as part of the ongoing preparation of the new Local Plan for the District, officers of the Council will continue to work with the site owners and representatives of the local community to develop an appropriate local planning policy for inclusion in the Plan.

Q9. Do you have any comments regarding the proposed policy approach for Bruntingthorpe Proving Ground?

Leicester Airport, Stoughton

142. Leicester Airport is an aerodrome near Stoughton village. The Aerodrome has a licence that permits flights for the public transport of passengers or for flying instruction. Leicestershire Aero Club operates Leicester Airport and provides facilities for the storage of aircraft. At the entrance to the airport is a floodlit 850m circuit outdoor karting facility.

143. It is proposed that the new Local Plan will contain a new site allocation policy to manage positively future development at Leicester Airport and protect local communities from adverse noise, light pollution and traffic generation. There are no development or policy options at this stage but as part of the ongoing preparation of the Local Plan for the District, officers of the Council will work with the site owner and representatives of the local community to develop an appropriate local planning policy for inclusion in the Plan.

Q10. Do you have any comments regarding the proposed policy approach for Leicester Airport?

Background Documents:

[Leicester and Leicestershire HMA
Employment Land Study \(2008 & Update
2013\)](#)

[Leicester & Leicestershire Strategic
Distribution Sector Study \(LLSDSS\)](#)

Harborough Employment Land Availability
Assessment (ELAA)

Existing Employment Areas Review (2012)

10. Green Infrastructure

144. In addition to housing and employment, there are a number of other issues which we would like your views on before we prepare the draft new Local Plan. The new Local Plan will set out our priorities and policies in terms of the District's green infrastructure. This section looks at our emerging approach to green wedges, the prevention of settlements merging together and the designation of local green space.

Green Wedges

145. Harborough's two existing green wedges form part of a wider network of green wedges around the Leicester urban area. They have formed part of planning policy for the Leicester urban area for almost 30 years and their role, as set out in the adopted Core Strategy, is fourfold:

- to prevent the merging of settlements;
- to guide development form;
- to provide access from urban areas into green spaces/countryside; and
- to provide recreational opportunities.

146. They are strategic green infrastructure designations and as such the benefits of Harborough's green wedges (Leicester/Scraptoft and Thurnby/Leicester/Oadby) extend beyond our boundaries to communities in the neighbouring Local Authority areas of Oadby and Wigston and Leicester City. We are committed to maintaining our green wedge designations and protecting them from inappropriate uses. An update to the current Leicester/Scraptoft Green Wedge forms part of the Scraptoft Neighbourhood Plan as submitted for independent examination.

147. Some amendments to their boundaries may be necessary to ensure they are defensible and robust. The [Green Wedge Review – Draft Technical Update \(2015\)](#) assesses the current boundaries and functions of the green wedge designations. Green wedge boundary changes can only be finalised once the distribution strategy for the District has emerged as some development options may impact on their function and boundaries. This will become clearer as the new Local Plan process progresses.

Preventing the Coalescence of Settlements

148. We recognise that local communities place great importance on maintaining the identity of settlements. There are a number of settlements in the District which are at risk of coalescence (or merging together) and many of these have Conservation Area status, meaning that protecting individual settlement character has added significance. Distances between these settlements are such that inappropriate development could lead to a loss of physical separation and, consequently, erode individual settlement character.

149. Current policies define specific Areas of Separation and set out policy safeguards to control development that could adversely affect the predominantly open character of the land or which would result in a reduction in the existing open land separating settlements. Whilst saved Local Plan policy EV/3 defines Areas of Separation for Market Harborough/Great Bowden, Lutterworth/Bitteswell/Magna Park and Scraftoft/Thurnby, the Broughton Astley Neighbourhood Plan defines an Area of Separation between Broughton Astley and Sutton in the Elms, and the Scraftoft Neighbourhood Plan Examination Version proposes an amended Scraftoft/Thurnby Area of Separation.
150. It is important to note, however, that since the introduction of the NPPF, with its presumption in favour of sustainable development, there has been a number of planning appeal decisions which have called into question the effectiveness of defining Separation Areas. Planning Inspectors are increasingly assessing how individual development proposals impact on the degree separation between settlements rather than simply taking into account the Separation Area designation without question. This issue has been considered in preparing the options below.
151. We need a robust policy approach which prevents the coalescence of settlements whilst allowing for sustainable development which does not unduly impact on the separation of settlements. The purpose of such a policy would be to prevent development which undermines the physical and visual separation of settlements. Two suggested policy options to achieve this (G1 and G2) are set out below:

Option G1

152. Areas of Separation would be defined in areas where the potential risk of settlements merging together is at its greatest. Within these defined areas planning proposals would be assessed on whether they would result in an unacceptable reduction in the physical and visual separation of settlements. Applicants putting forward proposals in these defined areas would need to show they have considered the effect on coalescence and are applying mitigation. The policy would allow for development which does not impact unduly on the separation between settlements. We are in the process of carrying out a replacement to the [Area of Separation Review \(2011\)](#). This will take into account appeal and planning decisions since 2011 and identify areas where the threat of settlements merging together is a particular issue.

Option G2

153. A specific criterion will be included in the Settlement Development policy which ensures that development on a particular site does not lead to settlements merging or does not undermine the physical and visual separation of settlements. This would be one of a number of criteria aimed at protecting the character of individual settlements (see draft [Settlement Development policy](#)

[criteria](#)). We consider that such an approach would ensure that the effect of the potential coalescence of settlements is taken into account across the District, not just in selected areas, and would allow for development which does not impact unduly on maintaining the separation of settlements. Specific Areas of Separation would not be defined in the new Local Plan under this policy option.

154. Final proposals in respect of preventing merging will only be possible once the development strategy for the District to 2031 emerges as development proposals may impact on the separation between settlements.

Q11: Which is your preferred option to prevent the coalescence of settlements? Please respond on the Council’s website, at the following address: www.harborough.gov.uk/strategic-planning-consultations.

N.B. You can tick as many as apply	Tick if you SUPPORT this Option	Tick if you OBJECT TO this Option
Preventing the coalescence of settlements:		
OPTION G1: Defining specific Areas of Separation	<input type="checkbox"/>	<input type="checkbox"/>
OPTION G2: Using a criteria to prevent coalescence across the District, not just in specific Areas of Separation.	<input type="checkbox"/>	<input type="checkbox"/>

If you would like to suggest a completely different option for preventing the coalescence of settlements, or a hybrid of the options we have proposed, please describe it.

Local Green Space

155. The Local Green Space designation was introduced in the National Planning Policy Framework (NPPF) 2012 (para 78). It is a new way to provide special protection from inappropriate development for green areas of particular importance to communities.
156. Local Green Space can be designated through Local Plans or Neighbourhood Plans; however, they must fit criteria set out in the NPPF and be of special significance to communities. The NPPF states that most green space will not be suitable for Local Green Space designation (NPPF para 77).
157. Two Call for Sites have been undertaken by the Council in 2012 and 2013 and the submitted sites have been assessed by officers. The results of this assessment were reported to Local Plan Executive Advisory Panel in September 2014. See [Appendix J](#) for the list of sites that are considered to fit the Local Green Space Criteria set out in the NPPF.
158. We are intending to designate the sites listed in [Appendix J](#) as Local Green Space in the new Local Plan. The proposed sites and the rationale for their designation is explained in the 'Local Green Space Assessment 2015' and can be viewed at on our website (see 'Background Documents' below).

Q12: Do you have any comments on the list of proposed Local Green Space ([Appendix J](#))?

Background Documents:

[Green Wedge Review – Draft Technical Update \(2015\)](#)

[Local Green Space Assessment \(2015\)](#)

11. Town Centres and Retail

159. Our town and village centres are at the heart of local communities. They are valued as places to meet, eat, shop, spend leisure time and carry out business. The ways we are using town centres, however, are changing particularly with the growth of on-line shopping and 'click and collect'. The National Planning Policy Framework (NPPF) emphasises that we should plan positively for town centres to support their vitality, provide for customer choice and promote their individuality.

160. In 2013 the Council commissioned a retail study in order to understand retail trends, assess the future need for additional retail floorspace and identify potential development sites in our 3 main shopping centres (Market Harborough, Lutterworth and Broughton Astley). This section looks at the evidence and suggests the approach that new Local Plan policy will take.

How much new retail floorspace is needed to 2031?

161. Part of the purpose of the Harborough Retail Study was to forecast the amount of additional retail floorspace needed over the new Local Plan period so that we can seek opportunities to meet these needs in the most appropriate way. The need for both convenience (e.g. food and drink) and comparison (e.g. clothing, furniture and household appliances) was assessed. When updated to take into account outstanding planning permissions for large food stores, the assessment of need suggests that there is limited scope for additional new convenience floorspace to 2031. This situation may change if the proposed stores are not developed. The forecast need figures for comparison floorspace from 2013 to 2021 and from 2013 to 2031 show that there is a need to identify potential sites for future use, particularly in Market Harborough.

Location	Additional Retail Floorspace Required (m ² gross) 2013 - 2031 *			
	Convenience retail		Comparison retail	
	2013-2021	2013-2031	2013-2021	2013-2031
Market Harborough	0	380	1,127	5,227
Lutterworth	200	800	300	900
Broughton Astley	0	0	0	50
Other Harborough	100	700	100	250
Total	300	1,880	1,527	6,427

* Based on tables 6.2 and 6.3 of the Harborough Retail Study. Current commitments for large food stores in Broughton Astley (up to 2,450 m² gross) and Market Harborough (4,293 m² gross of which up to 25% is comparison) have been subtracted from the figures.

Figure 21: Retail floorspace needs across Harborough District from 2013 to 2031

Where should retail and town centre needs be met?

162. The NPPF makes it clear that we should understand the scale of new retail floorspace needed over the plan period and allocate a suitable range of sites to meet this need. Vacant shop units may be able to contribute to this need but only to a limited extent, as the Harborough Retail Study 2013 showed that vacancy rates were lower than the national average. Therefore the new Local Plan will need to allocate land for town centre uses and retail needs to 2031.
163. A number of potential retail sites have been identified through the Retail Study 2013 and through local knowledge. These are mainly in Market Harborough. A recent Call for Sites for development failed to attract any retail or other town centre use submissions. The potential sites identified to date are set out in [Appendix K](#). The deliverability and viability of the sites has not yet been assessed. Where these involve development of existing surface level car parks it is expected that in any redevelopment there will be replacement car parking provision either on site or elsewhere in the town centre.

Q13. Do you have any comments on the potential retail sites (set out in [Appendix K](#))?

Town Centre and Primary Shopping Area Boundaries

164. The definition of town centre and principal shopping area boundaries helps in ensuring that retail and other town centre uses are located in the most appropriate locations. We are keen to strengthen the ‘town centre first’ principal to the location of retail and town centre uses, meaning that wherever possible new development should be located in or as close to the town centre as possible.
165. Market Harborough is the largest and most vibrant shopping centre in the District, benefiting from an historic, attractive environment. In order to ensure that retail development and other town centre uses are directed to the most appropriate areas of the town, we intend to define both a town centre and a primary shopping area for the town in the new Local Plan. The primary shopping area will serve as the preferred location for retail development and the town centre boundary will be the preferred location for other main town centre uses such as leisure and offices. These proposed designations (see Figure 22) will help in the application of the sequential test (the aim of which is to identify whether there are preferable sites in primary shopping areas or town centres for the development proposed).
166. No changes are proposed at present to the Lutterworth Shopping and Business Area (SBA), the Kibworths SBA, Great Glen SBA, or Fleckney SBA as currently defined in 2001 Local Plan policy SH/1 as they are still considered to be

appropriate. However, depending on the development strategy option chosen and its potential impacts, some SBA boundaries may need further consideration as part of the new Local Plan in later stages of plan preparation or within the appropriate neighbourhood plan. No changes are proposed to the Broughton Astley SBA as defined in the Broughton Astley Neighbourhood Plan as this was recently assessed as part of the neighbourhood plan preparation process.

Market Harborough - Suggested Town Centre Boundary and Primary Shopping Area Boundary

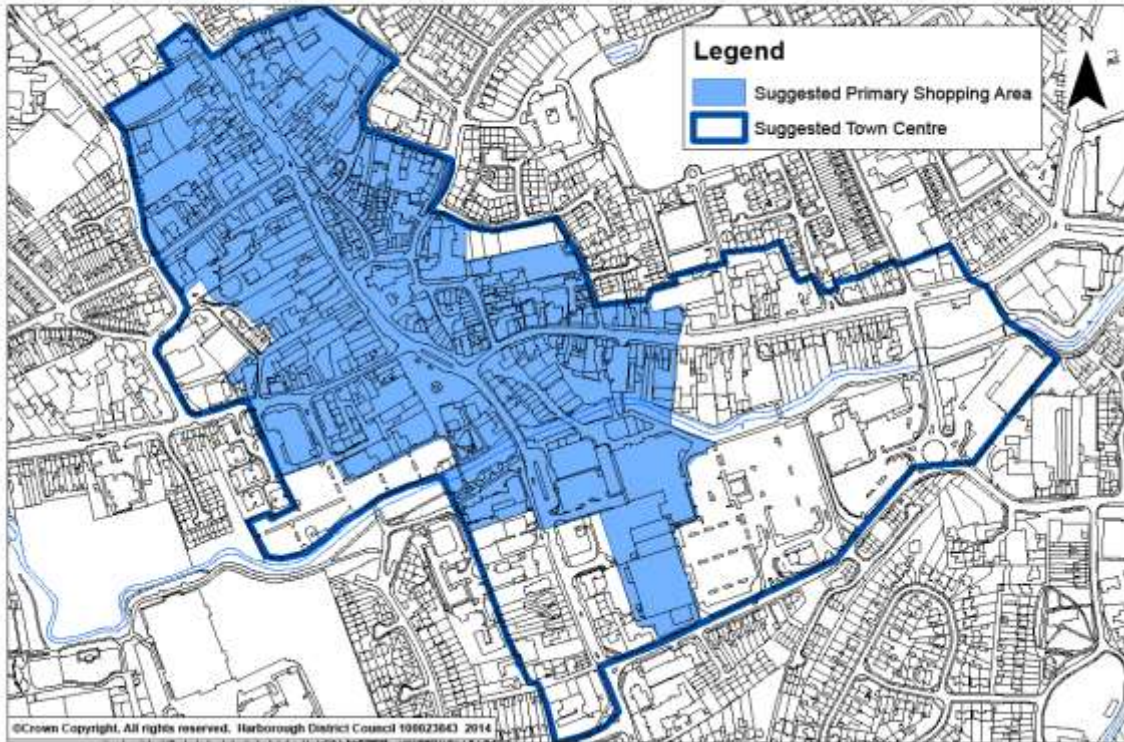


Figure 22: Suggested town centre and primary shopping area boundary revisions for Market Harborough

Q14. Do you have any comments on the suggested Town Centre or Primary Shopping Area boundary for Market Harborough (as set out in Figure 22)?

Threshold for requirement of a Retail Impact Assessment

167. It is important that development is appropriate in terms of scale and nature to the centre in which it is located. Retail impact assessments can be used to ensure that the impact of out of centre and edge of centre proposals are not significantly adverse. The NPPF allows a locally specific threshold for the requirement of an impact assessment to be set as long as it is justified (the default threshold set out in the NPPF is 2,500 m²).
168. In line with the findings of the Harborough Retail Study (2013), the Council considers that development below 2,500 m² could have a significant adverse

impact on our centres across the District. Therefore we are suggesting that retail policy in the new Local Plan sets the following local thresholds for requiring impact assessments for retail proposals which are outside defined town centres and not in accordance with adopted policy:

- 1,500 m² gross for Market Harborough: and
- 500 m² gross elsewhere.

Proposed new Local Plan policy approach

169. Our suggested approach is to focus most new shopping development at Market Harborough, while continuing to support limited growth in other town and village centres. In summary new Local Plan policy relating to town centres will be based on a clear understanding of the new retail floorspace needs, the allocation of sites to meet those needs, the definition of an appropriate town centre and primary shopping area for Market Harborough, the definition of shopping and business areas for the other centres to ensure new development is located in the most appropriate locations and the setting of locally specific thresholds for the requirement of impact assessments.

Background Documents:

[Harborough Retail Study 2013](#)

12. Infrastructure Planning

170. Infrastructure planning is an essential part of the Local Plan process.
171. In order to create sustainable communities it is not sufficient to provide new housing and employment opportunities; we also need to ensure that development is supported by the necessary physical, social and green infrastructure. By 'infrastructure' we mean essential services and facilities such as schools, health, roads, water, gas, electricity and open space.
172. The new Local Plan will contain an Infrastructure Delivery Plan (IDP) to identify future infrastructure needs for the District and detail where possible the costs, means of funding and timetable of infrastructure provision. This will help to ensure that any infrastructure needs arising from new development are met. This might be either through providing new infrastructure (such as new schools) or by increasing the capacity of existing infrastructure (such as by providing an extra classroom at an existing school). The emerging IDP will form an important element of the new Local Plan at both pre-submission and submission stages of the preparation of the plan. Comments on the IDP will be invited at the pre-submission consultation stage. In its final form, the IDP will ensure that infrastructure is delivered in a timely fashion, whilst ensuring that its requirements will not prejudice the viability of the planned development.
173. As part of the evidence gathering stage for the new Local Plan, a Stage 1 infrastructure needs consultation took place in July and August 2014 with service and utility providers (e.g. health, education, water, gas, telecoms etc.) based on meeting objectively assessed housing need in the District by continuing the approach to the distribution of housing contained in the adopted Core Strategy.
174. This consultation sought responses to the growth levels identified in each settlement in terms of:
- The capacity of existing infrastructure to meet the highest level of the growth proposed by the options;
 - What infrastructure will be required to support and mitigate the impact of proposed levels of future development within each settlement (or group of settlements);
 - The means by which necessary additional infrastructure might be provided.
175. Information gathered during this initial consultation has been collated as part of the evidence base.
176. The responses taken as a whole:
- confirmed that providers did not identify major infrastructure capacity constraints to the delivery of housing need across the District based on an

approach to distributing housing growth which would continue the current distribution strategy set out in the Core Strategy;

- highlighted certain locations where infrastructure capacity may be difficult to create (e.g. constrained village school sites); and
- indicated that more definitive responses by providers would depend on specific site proposals associated with the distribution strategy.

177. A Stage 2 consultation with service and utility providers on the 9 options for housing and employment growth will commence in September 2015. The results of this consultation will inform the assessment of each alternative growth option and the selection of a preferred development strategy. Responses will also help inform a decision on whether a Community Infrastructure Levy (CIL) should be introduced as a means to fund infrastructure delivery to supplement site specific Section 106 planning obligations.

178. A further Stage 3 consultation will then occur with service and utility providers based on the emerging Local Plan preferred option to draw up a detailed Infrastructure Delivery Plan for incorporation as an appendix to the pre-submission Local Plan.

13. Settlement Sections

179. The following sections provide an explanation of the implications of the 9 alternative growth Options (set out at pages 25 – 33). The amount of housing proposed for the settlement under each of 9 options is compared. Then the potential benefits and issues that may result from the Options at the settlement level are outlined in table format.
180. The settlement sections are provided to enable anyone with an interest in a particular settlement to understand the effects of the different options for that settlement in more detail. The substance of the information on the options is the same as that presented in the earlier topic based chapters. Each of the sustainable settlements in the District (as identified in the settlement hierarchy at section 4) is addressed, either individually or in groups, as follows:

<u>Section Settlement, or group of settlements</u>	<u>Page</u>
<u>Scraptoft, Thurnby and Bushby</u>	70
<u>Market Harborough</u>	74
<u>Lutterworth</u>	79
<u>Broughton Astley</u>	86
<u>Billesdon</u>	87
<u>Fleckney</u>	90
<u>Great Glen</u>	94
<u>Houghton on the Hill</u>	97
<u>Husbands Bosworth</u>	101
<u>The Kibworths</u>	104
<u>Ullesthorpe</u>	109
<u>Selected Rural Villages</u>	112

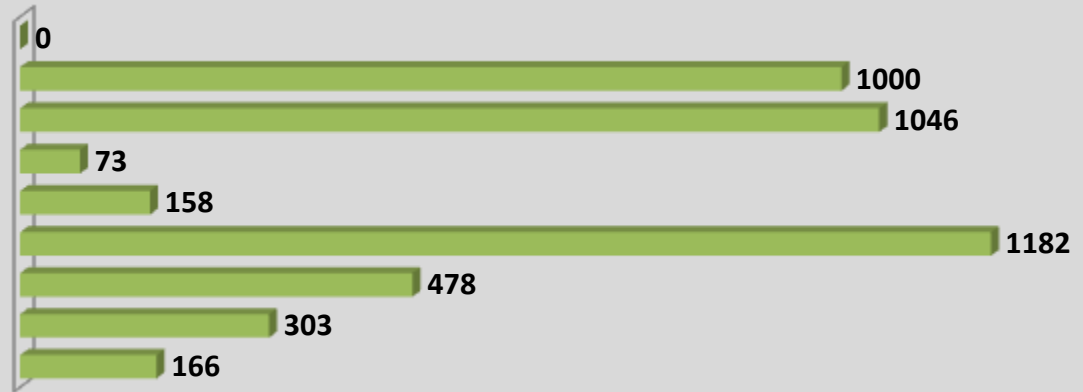
Scraptoft, Thurnby and Bushby

181. Scraptoft, Thurnby and Bushby are settlements on the eastern edge of the Leicester urban area. Both have an historic core which has Conservation Area status. An area of green wedge lies to the north and west of Scraptoft separating it from Leicester and a separation area lies to the south of the main village protecting it from coalescence with Thurnby and Bushby to the south. Scraptoft has prepared a neighbourhood plan and this is currently undergoing examination. Thurnby and Bushby lies to the south of Scraptoft. An extensive green wedge stretching from Stoughton wraps round the south and west of Thurnby giving separation from the wider Leicester urban area.

Housing

182. The number of households in Scraptoft, Thurnby and Bushby increased from 1,807 to 2,051 between 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 761 dwellings. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for Scraptoft, Thurnby and Bushby ranging from 0 – 1,182 dwellings. The options around the upper end of the range take into account the submission of a possible strategic development area to the east of Scraptoft, the viability of which is still being assessed. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 1,149 dwellings (excluding the potential strategic development area).
183. The chart overleaf shows the potential housing requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Scraptoft, Thurnby and Bushby.

- 9: LUTTERWORTH SDA AND KIBWORTH SDA
- 8: SCRAPTOFT/THURNBY SDA AND LUTTERWORTH SDA
- 7: SCRAPTOFT/THURNBY SDA AND KIBWORTH SDA
- 6: LUTTERWORTH SDA
- 5: KIBWORTH SDA
- 4: SCRAPTOFT/THURNBY SDA
- 3: URBAN
- 2: CORE STRATEGY DISTRIBUTION
- 1: RURAL



■ Housing Distribution Options: Residual Housing Requirement for Scraptoft, Thurnby and Bushby

Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORTH H SDA	Option 9: LUTTERWORTH H SDA AND KIBWORTH SDA
166	303	478	1182	158	73	1046	1000	0

Option/s	What does this mean for Scraptoft, Thurnby and Bushby	Potential Benefits	Potential Issues
4, 7, 8	Development of 1,000 dwellings and supporting infrastructure in a strategic development area to the east of Scraptoft.	<ul style="list-style-type: none"> • Relief road linking Uppingham Road (A47) with Scraptoft Lane • Scale of development will allow delivery of supporting infrastructure (i.e. primary 	<ul style="list-style-type: none"> • Northern part of site falls within the Separation Area between Scraptoft village and development adjacent to Thurnby and Bushby to the south

Option/s	What does this mean for Scraptoft, Thurnby and Bushby	Potential Benefits	Potential Issues
		<p>school, local centre, parkland etc)</p> <ul style="list-style-type: none"> • Relief road may reduce traffic pressures on Station Lane and A47 / Station Road junction, yet to be fully assessed • Proposed Country Park could provide access to the countryside and maintain some separation between Scraptoft and Thurnby and Bushby • Reduce pressure for development on sensitive landscape to the south of the A47 and on the Leicester / Scraptoft Green Wedges and Thurnby / Leicester / Oadby Green Wedge 	<ul style="list-style-type: none"> • Impact on Separation Area yet to be assessed • Local landscape impact • Viability of the strategic development area as yet unproven • Capacity of local services and facilities (health, etc.) • Impacts on the A47 • Small portion of southern part of the site is high grade agricultural land
2, 3	<p>Options would involve a moderate amount of additional development focused on Scraptoft, Thurnby and Bushby to 2031. Potential key allocation needed:</p> <p>Land east of Scraptoft (part of the potential SDA).</p>	<ul style="list-style-type: none"> • Potential allocation may deliver some infrastructure • Potentially less impact than Options 4,7,8 on Separation Area between Scraptoft and land adj to development in Thurnby and Bushby • Housing spread over a number of sites reducing risk of non delivery • Potential developer contributions 	<ul style="list-style-type: none"> • Potential for some impact on Separation Area • Relief-road not delivered and benefits not realised • Incremental impact on services and facilities (e.g. education) may not deliver major new infrastructure (e.g. primary school)

Option/s	What does this mean for Scraptoft, Thurnby and Bushby	Potential Benefits	Potential Issues
		towards improving capacity in local services and facilities	
1, 5, 6	Relatively low amount of additional development to the settlements. Likely to be dealt with through gradual growth without the need for key allocations.	<ul style="list-style-type: none"> • More gradual growth • Meets local housing needs • Maintains local character • Minimal impact on Separation Area or Green Wedges 	<ul style="list-style-type: none"> • Relief-road not delivered and benefits not realised
9	Effectively no need to develop further housing at Scraptoft, Thurnby and Bushby in addition to that already planned.	<ul style="list-style-type: none"> • Maintains local character • No impact on Separation Area or Green Wedges 	<ul style="list-style-type: none"> • Relief-road not delivered and benefits not realised • No developer contributions

Employment

184. There are no outstanding employment commitments for Scraptoft, Thurnby and Bushby.

185. No employment provision is currently proposed within the potential Scraptoft / Thurnby SDA, as put forward through the recent Call for Sites. No employment areas for retention and protection have been identified.

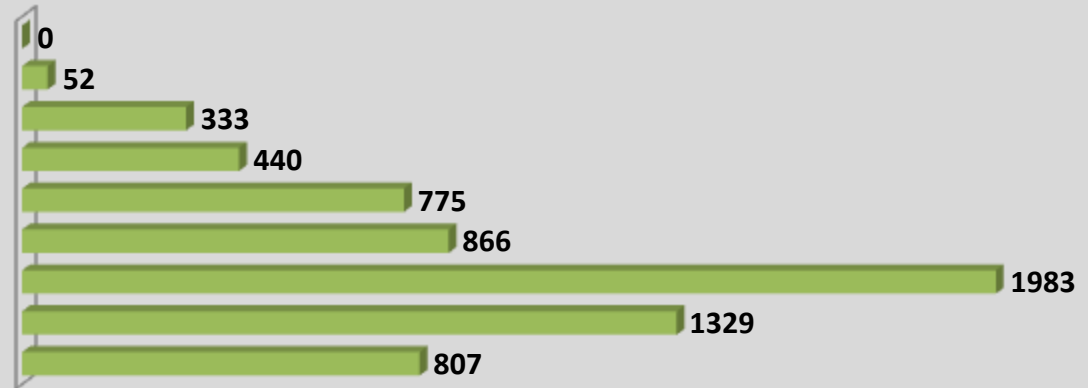
Market Harborough

186. Market Harborough is the largest settlement in the District with a population of 21,894 in 2011 (Census 2011). It is the District's only sub-regional centre and has an extensive range of services, facilities, shops, employment and public transport choices, including a regular train service to Leicester and London. Although the town has grown significantly over the past 15 years, it remains essentially a market town in character and feel. The main shopping area is focused on the conservation area adding to its attraction and atmosphere.

Housing

187. The number of households in Market Harborough increased from 8,039 to 9,374 between 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 2,658 dwellings. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for Market Harborough ranging from 0 – 1,983 dwellings. The options around the upper end are based on the current strategy of focussing development in Market Harborough and other urban areas of the District. The options resulting in least development for the town are those which deliver a Lutterworth SDA or 2 SDAs. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 1,893 dwellings in and adjacent to the town.
188. The chart overleaf shows the number of homes which would need to be delivered by 2031 under each distribution option and the table outlines the potential impacts of the options on Market Harborough.

- 9: LUTTERWORTH SDA AND KIBWORTH SDA
- 8: SCRAPTOFT/THURNBY SDA AND LUTTERWORTH SDA
- 7: SCRAPTOFT/THURNBY SDA AND KIBWORTH SDA
- 6: LUTTERWORTH SDA
- 5: KIBWORTH SDA
- 4: SCRAPTOFT/THURNBY SDA
- 3: URBAN
- 2: CORE STRATEGY DISTRIBUTION
- 1: RURAL



■ Housing Distribution Options: Residual Housing Requirement for Market Harbourough

Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORTH H SDA	Option 9: LUTTERWORTH SDA AND KIBWORTH SDA
807	1329	1983	866	775	440	333	52	0

Option/s	What does this mean for Market Harbourough	Potential Benefits	Potential Issues
2, 3	These options see relatively high growth across SHLAA sites in and adjacent to the town. Delivery of these options would need the potential allocation of the following	<ul style="list-style-type: none"> Scale of potential key sites will allow for delivery of some supporting infrastructure / developer contributions towards existing services and facilities 	<ul style="list-style-type: none"> Developments on edge of town relatively remote from existing services and facilities Impact on local traffic not yet assessed in detail

Option/s	What does this mean for Market Harborough	Potential Benefits	Potential Issues
	key sites: <ul style="list-style-type: none"> • Land at Overstone Park • West of Farndon Fields • East of Blackberry Grange 	<ul style="list-style-type: none"> • Housing spread over a number of sites reducing risk of non delivery 	<ul style="list-style-type: none"> • Additional pressure on existing services and facilities • Most of the capacity on current SHLAA sites in and adjacent to the town would be needed, leaving little for future growth beyond 2031
1, 4, 5,	Options would involve a moderate amount of additional development focused on the town to 2031. Delivery likely to be through identification of appropriate key allocation: <ul style="list-style-type: none"> • Land at Overstone Park 	<ul style="list-style-type: none"> • Scale of potential key site will allow for delivery of some supporting infrastructure / developer contributions towards existing services and facilities 	<ul style="list-style-type: none"> • Developments on edge of town relatively remote from existing services and facilities • Some additional pressure on existing services and facilities
6, 7	A relatively low amount of additional development to Market Harborough. Likely to be dealt with by the identification of 1 or more key allocations: <ul style="list-style-type: none"> • East of Blackberry Grange • West of Farndon Fields 	<ul style="list-style-type: none"> • Scale of potential key sites will allow for delivery of some supporting infrastructure / developer contributions towards existing services and facilities • Less additional pressure on existing services and facilities (compared with options 2,3,1,4,5 above) 	<ul style="list-style-type: none"> • Developments on edge of town relatively remote from existing services and facilities
8, 9	Effectively no development at Market Harborough in addition to that already planned.	<ul style="list-style-type: none"> • Allows the town to accommodate growth already planned (including the NW Market Harborough SDA) 	<ul style="list-style-type: none"> • No developer contributions for new or improved infrastructure, services or facilities

Option/s	What does this mean for Market Harborough	Potential Benefits	Potential Issues
		<ul style="list-style-type: none"> No additional pressure on existing services and facilities 	

Employment

189. In addition to employment sites proposed for retention and protection by policy ([Appendix F](#)) and outstanding planning approvals for employment ([Appendix E](#)) in Market Harborough, all 9 options would see 10ha of new employment provision in Market Harborough to strengthen its established role as the primary economic centre of the District. This employment land would be allocated in the new Local Plan and potential sites under consideration include; Land at Airfield Farm, Land adjacent to Bowden Business Village. Remaining un-developed land at previously allocated employment sites would also be re-allocated for employment use in the new Local Plan including land at; Airfield Business Park, Compass Point Business Park and Peaker Park.

Employment Option/s	What does this mean for Market Harborough	Potential Benefits	Potential Issues
1- 9	<ul style="list-style-type: none"> Development of 10ha of new employment land 	<ul style="list-style-type: none"> Increased choices for businesses to expand / relocate and /or for new business to establish in the town Focuses jobs in the main economic centre and most accessible location by sustainable modes of transport Takes advantage of Market Harborough's establish role in 	<ul style="list-style-type: none"> Potential sites relatively remote from town centre / services / facilities Impact on A6 and local roads Provision concentrated at 1 / few sites increasing risk of non delivery

Employment Option/s	What does this mean for Market Harborough	Potential Benefits	Potential Issues
		<p>the market and the catalyst of the Harborough Innovation Centre</p> <ul style="list-style-type: none"> • Provides jobs in the town could discourage out-commuting 	

Lutterworth

190. With a population of 9,353 (Census 2011) Lutterworth is the second largest settlement in the District. It is an historic market town located just off Junction 20 of the M1 with easy access to the M6 and A5 also. Its designation as a Key Centre is in recognition of its wide range of shops, employment, services and facilities which serve not only local residents but the wider rural catchment area.

Housing

191. The number of households in Lutterworth increased from 3,459 to 3,940 from 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 336 dwellings. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for Lutterworth ranging from 257 – 2,238 dwellings. The options around the upper end of the range take into account the submission of a possible strategic development area to the east of the M1, which could potentially deliver approximately 1,950 dwellings, the viability of which is still being assessed. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 442 dwellings (excluding the potential strategic development area).
192. The chart overleaf shows the potential requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Lutterworth.



Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORTH H SDA	Option 9: LUTTERWORTH SDA AND KIBWORTH SDA
388	506	645	398	375	2238	257	2098	2063

Option/s	What does this mean for Lutterworth?	Potential Benefits	Potential Issues
6, 8, 9	Development of 1,950 dwellings and supporting infrastructure to the north and east of Lutterworth (largely in Misterton with Walcote parish).	<ul style="list-style-type: none"> • Delivery of a relief-road to east of M1 • Scale of development will allow delivery supporting infrastructure (i.e. primary school, convenience store, etc.) • Provision of accessible green infrastructure, cycle routes and footpaths • Less through traffic in town centre will allow for environmental improvements and attract a wider range of retailers • Improved air quality in town centre • Reduce pressure for development around Lutterworth and in Separation Area • Delivers employment land alongside housing and infrastructure development 	<ul style="list-style-type: none"> • Impact on existing Misterton community and maintaining separation • Local landscape impact • Viability of the strategic development area as yet unproven • Protection of Misterton Marshes SSSI • Some of site is in Flood Zone 3 • Adequate connectivity with Lutterworth for higher order services • Capacity of services and facilities in Lutterworth (e.g. health, secondary education, etc.) • Impacts on the M1 and local roads • Some development likely to north of Lutterworth on Leicester Road to link proposed relief road to A426.
1, 4, 5, 7	<p>Development on SHLAA sites identified in and adjacent to Lutterworth. Delivery of these options would need the potential allocation of the following key site:</p> <ul style="list-style-type: none"> • Land east of Leicester Road (subject to Highway Authority comments) 	<ul style="list-style-type: none"> • Growth more gradual • Housing spread over a number of sites reducing risk of non delivery 	<ul style="list-style-type: none"> • Relief-road not delivered and benefits not realised • Incremental impact on services and facilities may not deliver major new infrastructure • Pressure for development in Separation Area between Lutterworth, Bitteswell and Magna

Option/s	What does this mean for Lutterworth?	Potential Benefits	Potential Issues
			Park <ul style="list-style-type: none"> Sites become more remote from town centre / services / facilities
2, 3	The SHLAA has not identified capacity to accommodate the numbers identified in these options. However, the following key allocation could contribute towards meeting the requirement: <ul style="list-style-type: none"> Land East of Leicester Road (subject to Highway Authority comments) Other windfall sites may come forward over the plan period.	<ul style="list-style-type: none"> Development likely to be across a number of sites. Scale of supporting infrastructure / developer contributions delivered would be more limited Impact on landscape may be less than SDA option Preserves separation with Misterton 	<ul style="list-style-type: none"> Relief-road not delivered and benefits not realised Incremental impact on services and facilities may not deliver major new infrastructure Pressure for development in Separation Area between Lutterworth, Bitteswell and Magna Park may increase Sites become more remote from town centre / services / facilities

Employment

193. In addition to employment sites proposed for retention and protection ([Appendix F](#)) and outstanding planning approvals for employment ([Appendix E](#)) for Lutterworth, options 1-5 and 7 of the new Local Plan would identify 1 or more strategic employment sites for the town totalling 4hectares to consolidate its secondary economic role. Potential sites under consideration include; Land South of Lutterworth Road (Harborough Employment Land Availability Assessment 2012 ref E/005LT/11), Land South of Lutterworth Road / Coventry Road (re E/001LT/11). Under options 6, 8 and 9 the new Local Plan will identify 1 or more strategic employment sites within the potential Lutterworth Strategic Development Area (see Figure 27 [Appendix B](#)) totalling 10ha, with no other allocation elsewhere in the town.

194. A summary of employment options for Lutterworth is provided in the table overleaf.

Employment Option/s	What does this mean for Lutterworth?	Potential Benefits	Potential Issues
1 - 5, 7	<p>Allow for the development of 4ha of employment land to 2031 at the following potential allocations:</p> <ul style="list-style-type: none"> • Land south of Lutterworth Road (E/005LT/11) • Land south of Lutterworth Road / Coventry Road (E/001LT/11) 	<ul style="list-style-type: none"> • Increases choices for businesses to expand/relocate and/or for new business to establish in the town • Provides jobs in the town which could discourage out-commuting 	
6, 8, 9	<p>Development of approximately 10ha of employment land as part of the strategic development area to the north and east of Lutterworth (adjacent to the M1)</p>	<ul style="list-style-type: none"> • Supports existing businesses in relocating and/or expanding and new businesses wanting to move into Lutterworth • Takes advantage of Lutterworth's location in relation to the strategic transport network • Helps to build a sustainable community providing jobs alongside new homes • Some existing employers in Lutterworth may move to new premises east of Lutterworth – reducing pollution and other impacts of HGV movements on the town centre. Releasing sites for housing • Takes advantage of potential new relief road 	<ul style="list-style-type: none"> • Effect of traffic movements on strategic highway network • Effect on SSSI and landscape • Delivery of employment land solely related to implementation and phasing of SDA (potentially more long term) • Site/s potentially more remote from town centre / services / facilities compared to any potential site under option 1-5 and 7

195. In addition the new Local Plan will set policy for strategic distribution, located close to Lutterworth. The 3 alternatives under consideration (set out in Section 9) are common to Options 1-9 for housing and employment (set out in Section 5) and would result in development of between 37 – 220ha. Option A at the lower end is based on the current strategy of no further phase of development but would allow limited new land for gradual growth. Both other options (B and C) allow for a third significant phase of development at different scales. It is considered that the effect of either Strategic Distribution Options B and C in combination with Options 6 or 8 for an potential SDA would be likely to have greatest impact for Lutterworth.

Strategic Distribution Option/s	What does this mean for Lutterworth?	Potential Benefits	Potential Issues
A	Define site footprint to add 37ha for gradual new development.	<ul style="list-style-type: none"> • Supports gradual growth and potentially existing company/s wanting to renew / expand operations on-site • Limited impact on Lutterworth / Bitteswell / Magna Park Area of Separation • Provides jobs near to Lutterworth could discourage out-commuting 	<ul style="list-style-type: none"> • Effect of traffic movements on local and strategic highway network including Bitteswell and Lutterworth town centre • Effect on local landscape
B	Allow for a third phase of development totalling 89ha	<ul style="list-style-type: none"> • Contributes to meeting wider need for strategic warehousing in Leicester and Leicestershire • Provides jobs near to Lutterworth could discourage out-commuting 	<ul style="list-style-type: none"> • Effect of traffic movements on local and strategic highway network • Could exacerbate levels of in-commuting, if lack of labour-supply locally • Greater effect on local landscape • Effect on Lutterworth Air Quality Management Area (AQMA), and generation of noise and light pollution

Strategic Distribution Option/s	What does this mean for Lutterworth?	Potential Benefits	Potential Issues
C	Allow for a third phase of development totalling 220ha	<ul style="list-style-type: none"> • Potential to attract new national / global companies to the area, heighten town profile • Could deliver new facilities for the town (e.g. Technical Academy) 	<ul style="list-style-type: none"> • Effect of traffic movements on local and strategic highway network, including capacity of M1(Junction 20) • Could exacerbate levels of in-commuting, or increase pressure for a higher level of housing growth to address any lack of labour-supply • Effect on Lutterworth AQMA, and generation of noise and light pollution • Effect on Bittesby Scheduled Monument and Bittesby House

Broughton Astley

196. Broughton Astley is the third largest settlement in the District with a population of 8,940 (Census 2011). Its relatively close proximity to the Leicester built up area has resulted in considerable development over the past 40 years. Although the village has all the key services, their capacity and the provision of additional services and facilities in the village has failed to keep pace with housing and population growth. Building on the Core Strategy policy context, the Broughton Astley Neighbourhood Plan (2014) sets out allocations for housing, employment, retail, leisure and medical facilities, many of which now have planning permission. However, these have yet to be delivered and benefit local residents. Broughton Astley's designation as a Key Centre is in recognition of current and planned improvements to local services and facilities.

Housing

197. The number of households in Broughton Astley increased from 3,149 to 3,422 from 2001-2011 (ONS, Census). In terms of housing growth, the Neighbourhood Plan allocated land for 528 dwellings across 3 sites, well in excess of the minimum housing requirement figure set out in the Core Strategy. As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 605 dwellings. This figure includes the Neighbourhood Plan allocations, 2 of which have planning permission and 1 which has planning consent pending s106 Agreement. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 1,710 dwellings.

198. In light of the 605 dwelling completions and planning permissions, Broughton Astley is not required to provide any further housing land under any the 9 options set out in Section 5. This means that, as the options currently stand, there is no need to identify additional land in the village to accommodate housing up to 2031 (either in the new Local Plan or through the Neighbourhood Plan).

Employment

199. Outstanding planning approvals for employment (commitments) are detailed in [Appendix E](#). No new potential employment land for Broughton Astley is identified under the 9 options. The Neighbourhood Plan already gives protection to the Swannington Road/Stanier Road Industrial Estate as a retained and protected employment site for the village and allocates 2 areas for new employment development; land north of Broughton Way (1.7ha) and land to the north side of Broughton Way (planning consent for 1.25ha of employment development).

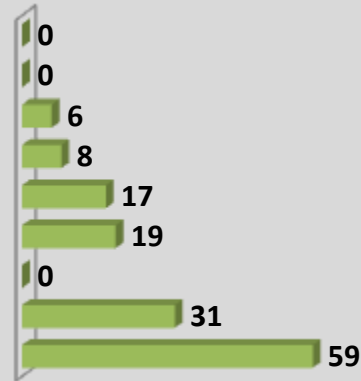
Billesdon

200. With a population of 901 (Census 2011) Billesdon is one of the smaller Rural Centres. Located just off the A47, it is an historic village much of which is a designated Conservation Area. It has 5 out of 6 key services and a scheduled bus service into Leicester. The village has a neighbourhood plan which was 'made' in 2014 which forms part of the development plan for the District.

Housing:

201. The number of households in Billesdon increased from 355 to 420 from 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 75 dwellings. Once these completions and commitments (including the housing allocations in the Neighbourhood Plan) are taken into account, the 9 options result in a remaining housing requirement for Billesdon ranging from 0 - 59 dwellings. The upper end of the range represents the rural focused distribution option. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 344 dwellings. The chart below shows the potential requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Billesdon.

- 9: LUTTERWORTH SDA AND KIBWORTH SDA
- 8: SCRAPTOFT/THURNBY SDA AND LUTTERWORTH SDA
- 7: SCRAPTOFT/THURNBY SDA AND KIBWORTH SDA
- 6: LUTTERWORTH SDA
- 5: KIBWORTH SDA
- 4: SCRAPTOFT/THURNBY SDA
- 3: URBAN
- 2: CORE STRATEGY DISTRIBUTION
- 1: RURAL



■ Housing Distribution Options: Residual Housing Requirement for Billesdon

Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORT H SDA	Option 9: LUTTERWORT H SDA AND KIBWORTH SDA
59	31	0	19	17	8	6	0	0

Housing Option/s	What does this mean for Billesdon?	Potential Benefits	Potential Issues
3, 6, 7, 8, 9	No additional development proposed or very low levels of additional development which could be met through small site development if necessary. Neighbourhood Plan	<ul style="list-style-type: none"> • Shows that provision in the Neighbourhood Plan is still appropriate • Helps to protect village character 	<ul style="list-style-type: none"> • Unlikely to deliver new or enhancements to existing infrastructure, services and facilities

Housing Option/s	What does this mean for Billesdon?	Potential Benefits	Potential Issues
	provision for 45 dwellings is a minimum so further development of this low scale would reflect this.		
1, 2, 4, 5	Moderate to high level of additional proposed housing in addition to Neighbourhood Plan allocations.	<ul style="list-style-type: none"> • Helps support village services and facilities • Delivers further housing to meet locally identified needs • Some developer contributions 	<ul style="list-style-type: none"> • Community may feel that the Neighbourhood Plan needs updating • Threat to village character

Employment:

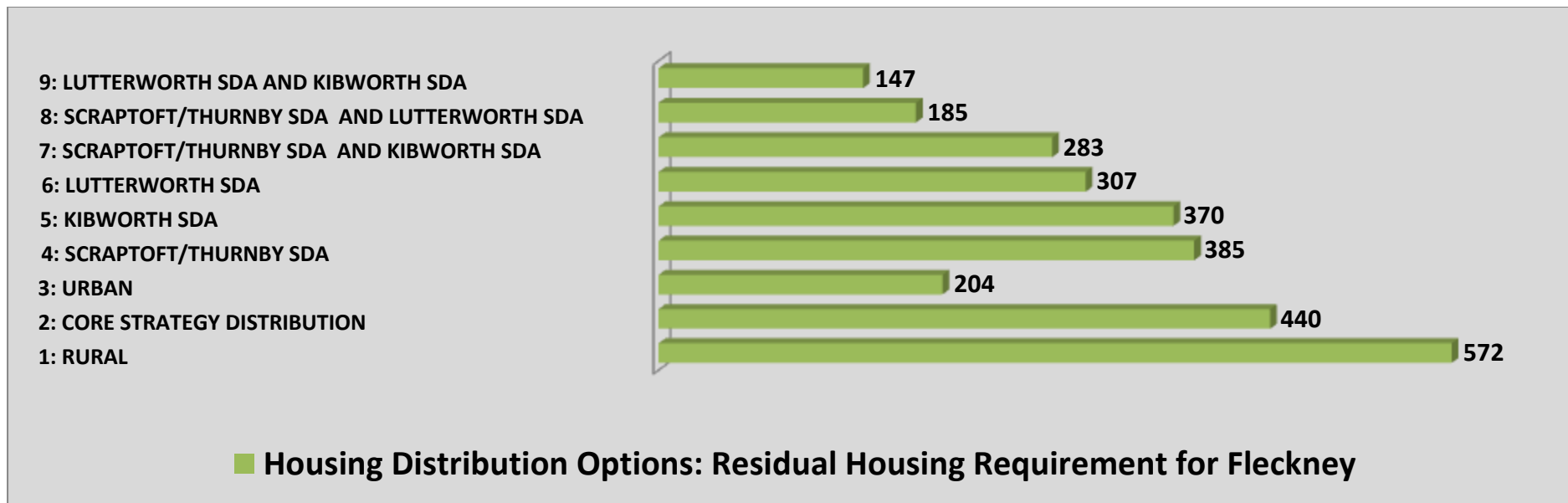
202. No new employment land is identified under the 9 options as the Billesdon Neighbourhood Plan already allocates 1.5 hectares of land for business development. This will help to balance jobs with the planned level of housing growth.

Fleckney

203. With a population of 4,894 (Census 2011) Fleckney is one of the largest Rural Centres in the District. It has a good range of services and facilities, having all 6 key services (although the future of the library is under discussion) and scheduled bus services to Market Harborough and Leicester. It also benefits from a reasonable range of employment opportunities within the village.

Housing

204. The number of households in Fleckney increased from 1,788 to 1948 from 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 34 dwellings. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for Fleckney ranging from 147 - 572 dwellings. The options reflect the fact that in relation to its size Fleckney has seen relatively low levels of completions and commitments over the past 5 years when compared to other large Rural Centres (i.e. the Kibworths and Great Glen). The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 708 dwellings. The chart below shows the potential housing requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Fleckney.



Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORTH SDA	Option 9: LUTTERWORTH SDA AND KIBWORTH SDA
572	440	204	385	370	307	283	185	147

Housing Option/s	What does this mean for Fleckney?	Potential Benefits	Potential Issues
1, 2, 4, 5, 6, 7	<p>Relatively high levels of potential housing development when compared to recent level of completions. Delivery of these options would need the potential allocation of the following key sites:</p> <ul style="list-style-type: none"> • Kilby Road • Arnesby Road 	<ul style="list-style-type: none"> • Scale of potential key sites will allow for delivery of some supporting infrastructure / developer contributions towards existing services and facilities • Provide a range of housing to meet local housing need • Provision of additional green infrastructure • May provide scope to improve traffic in village centre • Possible improvements to village centre as a result of increase in population • Minimises impact on separation with Saddington • Avoids areas of flood risk 	<ul style="list-style-type: none"> • Impacts of development on local road network, particularly through the village centre • Impact on local services and facilities (primary school provision, GP services etc) • Some impact on relatively sensitive local landscape
3, 8, 9	<p>Moderate levels of housing development with delivery through the potential allocation of one of the following key sites:</p> <ul style="list-style-type: none"> • Kilby Road; or • Arnesby Road 	<ul style="list-style-type: none"> • Some developer contributions for community infrastructure but less than in Options 1,2,4,5,6 and 7 • Homes provided to meeting local housing need • Minimises impact on separation with Saddington • Avoids areas of flood risk 	<ul style="list-style-type: none"> • Impacts of development on local road network • Capacity of local services to accommodate growth • May be some impact on relatively sensitive local landscape

Employment:

205. In addition to 2 employment sites proposed for retention and protection (Churchill Way Industrial Estate and Victoria Works, Saddington Road) all options propose the allocation of 3 hectares of employment land in Fleckney to support its role as a Rural Centre and its potentially high level of housing growth. The only potential site under consideration is Land off Marlborough Way (Harborough Employment Land Availability Assessment 2012 ref E/001RC/11) which would form a logical extension to an employment site proposed for retention and protection.

Employment Option/s	What does this mean for Fleckney?	Potential Benefits	Potential Issues
All Options	Protection of current employment sites proposed for retention and protection and the delivery of 3 hectares of employment land through the allocation of the following site: <ul style="list-style-type: none"> • Land off Marlborough Way (E/001RC/11) 	<ul style="list-style-type: none"> • Providing new employment opportunities alongside new homes to support local business • Reducing the need to commute • Safeguards the only main site currently in employment use for employment purposes • Adds to choice of employment sites across the District • Helps to support local services / facilities and settlement viability. 	<ul style="list-style-type: none"> • Transport implications of employment uses on local road network • Focusses all employment land in 1 location, limiting choice at the settlement level

Great Glen

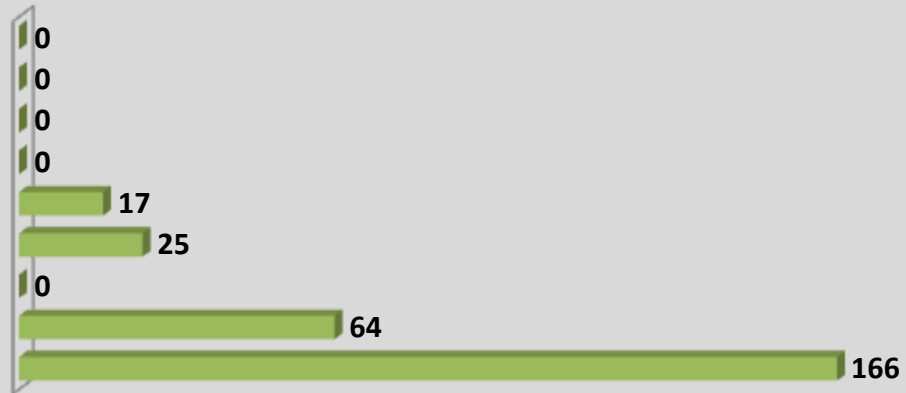
206. With a population of 3,662 (Census 2011), Great Glen is one of the larger Rural Centres in the District. It has all 6 key services and scheduled bus services to Leicester and Market Harborough. Its close proximity to the Leicester urban area means that residents have access to a wide range of employment opportunities and further services and facilities. Great Glen Parish Council is leading on the preparation of a neighbourhood plan for the parish.

Housing

207. The number of households in Great Glen increased from 1,354 to 1,523 from 2001-2011 (ONS, Census). As of 31st March 2015, total completions 2011-2015 and outstanding planning approvals (commitments) stood at 321 dwellings. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for Great Glen ranging from 0 – 166 dwellings. The option at the upper end of the range is the rural focused distribution and those at the lower end reflect the development of 1 or more strategic development areas or urban focused distribution. The figures take into account the relatively high number of completions and commitments that have taken place in Great Glen since the 2001 Local Plan allocation at Stretton Road came forward. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 1,619 dwellings (some of which is on the edge of Oadby).

208. The chart overleaf shows the potential requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Great Glen.

- 9: LUTTERWORTH SDA AND KIBWORTH SDA
- 8: SCRAPTOFT/THURNBY SDA AND LUTTERWORTH SDA
- 7: SCRAPTOFT/THURNBY SDA AND KIBWORTH SDA
- 6: LUTTERWORTH SDA
- 5: KIBWORTH SDA
- 4: SCRAPTOFT/THURNBY SDA
- 3: URBAN
- 2: CORE STRATEGY DISTRIBUTION
- 1: RURAL



■ Housing Distribution Options: Residual Housing Requirement for Great Glen

Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOF T/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORT H SDA	Option 9: LUTTERWORT H SDA AND KIBWORTH SDA
166	64	0	25	17	0	0	0	0

Housing Option/s	What does this mean for Great Glen?	Potential Benefits	Potential Issues
1, 2	Delivery of these options will be through development on SHLAA sites in and adjacent to Great Glen, the identification of which will be through the neighbourhood plan. It is not proposed to identify any key strategic allocations in the new Local Plan.	<ul style="list-style-type: none"> • Delivery of some supporting infrastructure / developer contributions towards existing services and facilities • Allows for more gradual growth than over past few years • Reduced threat of coalescence with Oadby • Provides some housing in a sustainable location on the edge of Leicester 	<ul style="list-style-type: none"> • Impact on local landscape • Areas of flood risk, and increasing flood risk, would need to be avoided • Possible impact on heritage assets
3 – 9	No or low additional housing requirement to 2031. Low housing figures could be accommodated through windfall (or unplanned) sites to 2031.	<ul style="list-style-type: none"> • Allows village to adapt to relatively high rates of past building and outstanding planning permissions • Minimal impact on separation with Oadby • Village character protected • Little increased pressure on local community facilities / services 	<ul style="list-style-type: none"> • No or few developer contributions in medium / long term • Local housing needs may not be met

Employment

209. No suitable potential employment sites have been put forward in the settlement. Consequently, and due to its proximity and access to Leicester and its employment opportunities, the new Local Plan is not intending to identify any employment allocations at Great Glen.

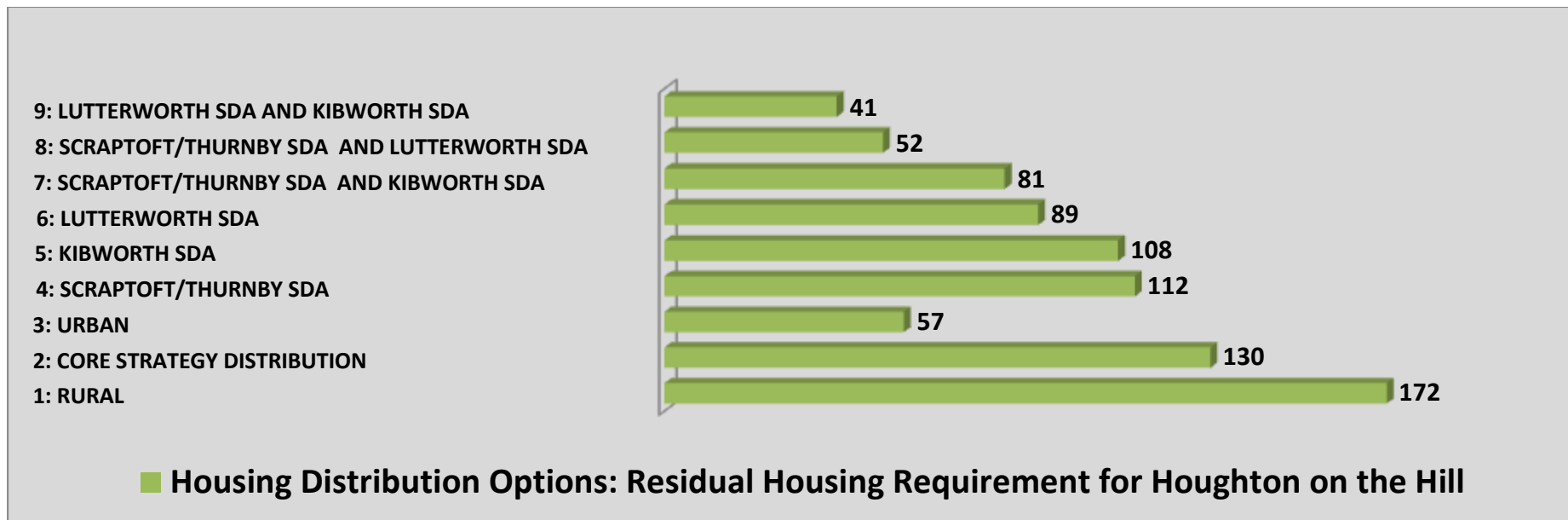
Houghton on the Hill

210. Houghton on the Hill is located on the A47 close to Leicester and has a population of 1,524 (Census 2011). With 4 out of 6 key services and a scheduled bus service to Leicester and Uppingham it is identified as a Rural Centre. The centre of the village lies to the south of the A47 and has Conservation Area status. Much of the land adjacent to the south east of the village is also included in the Conservation Area owing to its importance to the setting of the village. The parish council is leading on the preparation of a neighbourhood plan.

Housing

211. The number of households in Houghton on the Hill increased from 601 to 622 from 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 22 dwellings. This relatively low level of completions and commitments reflects the fact that Houghton on the Hill was not identified as a Rural Centre in the Core Strategy and therefore has not been the focus for rural development over the past 5 years. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for Houghton on the Hill ranging from 41 – 172 dwellings. The upper end of the range reflects the rural focused distribution of housing whilst the lower figures reflect more urban focused distributions, including the delivery of one or more strategic development areas. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 356 dwellings in and adjacent to the village.

212. The chart overleaf shows the potential requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Houghton on the Hill.



Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORTH SDA	Option 9: LUTTERWOR TH SDA AND KIBWORTH SDA
172	130	57	112	108	89	81	52	41

Housing Option/s	What does this mean for Houghton on the Hill?	Potential Benefits	Potential Issues
1, 2, 4, 5	High levels of housing development on SHLAA	<ul style="list-style-type: none"> Delivery of some supporting infrastructure / developer contributions towards existing 	<ul style="list-style-type: none"> Possible impact of high level of growth on sensitive landscape

Housing Option/s	What does this mean for Houghton on the Hill?	Potential Benefits	Potential Issues
	<p>sites identified in and adjacent to the village. The identification of housing sites is likely to be done through the neighbourhood planning process.</p>	<p>services and facilities</p> <ul style="list-style-type: none"> • May allow for delivery of traffic calming measures/safe crossing, improving connectivity of village • Specific local housing needs could be met • Range of sites allowing for impact on heritage assets to be minimised 	<p>setting</p> <ul style="list-style-type: none"> • Impact of A47 on village cohesiveness and safety of residents • Connection of potential new development to north of A47 to the rest of the village to the south of A47 • Potential impact of new development on the Conservation Area and heritage assets • Capacity of village services and facilities to accommodate high levels of growth
<p>3, 6, 7, 8, 9</p>	<p>Low to moderate levels of housing development, similar to levels experienced over the past few years, on SHLAA sites in and adjacent to the village. The identification of housing site/s is likely to be done through the neighbourhood planning process.</p>	<ul style="list-style-type: none"> • Lower levels of developer contributions towards existing local services and facilities • Possible impacts on landscape and heritage assets likely to be less than high development options • Specific local housing needs could be met 	<ul style="list-style-type: none"> • Sites could impact on sensitive landscape setting • Impact on village Conservation Area and heritage assets • Level of developer contributions unlikely to deliver improvements to A47 safety and improvements to connectivity

Employment

213. No potential employment sites have been put forward in the settlement. Consequently, the new Local Plan is not intending to identify potential employment allocations in Houghton on the Hill, with provision proposed elsewhere being sufficient to meet the needs of the District.

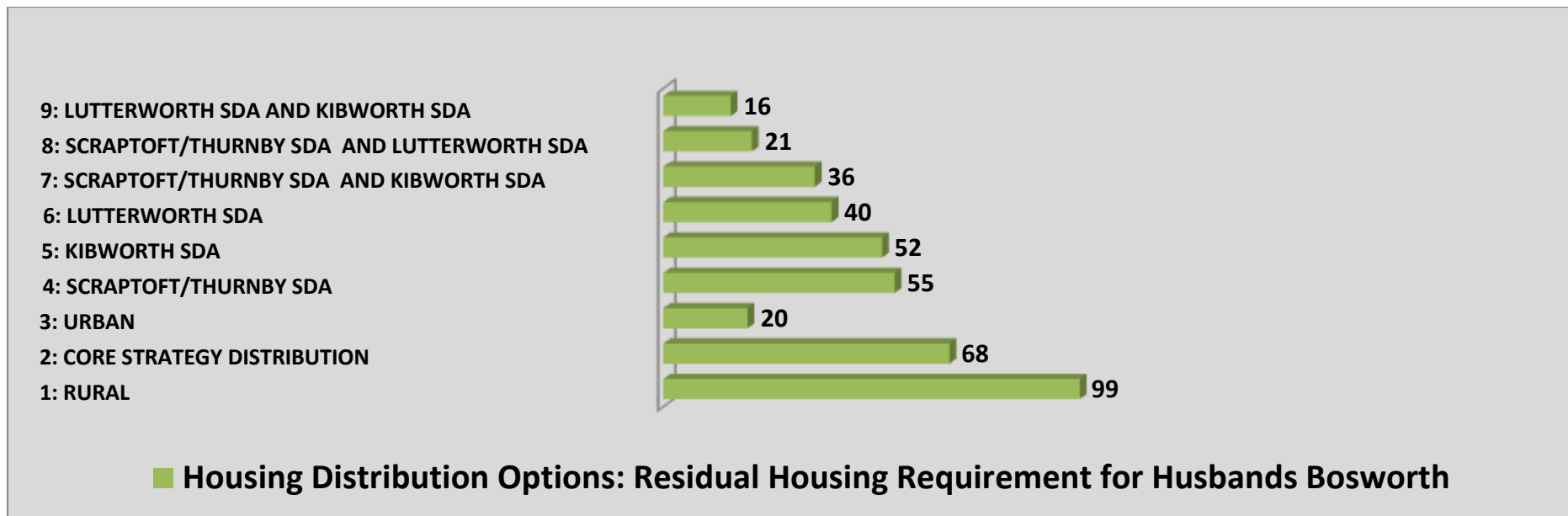
Husbands Bosworth

214. With a population of 1,145 (Census 2011) Husbands Bosworth is the one of the smallest Rural Centres in the District. It sits astride the A4304 and A5199 and benefits from a scheduled bus service to Market Harborough and Lutterworth. In terms of service provision it has 4 of the 6 key services. Much of the village is a designated Conservation Area.

Housing

215. The number of households in Husbands Bosworth increased from 392 to 464 from 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 47 dwellings. Once these completions and commitments are taken into account the 9 options result in a remaining housing requirement for Husbands Bosworth ranging from 16 – 99 dwellings. The upper end of the range represents the rural focused distribution. The urban focused option and the options relying on the delivery of one or more strategic development areas give lower housing requirement figures for the village. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 51 dwellings.

216. The chart overleaf shows the potential housing requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Husbands Bosworth.



Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORTH SDA	Option 9: LUTTERWORTH SDA AND KIBWORTH SDA
99	68	20	55	52	40	36	21	16

Housing Option/s	What does this mean for Husbands Bosworth?	Potential Benefits	Potential Issues
1, 2, 4, 5	Moderate to high amount of housing	<ul style="list-style-type: none"> Delivery of supporting infrastructure / developer contributions towards existing or 	<ul style="list-style-type: none"> Impact on local landscape Development has the potential to

Housing Option/s	What does this mean for Husbands Bosworth?	Potential Benefits	Potential Issues
	development. Although the SHLAA has not identified sufficient capacity to accommodate these higher options, further additional windfall sites may come forward during the plan period.	<p>improved services and facilities</p> <ul style="list-style-type: none"> • Scale of development likely to support viability of local services • Specific local housing needs could be met • May contribute to improved traffic calming measures 	<p>impact on the Conservation Area and heritage assets</p> <ul style="list-style-type: none"> • Capacity of local services (school site is constrained, GP services currently at capacity)
3, 6, 7, 8, 9	Relatively low levels of development through development of SHLAA sites or small windfall sites through plan period.	<ul style="list-style-type: none"> • Less impact on constrained local services • Allows village to adjust to relatively high levels of development over past few years • Impacts on Conservation Area and heritage assets reduced • Impact on landscape reduced 	<ul style="list-style-type: none"> • Low levels of developer contributions/ supporting infrastructure delivered in village

Employment

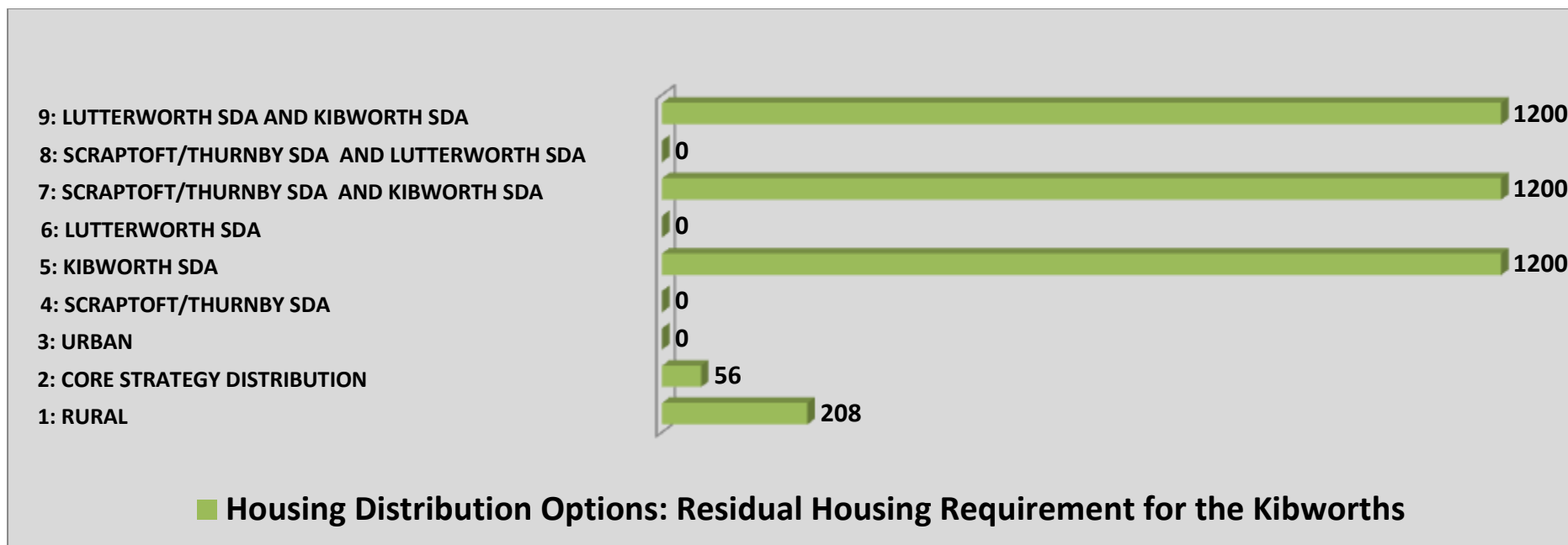
217. There is a small amount of land in employment use in Husbands Bosworth parish. This lies outside the main village and the site, part of the Gliding Club, is proposed as an employment site to be retained and protected ([Appendix F](#)). There is one outstanding employment commitment detailed in [Appendix E](#) but no potential employment sites have been put forward in the settlement. Consequently, the new Local Plan is not intending to identify potential employment allocations in the village.

The Kibworths

218. With a population of 5,433 (Census 2011), the Kibworths (Kibworth Beauchamp and Kibworth Harcourt) are the largest Rural Centre. As a single settlement, the Kibworths have a good range of services, facilities and shops along with some employment opportunities. The majority of the services and retail provision is located within Kibworth Beauchamp. Residents benefit from scheduled bus services to Leicester and Market Harborough. Both parish centres have Conservation Area status. The busy A6 cuts through the Kibworths along with the Midland Mainline train line. The preparation of a joint neighbourhood plan for the 2 parishes is underway.

Housing

219. The number of households in the Kibworths increased from 1,953 to 2,284 from 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 524 dwellings. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for the Kibworths ranging from 0 – 1,200 dwellings. The higher options (1,200 dwellings) take into account the submission of proposals relating to 2 potential strategic development areas in the Kibworths (one to the north and west and one to the north and east). The viability of these proposals is still being assessed. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 1,695 dwellings (excluding the potential strategic development areas).
220. The chart overleaf shows the potential requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on the Kibworths.



Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWOR TH SDA	Option 9: LUTTERWORTH SDA AND KIBWORTH SDA
208	56	0	0	1200	0	1200	0	1200

Housing Option/s	What does this mean for the Kibworths?	Potential Benefits	Potential Issues
5, 7, 9	The delivery of a strategic development	<ul style="list-style-type: none"> Land north of Kibworth Harcourt has potential to deliver A6 relief route, making movement 	<ul style="list-style-type: none"> Possible impact on sensitive landscape areas

Housing Option/s	What does this mean for the Kibworths?	Potential Benefits	Potential Issues
	<p>area of approximately 1,200 dwellings and associated infrastructure in and adjacent to the Kibworths. The alternative sites put forward are:</p> <ul style="list-style-type: none"> • Land north and east of Kibworth Harcourt; or • Land north and west of the Kibworths 	<p>around the settlement easier and safer</p> <ul style="list-style-type: none"> • Land to west of the Kibworths has potential to deliver a new road link from Saddington Road to A6 • Delivery of wide choice of housing including accommodation to meet any specific local needs • Scale of development will allow delivery supporting infrastructure (local services and employment) • Removal of A6 traffic and its impacts from the centre of the village will benefit community and environment • Benefits for existing commercial/retail area leading to more choice potentially • Protects village character by removing traffic • Delivers employment alongside housing resulting in sustainability benefits • Provision of further green infrastructure for settlement 	<ul style="list-style-type: none"> • Impacts on existing communities of building housing on this scale • Benefits of link road to west of the Kibworths may not be substantial • Viability of strategic development areas not yet proven • Impact on capacity of existing services and facilities (health, secondary education, etc) • Change in character of the Kibworths as a whole given scale of development • Impact on Conservation Areas/listed buildings
1, 2	<p>Low to moderate amounts of additional housing. Delivery would be through development of sites identified in the SHLAA and could be identified through the neighbourhood planning</p>	<ul style="list-style-type: none"> • Allows for some limited further growth to support local housing needs • Some developer contributions would be forthcoming to support community facilities • Supports development of local services and facilities whilst recognising the amount of growth that has already been accommodated at the Kibworths 	<ul style="list-style-type: none"> • No realistic prospect of delivery of a bypass • Lack of developer contributions to deliver large community facilities • May not meet local housing needs • Affordability pressures may increase

Housing Option/s	What does this mean for the Kibworths?	Potential Benefits	Potential Issues
	process.	<ul style="list-style-type: none"> Limits exacerbation of transport/movement issues around the Kibworths 	
3, 4, 6, 8	Effectively no additional housing development at the Kibworths in addition to that already planned.	<ul style="list-style-type: none"> Allows village to accommodate growth already planned No additional pressure on existing services and facilities Protects village character from erosion 	<ul style="list-style-type: none"> No developer contributions for new or improved infrastructure, services or facilities No realistic prospect of delivery of a bypass

Employment

221. In addition to the 3 employment areas proposed to be retained and protected ([Appendix F](#)) and an outstanding employment commitment for the Kibworths detailed in [Appendix E](#), options 5, 7 and 9 would identify 1 or more strategic employment sites of approximately 5 hectares in the Kibworths within one of the alternative potential Strategic Development Areas. The other options do not deliver any additional employment land allocations in the Kibworths. A summary of employment options for the Kibworths is provided below.

Employment Option/s	What does this mean for the Kibworths?	Potential Benefits	Potential Issues
5, 7, 9	Delivery of up to 10 hectares of new employment land as part of any new strategic development area.	<ul style="list-style-type: none"> Improved range of employment opportunities in the village Balance between new home and jobs, reducing the need to travel Increased choices for businesses to establish, grow and relocate within the settlement 	<ul style="list-style-type: none"> Increased in-commuting to village Effect of increased traffic on local roads unless well located in relation to new relief or link road Delivery of employment land solely linked to implementation and phasing of SDA (may come later than housing)

Employment Option/s	What does this mean for the Kibworths?	Potential Benefits	Potential Issues
			<ul style="list-style-type: none"> • Effect on sensitive landscapes • More limited commercial market in settlement – higher risk in terms of viability / deliverability
1, 2, 3, 4, 6, 8	No employment land allocated in the village	<ul style="list-style-type: none"> • No additional pressure on the local road network 	<ul style="list-style-type: none"> • May limit ability of businesses to stay in local area • Long term sustainability of the village as growing population relies on out commuting

Ullesthorpe

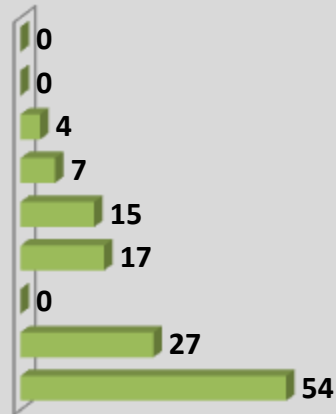
222. With a population of 903 (Census 2011) Ullesthorpe is the second smallest Rural Centre in the District. It lies close to the western boundary of Harborough District, close to the A5. It has 4 of the 6 key services with a scheduled bus service to Lutterworth and Hinckley. Much of the village lying to the west of the dismantled railway line is included in the designated Conservation Area.

Housing

223. The number of households in Ullesthorpe increased from 341 to 395 from 2001-2011 (ONS, Census). As of 31st March 2015 total completions 2011-2015 and outstanding planning approvals (commitments) stood at 72 dwellings. Once these completions and commitments are taken into account, the 9 options result in a remaining housing requirement for Ullesthorpe ranging from 0 – 54 dwellings. The upper end of the range reflects the rural focused distribution option. The draft Strategic Housing Land Availability Assessment (July 2015) has identified potential housing land for 162 dwellings.

224. The chart overleaf shows the potential requirement to 2031 under each distribution option and the table outlines the potential impacts of the options on Ullesthorpe.

- 9: LUTTERWORTH SDA AND KIBWORTH SDA
- 8: SCRAPTOFT/THURNBY SDA AND LUTTERWORTH SDA
- 7: SCRAPTOFT/THURNBY SDA AND KIBWORTH SDA
- 6: LUTTERWORTH SDA
- 5: KIBWORTH SDA
- 4: SCRAPTOFT/THURNBY SDA
- 3: URBAN
- 2: CORE STRATEGY DISTRIBUTION
- 1: RURAL



■ Housing Distribution Options: Residual Housing Requirement for Ullesthorpe

Option 1: RURAL	Option 2: CORE STRATEGY DISTRIBUTION	Option 3: URBAN	Option 4: SCRAPTOFT/ THURNBY SDA	Option 5: KIBWORTH SDA	Option 6: LUTTERWORTH SDA	Option 7: SCRAPTOFT/ THURNBY SDA AND KIBWORTH SDA	Option 8: SCRAPTOFT/ THURNBY SDA AND LUTTERWORTH SDA	Option 9: LUTTERWORTH H SDA AND KIBWORTH SDA
54	27	0	17	15	7	4	0	0

Housing Option/s	What does this mean for Ullesthorpe?	Potential Benefits	Potential Issues
1, 2	Moderate levels of development. Delivery would be through the development of identified SHLAA sites in and adjacent to the village.	<ul style="list-style-type: none"> • Delivery of supporting infrastructure / developer contributions towards existing or improved services and facilities • Scale of development likely to support viability of local shops and services 	<ul style="list-style-type: none"> • Pressure on separation with Claybrooke Parva • Potential impact of development on sensitive landscape areas • Impact on Conservation Area, heritage assets and dismantled railway line • Pressure on capacity of local primary school and GP surgery
3, 4, 5, 6, 7, 8, 9	No or very low housing requirement to 2031 in addition to what is already planned. Delivery would be through suitable windfall sites over the plan period.	<ul style="list-style-type: none"> • Limited, more gradual growth • Settlement would have time to adapt to relatively high level of building and outstanding permissions over past few years • Reduced pressure on local services and facilities • Reduced pressure on sensitive landscape and heritage assets 	<ul style="list-style-type: none"> • Ability to meet specific local housing needs may be an issue • Limited developer contributions for new or improved infrastructure, services or facilities

Employment

225. No suitable potential employment sites have been put forward in the settlement. Consequently, and due to its proximity to Lutterworth and its employment opportunities, the new Local Plan is not intending to identify potential employment allocations in the village.

Selected Rural Villages

226. Selected Rural Villages have been identified on the basis of the presence of at least 2 of the 6 key services (food shop, GP surgery, library, post office, primary school and pub). The following villages currently meet these criteria: Bitteswell, Church Langton, Claybrooke Magna, Dunton Bassett, Foxton, Gilmorton, Great Bowden, Great Easton, Hallaton, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton and Tugby. These villages have fewer services than Rural Centres and are considered suitable for small-scale infill developments or limited extensions to help address economic, social or community objectives. Great Bowden is the largest of the Selected Rural Villages, with approximately 450 households. Gilmorton, Lubenham and Dunton Bassett all have over 300 households, whilst the smallest is Church Langton, with fewer than 100 households.

Housing

227. For each Selected Rural Village, the table in

Figure 23 sets out:

- the number of households as at 2011;
- the number of completions 2011-2015 combined with outstanding residential planning permissions as at 31st March 2015;
- the range of housing required by the 9 distribution options; and
- the number of houses that sites identified in the draft Strategic Housing Land Availability Assessment (SHLAA) 2015 could accommodate.

Selected Rural Village	Number of households at 2011	House completions (since 2011) and commitments as at 31 st March 2015	Range of potential housing need to 2031 resulting from the 9 Options	Draft SHLAA 2015 capacity (dwellings)
Bitteswell	195	8	12 - 53	129
Church Langton	95	4	6 - 26	12
Claybrooke Magna	222	1	18 - 68	54

Selected Rural Village	Number of households at 2011	House completions (since 2011) and commitments as at 31st March 2015	Range of potential housing need to 2031 resulting from the 9 Options	Draft SHLAA 2015 capacity (dwellings)
Dunton Bassett	321	6	24 - 94	43
Foxton	192	9	12 - 51	17
Gilmorton	385	30	17 - 91	111
Great Bowden	449	27	24 - 114	351
Great Easton	274	36	5 - 51	255
Hallaton	242	7	17 - 68	95
Lubenham	341	11	23 - 95	155
Medbourne	199	15	9 - 47	120
North Kilworth	245	30	6 - 47	145
South Kilworth	193	1	16 - 59	0
Swinford	227	4	17 - 67	89
Tilton	147	14	5 - 32	28
Tugby	136	9	7 - 34	9

Figure 23: Selected Rural Villages - Household population, range of residual housing requirements to 2031 and potential housing land capacity

228. The table below summarises how the Selected Rural Villages as a whole could be impacted by differing levels of housing development and the potential benefits and issues which could result from these levels of growth. The [Settlement Profiles](#) look at the opportunities and constraints of each Selected Rural Village in more detail.

Housing Option/s	What does this mean for the Selected Rural Villages	Potential Benefits	Potential Issues
3, 6, 7, 8, 9	<p>These options see the lowest numbers in proportional terms going to the selected rural villages. Combined with completions (2011-2015) and outstanding commitments these options would result in selected rural villages growing generally by between 10% - 20% from 2011-31.</p>	<ul style="list-style-type: none"> • Allows for provision of homes to meet specific local housing needs (i.e. elderly, young) • Some developer contributions for community infrastructure and services • Sustains local services and facilities without putting them under undue pressure • Impacts on local landscape and settlement character minimised 	<ul style="list-style-type: none"> • Insufficient potential housing land identified in a handful of settlements. However, further 'windfall' sites are likely to come forward in these settlements over the plan period • Some villages have services and facilities with capacity constraints and the level of development may not be sufficient to increase capacity • Increase in local traffic and parking problems • Unlikely to lead to an improvement in services and facilities
1, 2, 4, 5	<p>These 4 options result in higher housing numbers in proportional terms going to the selected rural villages to 2031.</p> <p>Option 1 (Rural Focus distribution) sees the highest housing numbers going to the selected rural villages.</p>	<ul style="list-style-type: none"> • Allows for greater provision of homes to meet specific local housing needs (i.e. elderly, young) • Provision of greater range of housing type and improved housing choice in the village • Population growth would sustain 	<ul style="list-style-type: none"> • Increased number of settlements where insufficient potential housing land has come forward. Greater reliance on further 'windfall' sites coming forward in these settlements over the plan period • Impact on local landscape and

Housing Option/s	What does this mean for the Selected Rural Villages	Potential Benefits	Potential Issues
	<p>Combined with completions and outstanding commitments, this option would result in selected rural villages growing on average by 31% from 2011-2031. Potential housing growth under the other options would be generally between 20% - 25% over the plan period.</p>	<p>support local services and facilities</p> <ul style="list-style-type: none"> • Increased amount of developer contributions for community infrastructure and services • Retain and attract younger population • Could result in measures to ameliorate the effects of traffic on villages where this is an issue 	<p>possible impact on separation between settlements</p> <ul style="list-style-type: none"> • Potential impact on settlement character as a result of higher growth • Pressure on local primary schools • Potential impact on heritage assets/Conservation Areas and their setting could be greater • Potential impacts on local traffic and parking issues could be greater

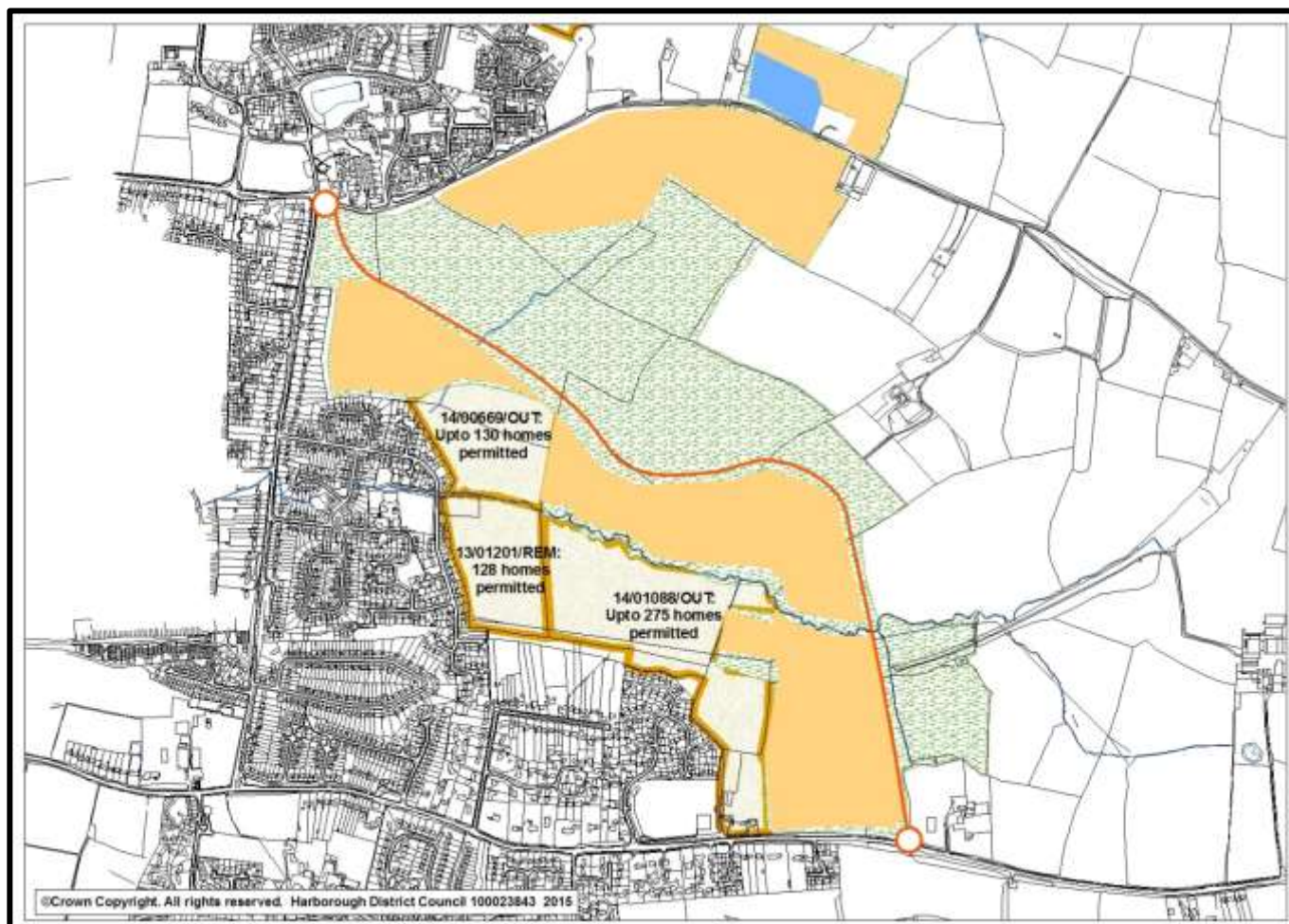
Appendix A: Neighbourhood Planning in Harborough District – summary of progress

Designated Neighbourhood Area name	Date Neighbourhood Development Area Designated	Progress	Date Neighbourhood Development Plan 'made'
Broughton Astley		Complete	16 th January 2014
Billesdon		Complete	18 th September 2014
Scraptoft	29 th October 2012	Pre submission consultation started on Monday 19th January and ended 2nd March. Scraptoft have now submitted their Neighbourhood Plan to Harborough District Council and the consultation period ended on 11th May 2015. An independent Examiner has been appointed.	
Burton Overy	31st July 2015	Initial public meeting to discuss neighbourhood plan. Steering Group formation being undertaken	
East Langton	9 th October 2013	Have undertaken their first community engagement and local call for site suitable for development.	
Foxton	29 th October 2012	Have consulted with the community, held a public exhibition and appointed external help to analyse the results and start policy writing	
Great Easton	16 th January 2015	Have undertaken their first community engagement and set up task groups to deal with the themes running through the neighbourhood plan	
Great Glen	4 th June 2014	They have undertaken first consultation and are working with external help to draft some initial policies.	

Houghton on the Hill	31st July 2015	Steering group formed	
Hungarton	21st July 2015	Steering group formed	
Kibworth Harcourt and Kibworth Beauchamp	16 th January 2015	Community and stakeholder engagement has commenced with a series of exhibitions. Steering group and sub groups formed to look at themes of neighbourhood plan.	
Lubenham	10 th June 2013	The community working towards a final draft of their plan. Lubenham have appointed a consultant to help with the preparation.	
Medbourne	16 th April 2015	Steering group formed, and early engagement with the community commenced	
North Kilworth	29 th January 2014	Have undertaken community consultation and are starting to draft policies with external help	
Shearsby	16 th January 2015	Have undertaken their first consultation event. A further public meeting was held to discuss the next steps in June 2015.	
Swinford	6 th May 2015	Steering Group formed after early public meeting to discuss the neighbourhood plan process	
Tur Langton	6 th May 2015	First public drop in-session held on 9th July 2015	

Table A: Neighbourhood Planning in Harborough District

Appendix B: Maps to illustrate the Potential Strategic Development Areas



Map to illustrate potential Scraftoft / Thurnby Strategic Development Area
(OPTIONS 4, 7 and 8)

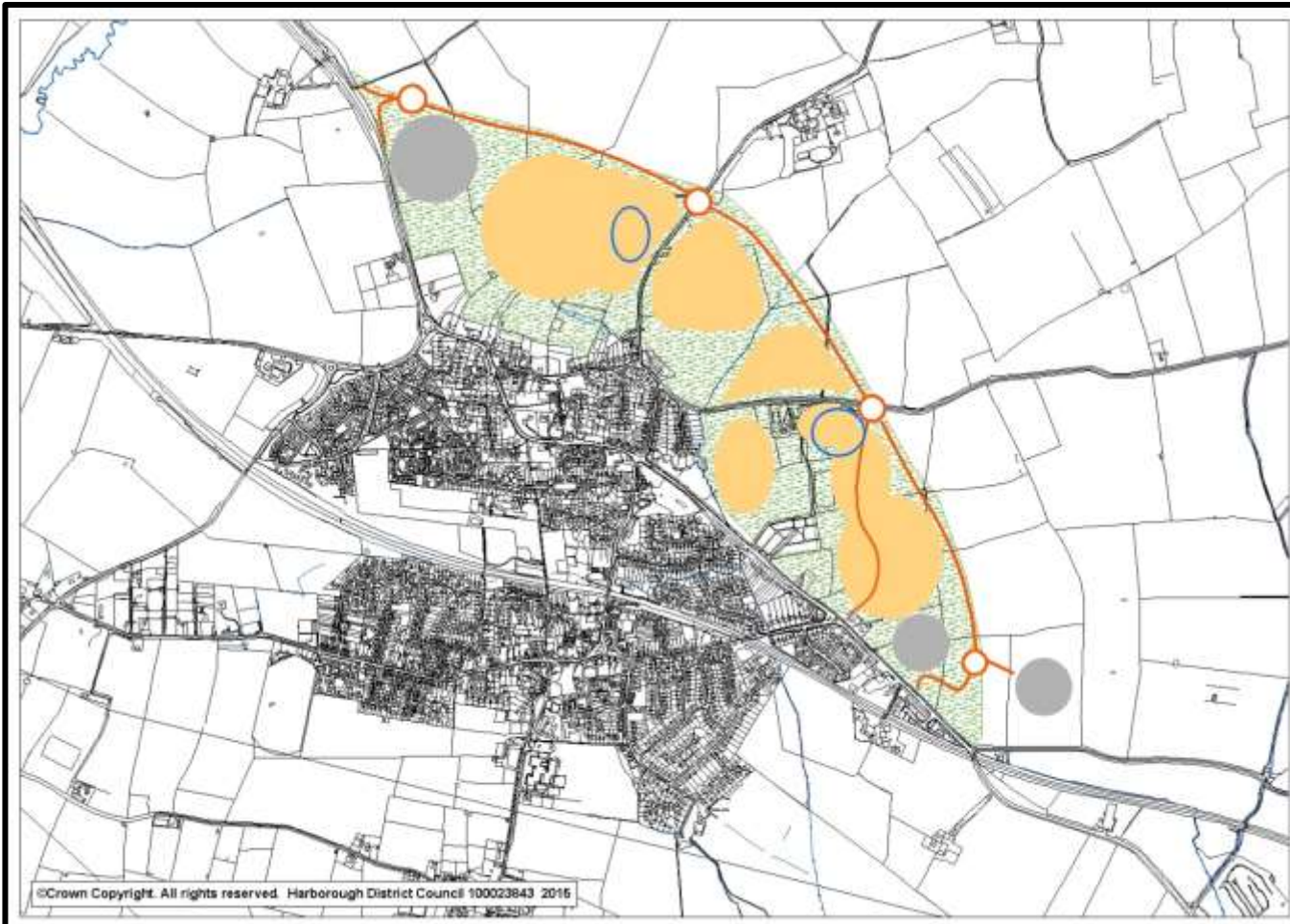
Figure 24 Map to illustrate potential Scraftoft / Thurnby Strategic Development Area

Please Note:

This site is still being assessed by the Council. This land has **not** been allocated for development and only an indicative concept proposal has been received.

This map does not represent Council policy at this stage, or commit the Council to any future decision.

- = Residential areas
- = Primary school
- = Employment land
- = Green Infrastructure
- = Roads



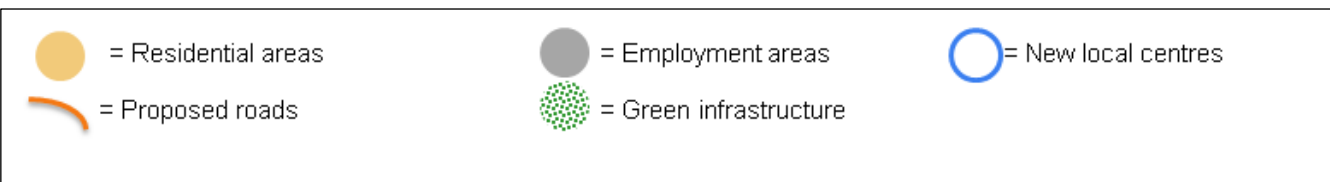
Map 1 (of 2) to illustrate the possible alternative locations of a potential Strategic Development Area at the Kibworths (OPTIONS 5, 7 and 9)

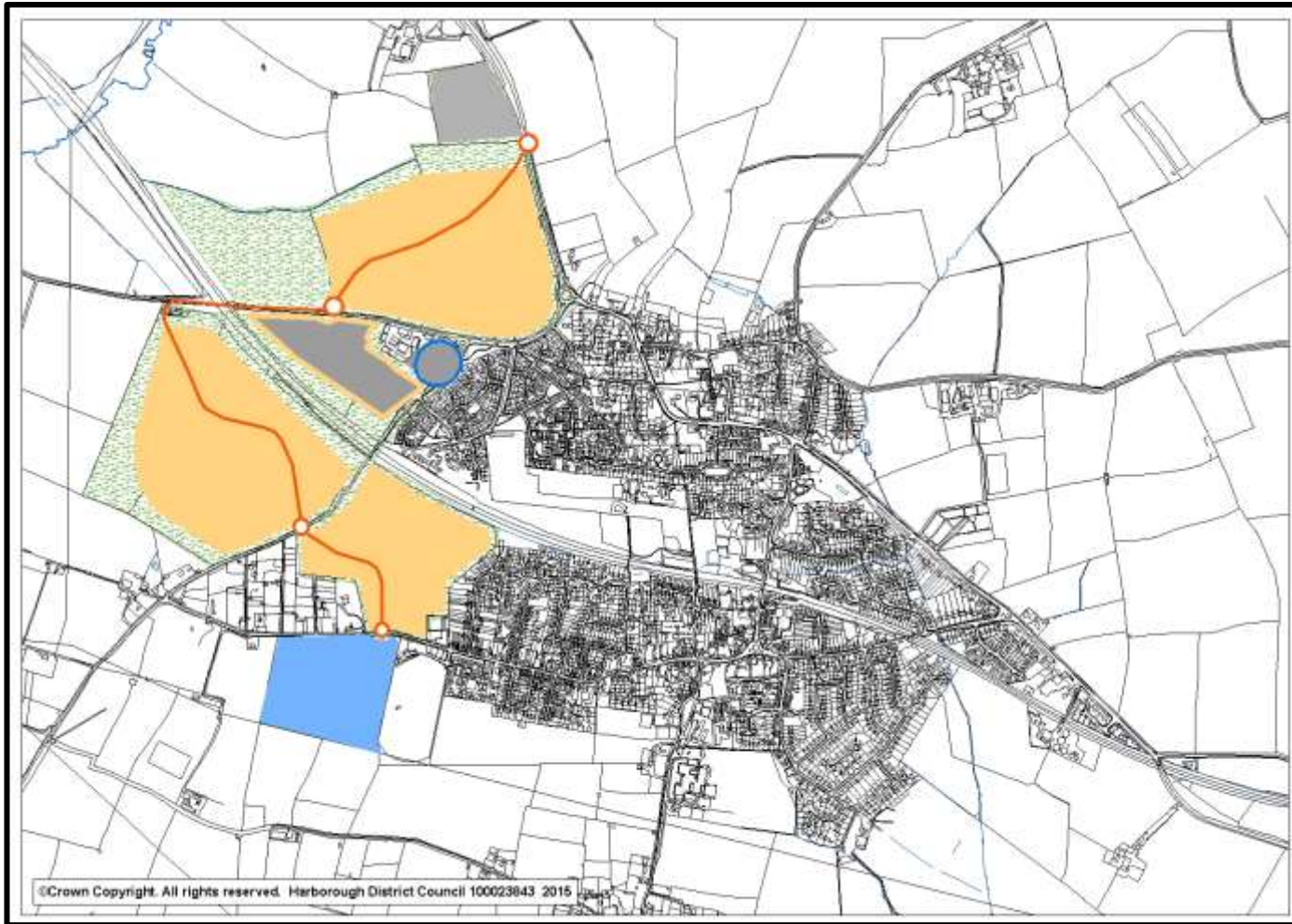
Figure 25: Map to illustrate 1 of 2 potential Strategic Developments Areas for the Kibworths

Please Note:

This site is still being assessed by the Council. This land has **not** been allocated for development and only an indicative concept proposal has been received.

This map does not represent Council policy at this stage, or commit the Council to any future decision.



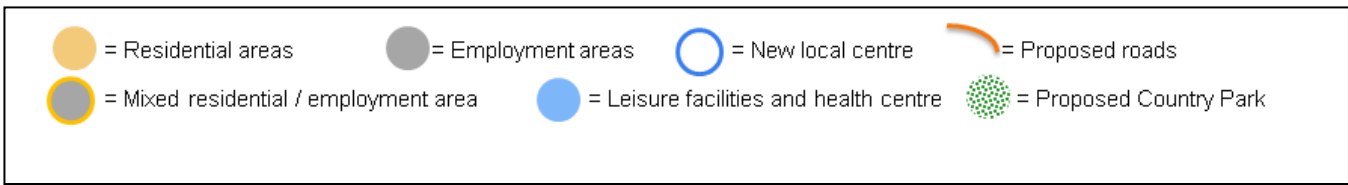


Map 2 (of 2) to illustrate the possible alternative locations of a potential Strategic Development Area at the Kibworths (OPTION 5, 7 and 9)

Figure 26: Map to illustrate the 2nd of 2 potential Strategic Development Areas for the Kibworths

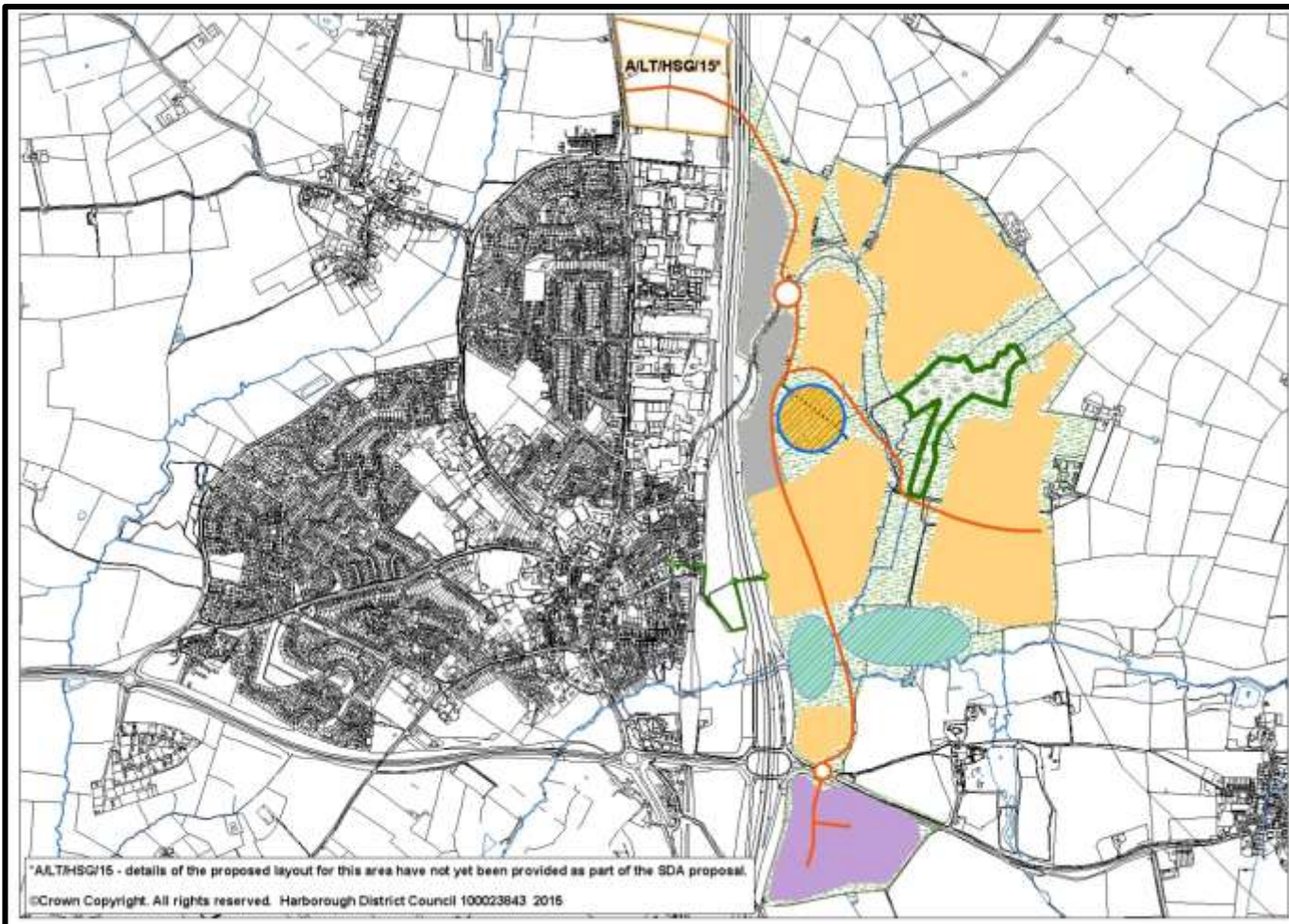
Please Note:
 This site is still being assessed by the Council. This land has **not** been allocated for development and only an indicative concept proposal has been received.

 This map does not represent Council policy at this stage, or commit the Council to any future decision.



Map to illustrate location of potential Strategic Development Area at Lutterworth (OPTIONS 6, 8 and 9)

Figure 27: Map to illustrate the potential SDA at Lutterworth



Please Note:

This site is still being assessed by the Council. This land has **not** been allocated for development and only an indicative concept proposal has been received.

This map does not represent Council policy at this stage, or commit the Council to any future decision.

- = Residential areas
- = Motorway Service Area
- = Green Infrastructure
- = Swift Valley Community Park
- = Employment land
- = New local centre
- = Main roads
- = Misterton Marshes SSSI

Appendix C: Table to show the Housing Distribution Options - Residual housing requirement for each larger settlement

Settlement	Total Completions & Commit.s 1.4.2011 – 31.3.2015	Set A: Variations of the current distribution strategy			Set B: Options with 1 Strategic Development Area			Set C: Options with 2 Strategic Development Areas		
		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
		Rural Focus	Core Strat.	Urban Focus	Scrap /Thurn SDA	Kib. SDA	Lutt. SDA	Scrap /Thurn & Kib.	Scrap /Thurn & Lutt.	Kib. & Lutt.
Principal Urban Area										
Scraptoft, Thurnby, Bushby	761	166	303	478	1182	158	73	1046	1000	0
Sub-Regional Centre										
Market Harborough	2658	807	1329	1983	866	775	440	333	52	0
Key Centres										
Lutterworth	336	388	506	645	398	375	2238	257	2098	2063
Broughton Astley	605	0	0	0	0	0	0	0	0	0
Rural Centres										
Billesdon	75	59	31	0	19	17	8	6	0	0
Fleckney	34	572	440	204	385	370	307	283	185	147
Great Glen	321	166	64	0	25	17	0	0	0	0

Settlement	Total Completions & Commit.s 1.4.2011 – 31.3.2015	Set A: Variations of the current distribution strategy			Set B: Options with 1 Strategic Development Area			Set C: Options with 2 Strategic Development Areas		
		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
		Rural Focus	Core Strat.	Urban Focus	Scrap /Thurn SDA	Kib. SDA	Lutt. SDA	Scrap /Thurn & Kib.	Scrap /Thurn & Lutt.	Kib. & Lutt.
Husbands Bosworth	47	99	68	20	55	52	40	36	21	16
Kibworth	524	208	56	0	0	1200	0	1200	0	1200
Ullesthorpe	72	54	27	0	17	15	7	4	0	0
Selected Rural Villages										
Bitteswell	8	53	40	17	34	33	27	25	16	12
Church Langton	4	26	19	8	17	16	13	12	8	6
Claybrooke Magna	1	68	53	25	47	45	37	35	23	18
Dunton Bassett	6	94	72	33	63	61	50	46	30	24
Foxton	9	51	38	16	33	31	25	23	15	12
Gilmorton	30	91	65	23	54	52	41	37	22	17
Great Bowden	27	114	83	33	71	68	54	49	31	24
Great Easton	36	51	32	6	25	23	17	14	7	5
Hallaton	7	68	52	23	45	43	36	33	21	17
Lubenham	11	95	72	32	63	60	49	45	29	23

Settlement	Total Completions & Commit.s 1.4.2011 – 31.3.2015	Set A: Variations of the current distribution strategy			Set B: Options with 1 Strategic Development Area			Set C: Options with 2 Strategic Development Areas		
		Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
		Rural Focus	Core Strat.	Urban Focus	Scrapt /Thurn SDA	Kib. SDA	Lutt. SDA	Scrapt /Thurn & Kib.	Scrapt /Thurn & Lutt.	Kib. & Lutt.
South Kilworth	1	59	46	22	40	39	32	30	20	16
Swinford	4	67	51	24	45	43	36	33	21	17
Tilton	14	32	22	7	18	17	13	12	7	5
Tugby	9	34	24	9	21	20	16	14	9	7
Countryside	146	0	0	0	0	0	0	0	0	0
Commitments and Completions		5813	5813	5813	5813	5813	5813	5813	5813	5813
TOTAL	5813	9500	9500	9500	9500	9500	9500	9500	9500	9500

Table B: Housing Distribution Options and the residual housing requirement, by settlements in the hierarchy

(Please see [Section 5](#) for explanation of the Options and residual housing requirement figures)

Appendix D: Table to illustrate the residual housing requirement for each larger settlement under a proportionate increase, according to number of households in each settlement

Settlement	Total Completions & Commitments 1.4.2011 – 31.3.2015	Total housing requirement using a proportionate increase	Residual housing requirement under a proportionate increase (ie total requirement minus commitments and completions)
Scraptoft, Thurnby, Bushby	761	633	-128
Market Harborough	2658	2893	235
Lutterworth	336	1216	880
Broughton Astley	605	1056	451
Billesdon	75	130	55
Fleckney	34	601	567
Great Glen	321	470	149
Houghton on the Hill	22	192	170
Husbands Bosworth	47	143	96
Kibworth	524	705	181
Ullesthorpe	72	122	50
Bitteswell	8	60	52
Church Langton	4	29	25
Claybrooke Magna	1	69	68
Dunton Bassett	6	99	93
Foxton	9	59	50
Gilmorton	30	119	89
Great Bowden	27	139	112
Great Easton	36	85	49
Hallaton	7	75	68
Lubenham	11	105	94
Medbourne	15	61	46
North Kilworth	30	76	46

Settlement	Total Completions & Commitments 1.4.2011 – 31.3.2015	Total housing requirement using a proportionate increase	Residual housing requirement under a proportionate increase (ie total requirement minus commitments and completions)
South Kilworth	1	60	59
Swinford	4	70	66
Tilton	14	45	31
Tugby	9	42	33
Countryside	146		
Sub-Total	5,813	9354	3687
Plus Countryside Commitments and Completions (146)		9500	

Table C: Residual housing requirements to 2031 under a proportionate increase

Appendix E: Outstanding Employment Planning Permissions and Allocations as at March 2015

Site / Location	Status	Offices(B1(a/b) m ²	Industrial (B1c/B2/small B8 <9,999m ²) Ha	Warehousing (large B8 >10,000m ²) Ha	Total *
Airfield Farm, Market Harborough	Allocation	6,266 (2.3ha)	6.48ha	0	8.78ha
Compass Point Business Park, Market Harborough	Allocation	18,729m ² (8.79ha) B1 only		0	8.79ha
Peaker Park, Market Harborough	Allocation	1,717m ² & 1.48ha		0	2.01ha
George House, Magna Park, Lutterworth	Planning permission	0	0	4.11ha	4.11ha
Bruntingthorpe Industrial Estate (adjoining Proving Ground)	Planning permission	0	0	0	0
Land adjacent to Unit P, Valley Way, Market Harborough	Planning permission	0	0.34	0	0.34ha
Unit 5, St Marys Business Park Albany Road, Market Harborough	Planning permission	325m ²	325m ²	0	650m ²
Gallow Hill, Harborough Road, Market Harborough	Planning permission	0	0.84ha	0	0.84ha
Rear Of 13 High Street, Market	Planning permission	225m ²	0	0	225m ²

Site / Location	Status	Offices(B1(a/b) m ²	Industrial (B1c/B2/small B8 <9,999m ²) Ha	Warehousing (large B8 >10,000m ²) Ha	Total *
Harborough					
Bowden Business Village, Market Harborough	Planning permission	287m ²	0	0	287m ²
Unit G3 Welland Industrial Estate Valley Way, Market Harborough	Planning permission	545m ²	182m ²	727m ²	1,454m ²
Units F2 - F5 Valley Way, Market Harborough	Planning permission	0.26ha		0	0.26ha
Land North of Lutterworth Road, Lutterworth	Planning permission	11,348m ²			11,348m ²
Buccaneer Way Magna Park Watling St, Lutterworth	Planning permission			3,993m ²	3,993m ²
Land Adjacent to George House /rear of Semelab, Magna Park, Lutterworth	Planning permission			6.73ha	6.73ha
Industrial Units Central Park, Lutterworth	Planning permission	1,650m ²			1,650m ²
Exel Logistics Bilton Way, Lutterworth	Planning permission		2.64ha		2.64ha
Sutton Hill Farm, Coventry Road,	Planning permission		251m ²		251m ²

Site / Location	Status	Offices(B1(a/b) m ²	Industrial (B1c/B2/small B8 <9,999m ²) Ha	Warehousing (large B8 >10,000m ²) Ha	Total *
Broughton Astley					
Site 1A north side of Broughton Way, Broughton Astley	Neighbourhood Plan Allocation	1.7ha			1.7ha
EMP1 Land North of Broughton Way, Broughton Astley	Neighbourhood Plan Allocation	2,322m ²	1.02ha		1.254ha
14 Stanier Road, Broughton Astley	Planning permission		270m ²		270m ²
Priory Business Park Wistow Road, Kibworth	Planning permission	0.88ha			0.88ha
Coba Plastics Ltd Marlborough Drive, Fleckney	Planning permission	390m ²	861m ²	0	1,251m ² (or 0.26ha)
Airfield Farm Sulby Road, Husbands Bosworth	Planning permission	0	0.02ha	0	0.02ha
LCC Highways Depot, Gaulby Lane, Billesdon	Neighbourhood Plan Allocation	0	1.5	0	1.5ha
Sparrow Lodge, Pincet Lane, North Kilworth	Planning permission	149m ²	0	0	149m ²
Land At Gatehouse Lane Caldecott Rd, Great Easton	Planning permission	1000m ²			1000m ²
Oadby Lodge Farm Gartree Road,	Planning permission	537m ²	0	0	537m ²

Site / Location	Status	Offices(B1(a/b) m ²	Industrial (B1c/B2/small B8 <9,999m ²) Ha	Warehousing (large B8 >10,000m ²) Ha	Total *
Stoughton					
Leicester Airport, Gartree Rd, Stoughton	Planning permission	86m ²	0	0	86m ²
(Lot 5) Bruntingthorpe Industrial Estate Mere Road, U. Bruntingthorpe	Planning permission	0	0.3ha (or 896m ²)	0	0.3ha
Skeffington Mill Uppingham Road Skeffington	Planning permission	207m ²	0	0	207m ²
Gilmorton Lodge Farm Gilmorton Road, Ashby Magna	Planning permission	0	0.027ha	0	0.027ha
Arkwright Hill Farm Lutterworth Road, Cosby	Planning permission	0	0.53ha (or 920m ²)	0	0.53ha
Holt House Farm Lutterworth Road	Planning permission	0	403m ²	0	403m ²
Land at Beeches Farm, Mowsley Rd, Theddingworth	Planning permission	0	0.24ha (or 500m ²)	0	0.24ha
Total					40.95 ha and 23,761 m²

* Area in square metres is not available for all sites

Appendix F: Existing Employment sites proposed for retention and protection

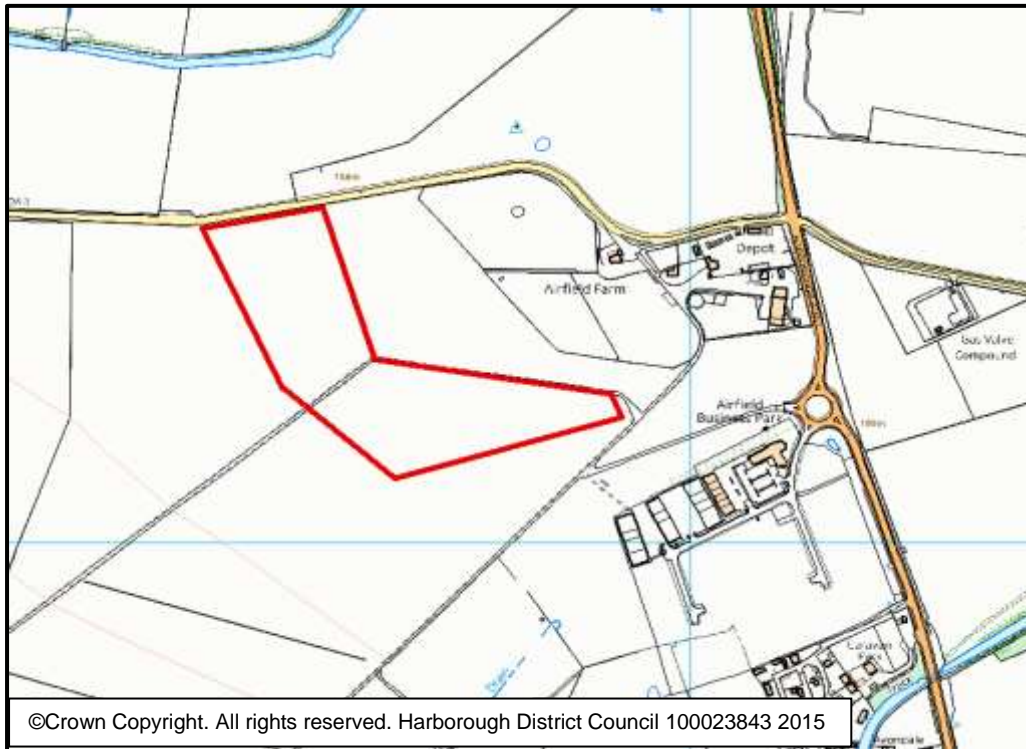
Settlement	Employment Area
Market Harborough	The Point Business Park, Rockingham Road
	Bowden Business Village, off Leicester Road
	Riverside End Industrial Estate, Riverside
	Welland Industrial Estate, Rockingham Road
	Euro Business Park, Rockingham Road
	The Shires, Euro Business Park, Rockingham Road
	Riverside Industrial Estate, Rockingham Road
	Rockingham Road Industrial Estate, 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
	The Symington Building, Adam and Eve Street
	Compass Point, Northampton Road
	Airfield Business Park
Lutterworth	St John's Business Park, off Rugby Road
	Bilton Way Industrial Estate, Leicester Road
	Wycliffe Industrial Estate, Leicester Road
	Semelab, Coventry Road
	Midland Court, off Leicester Road
	Elizabethan Way, off Leicester Road
	Magna Park (Phase 1 and 2), Hunter Boulevard
	Oaks Industrial Estate, Gilmorton Road
	Cosford Business Park, off Central Way
	Ladywood Works, off Leicester Road
	Off Leicester Road (Lutterworth Coaches / Travis Perkins Area)
	Land at Gilmorton Road

Settlement	Employment Area
	CV Business Park off Leicester Road
Broughton Astley	Swannington Road / Stanier Road Industrial Estate
Kibworth	The Hatchery, Harborough Rd
	Nursery Court, Kibworth Business Park, south of Harborough Rd
	Milestone Court, Kibworth Business Park, south of Harborough Rd,
Fleckney	Churchill Way Industrial Estate
	Victoria Works, Saddington Road
Husbands Bosworth	Agricultural Barns, Gliding Club, Sibbertoft Road

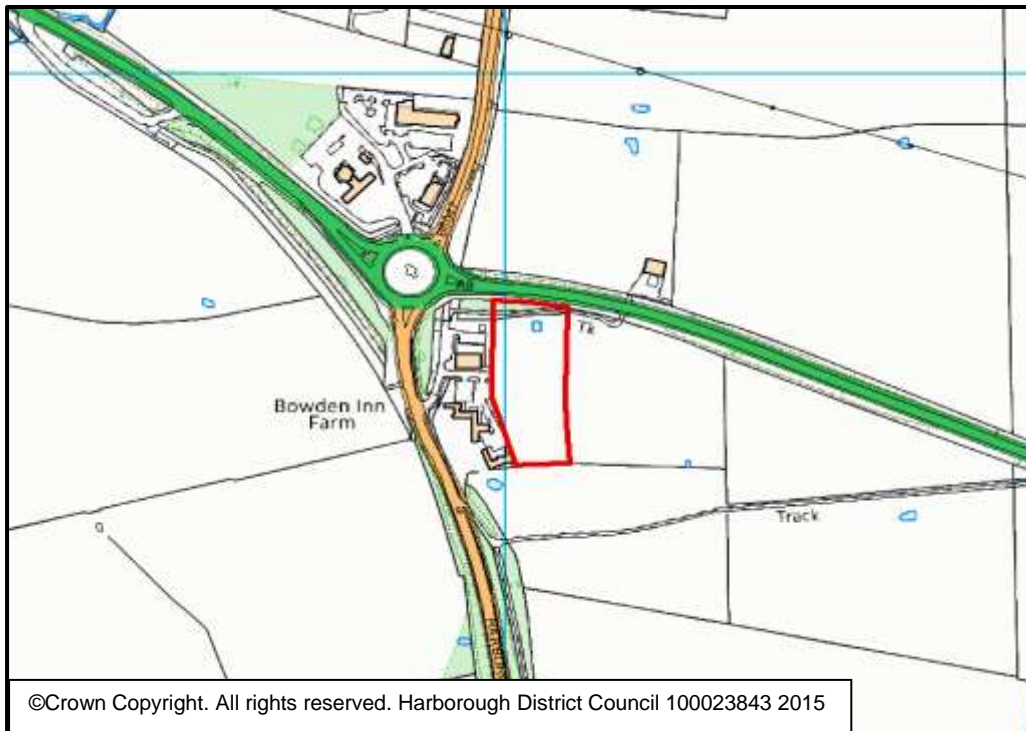
Table D: Employment sites proposed for retention and protection

Appendix G: Maps showing Sites for Potential Employment Allocation (Harborough District Council Employment Land Availability Assessment reference given in brackets where available)

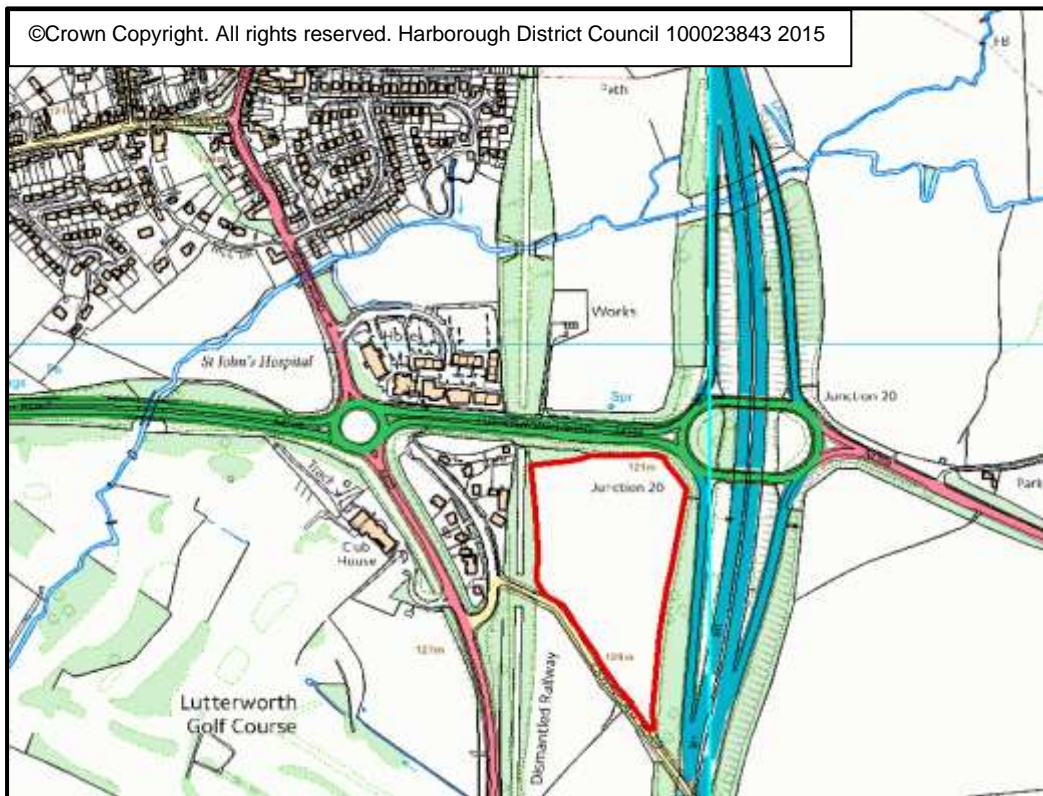
Map 1: Land at Airfield Farm, Market Harborough (E/002M/11)



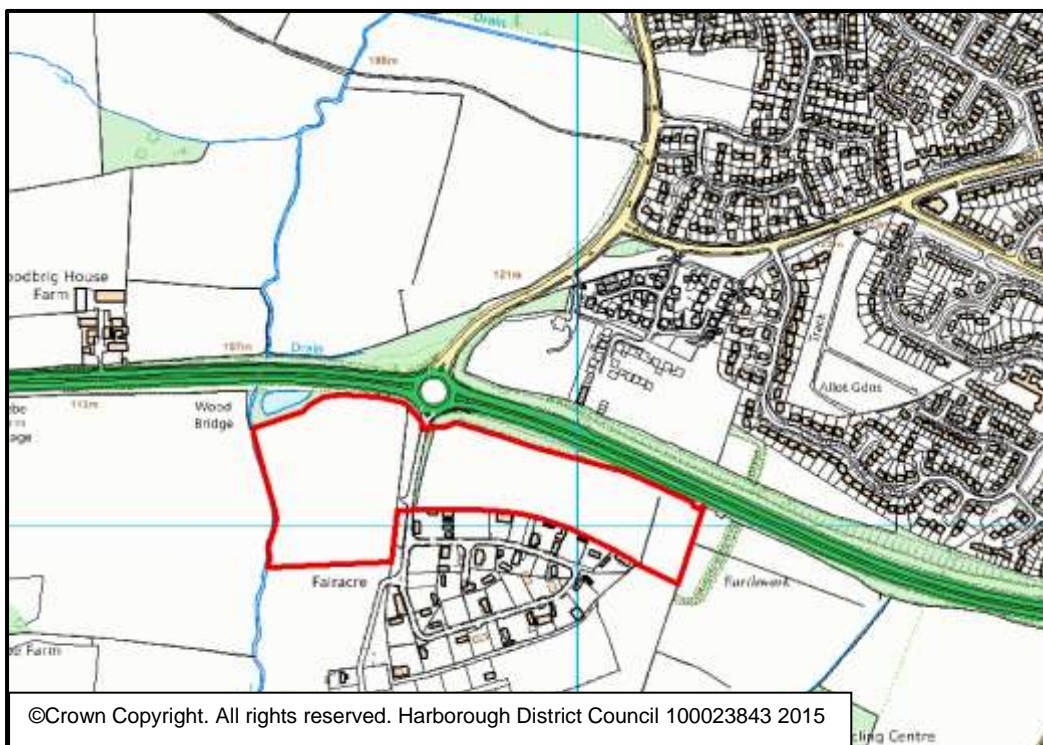
Map 2: Land adjacent to Bowden Business Village, Market Harborough (E001M/11)



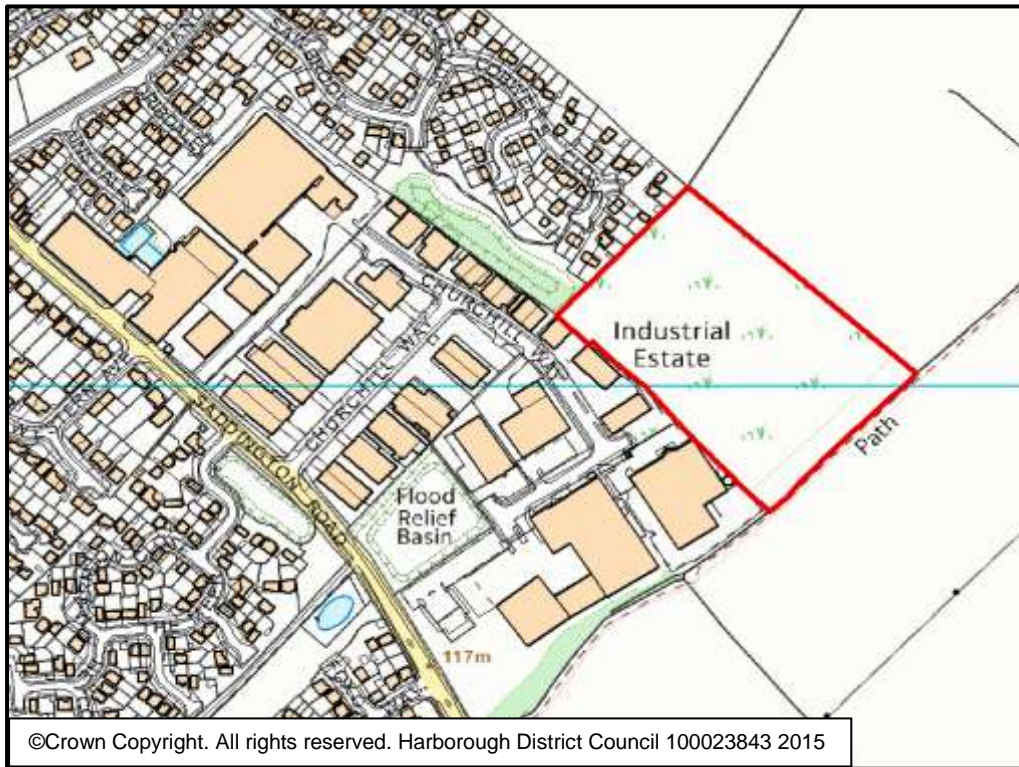
Map 3: Land adjacent to M1 /South of Lutterworth Road, Lutterworth (E005LT/11)



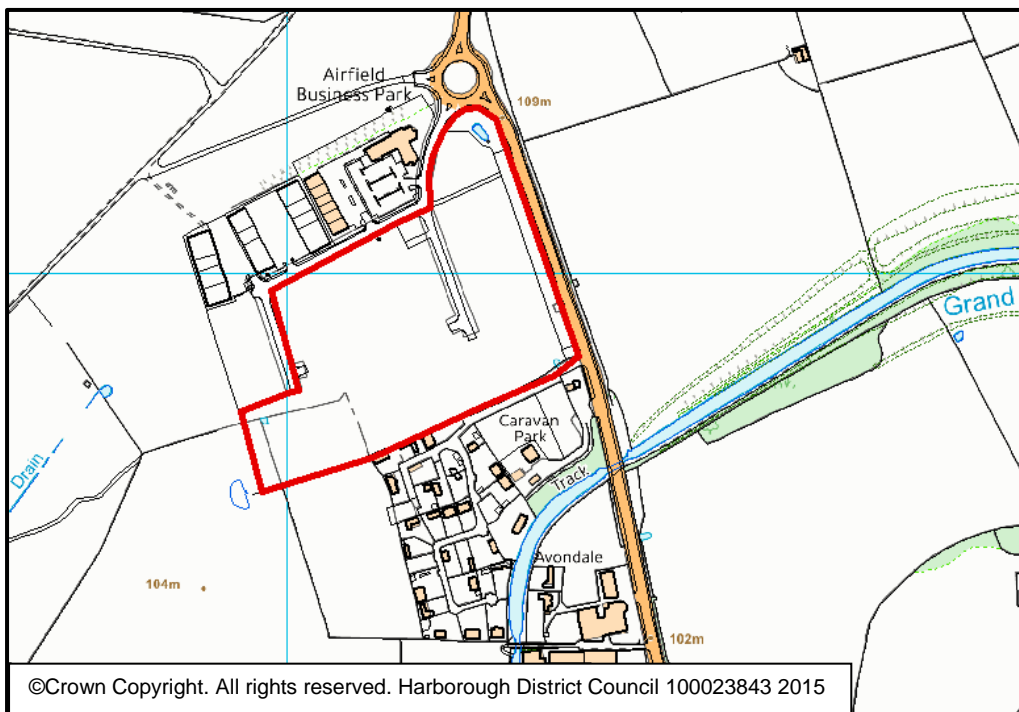
Map 4: Land south of Lutterworth Road / Coventry Road, Lutterworth (E/001LT/11)



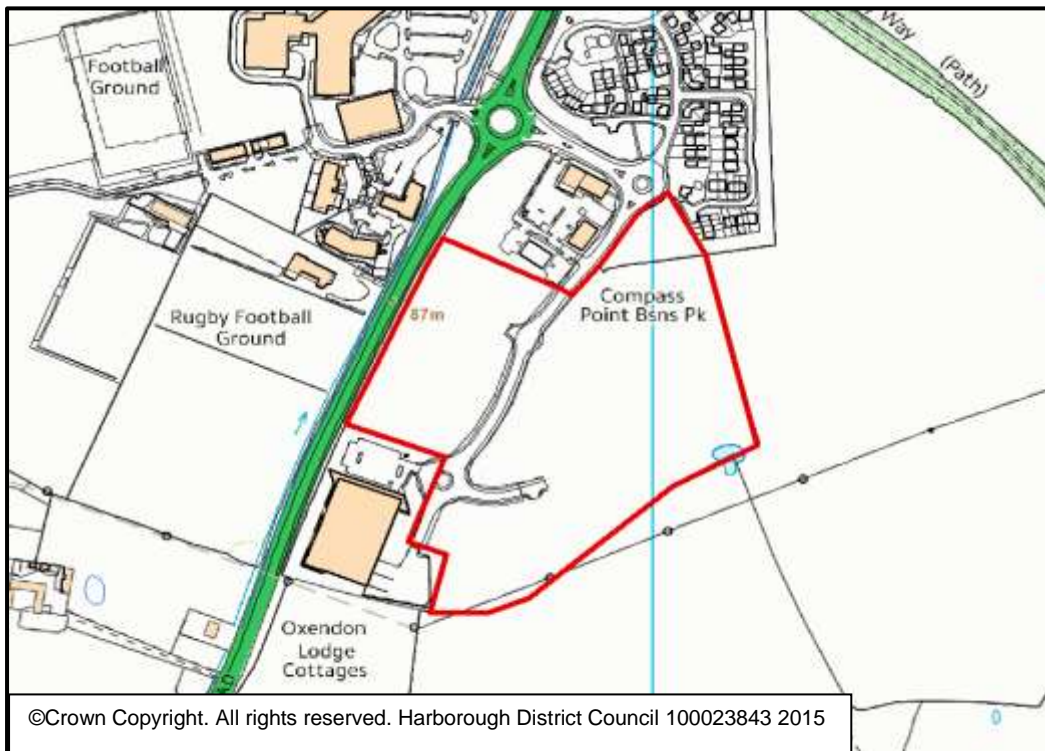
Map 5: Land off Marlborough Way, Fleckney (E/001RC/11)



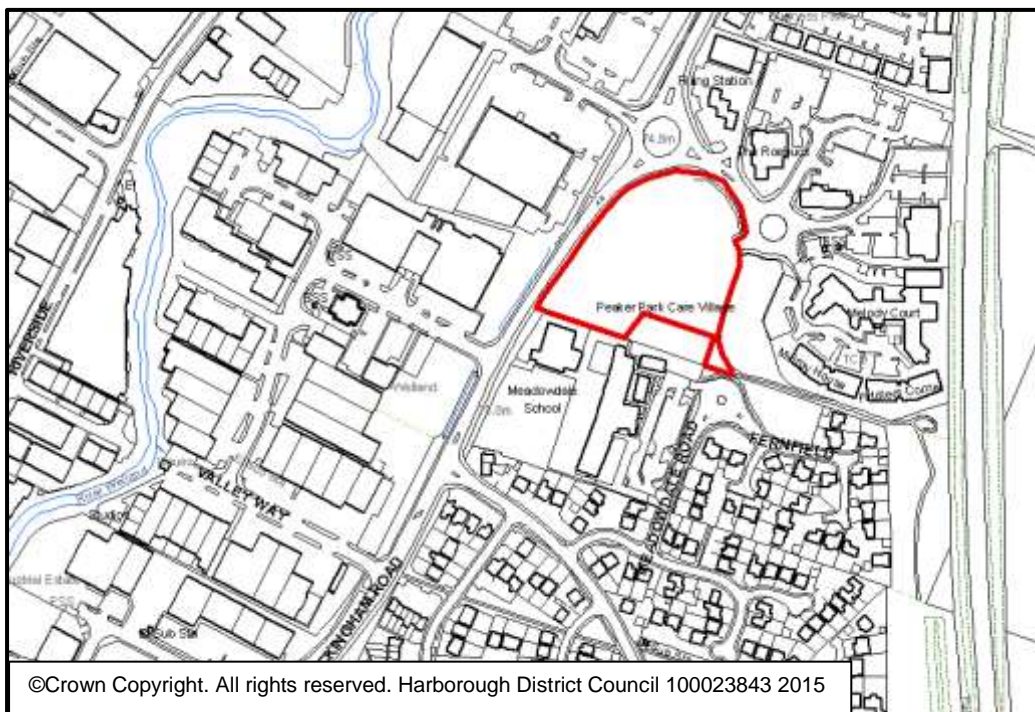
Map 6: Undeveloped Part of Airfield Farm, Leicester Road, Market Harborough



Map 7: Undeveloped Part of Compass Point Business Park, Market Harborough



Map 8: Undeveloped Part of Peaker Park, Rockingham Road, Market Harborough



Appendix H: Table to show the Employment Options – Residual employment land requirement by settlement (in Hectares)

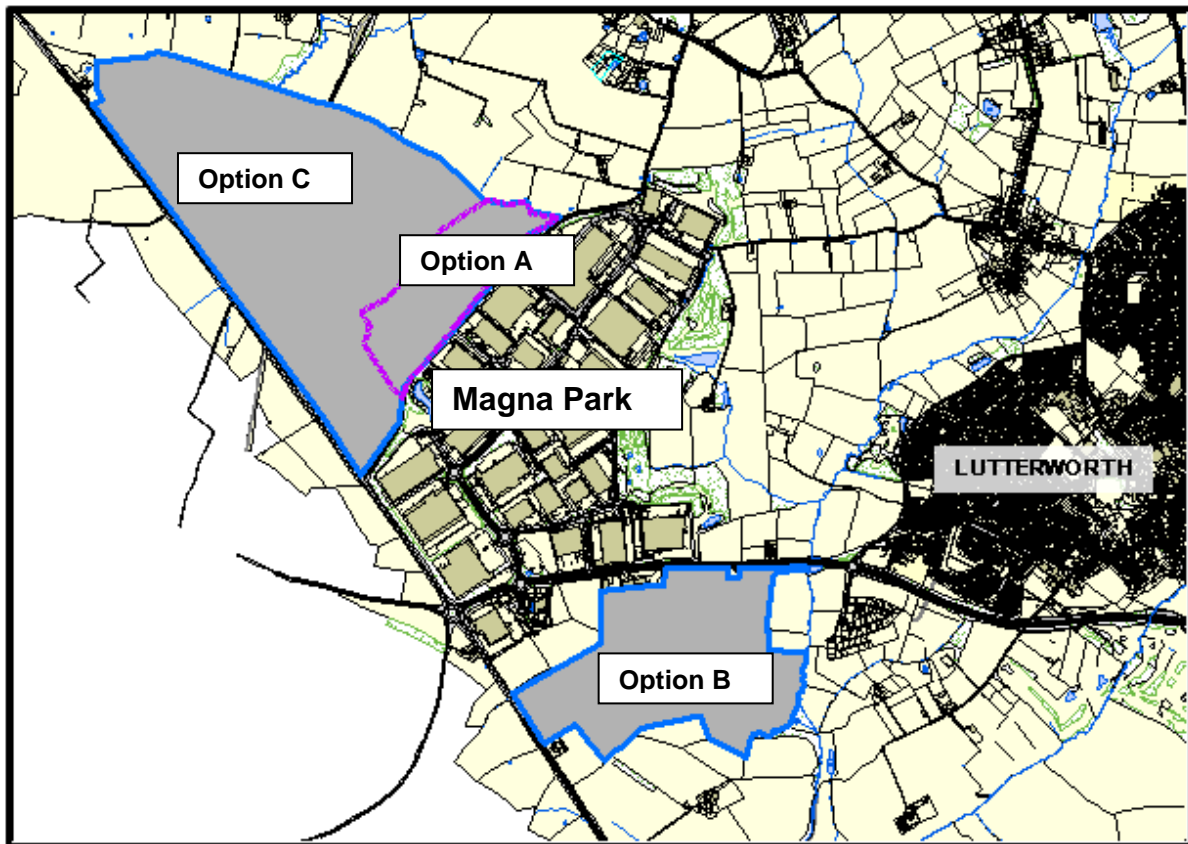
	Set A: Variations of the current distribution strategy			Set B: Options with 1 Strategic Development Area			Set C: Options with 2 Strategic Development Areas		
Settlement	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
	Rural Focus	Core Strat.	Urban Focus	Scrapt /Thurn SDA	Kib. SDA	Lutt. SDA	Scrapt /Thurn & Kib.	Scrapt /Thurn & Lutt.	Kib. & Lutt.
Sub-Regional Centre									
Market Harborough	10ha	10ha	10ha	10ha	10ha	10ha	10ha	10ha	10ha
Key Centres									
Lutterworth	4ha	4ha	4ha	4ha	4ha	10ha	4ha	10ha	10ha
Broughton Astley	0	0	0	0	0	0	0	0	0
Rural Centres									
Billesdon	0	0	0	0	0	0	0	0	0
Fleckney	3ha	3ha	3ha	3ha	3ha	3ha	3ha	3ha	3ha
Great Glen	0	0	0	0	0	0	0	0	0
Houghton on the Hill	0	0	0	0	0	0	0	0	0
Husbands Bosworth	0	0	0	0	0	0	0	0	0
Kibworth	0	0	0	0	5ha	0	5ha	0	5ha
Ullesthorne	0	0	0	0	0	0	0	0	0

	Set A: Variations of the current distribution strategy			Set B: Options with 1 Strategic Development Area			Set C: Options with 2 Strategic Development Areas		
Settlement	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
	Rural Focus	Core Strat.	Urban Focus	Scrap /Thurn SDA	Kib. SDA	Lutt. SDA	Scrap /Thurn & Kib.	Scrap /Thurn & Lutt.	Kib. & Lutt.
Total (excl. Commitments)	17ha	17ha	17ha	17ha	22ha	23ha	22ha	23ha	28ha
Strategic Distribution Options									
A	37ha	37ha	37ha	37ha	37ha	37ha	37ha	37ha	37ha
B	89ha	89ha	89ha	89ha	89ha	89ha	89ha	89ha	89ha
C	220ha	220ha	220ha	220ha	220ha	220ha	220ha	220ha	220ha

Table E: Employment Options and residual land requirements to 2031

Please see [Section 9](#) for explanation of the Employment Options and residual employment requirement figures

Appendix I: Map to illustrate potential Strategic Distribution sites for Options A, B and C



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 = Areas submitted to the Council for consideration as potential Strategic Distribution employment allocations

Figure 28: Potential Strategic Distribution sites in Lutterworth

Please see [Section 9](#) for explanation of the Strategic Distribution Options

Appendix J: Table to show sites proposed for Local Green Space designation

Location	Reference	Description
Allexton	LGS/All/1	Village Green Allexton
Arnesby	LGS/ARN/10	Paddock, Stoneyleigh
Billesdon	LGS/Bil/2	Old Clay Pits Woodland Billesdon
	LGS/Bil/3	Muddy Lane, Billesdon
	LGS/Bil/1	Billesdon Brook
Bittesby	LGS/Bit/1	The Lake Bittesby
Burton Overy	LGS/BO/7	Old Heather Garden
	LGS/BO/6	Traffic Island bearing the village sign
	LGS/BO/3	Main Street Spinney
	LGS/BO/2	Pasture land east of Scotland Lane
	LGS/BO/1	Main Street Pasture
Bushby	LGS/THUR/8	Dismantled Railway Line Dalby Avenue
Claybrooke Parva	LGS/CLAPA/3	Church Field Ullesthorpe Road
Dunton Bassett	LGS/DB/c	Wild area next to Leics Round Footpath
Fleckney	LGS/FLECK/2	Amenity Area, Priest Meadow Estate
Foxton	LGS/FOX/6	Shoulder of Mutton Garden, Foxton
	LGS/FOX/3	Black Horse Garden
Great Easton	LGS/GRTE/4	High St and Church Bank Gt Easton
	LGS /GRTE/2	Brook Lane Paddock Gt Easton
	LGS /GRTE/3	Barnsdale Paddock, Gt Easton
Great Glen	LGS/GRTG/1	Post Office Green Great Glen
	LGS/GRTG/2	Grassed Area Outside Chemist GG
Keyham	LGS/KEY/1	Snows Lane - Sunken Lane Keyham
	LGS/KEY/2	Miles Piece Keyham
Kibworth Harcourt	LGS/KIBH/1	The Munt, Kibworth Harcourt
Kings Norton	LGS/KIN/2	Land Adjacent to Grange Farm Kings Norton
Laughton	LGS/LAUG/1	Village Hall green/Paddock Laughton
Lutterworth	LGS/LUTT/3	Rye Hills Lutterworth
	LGS/LUTT/8	Memorial Gardens Lutterworth

Location	Reference	Description
	LGS/LUTT/5	River Swift Floodplain Lutterworth
Medbourne	LGS/MED/6a	Tow Path and Gardens Medbourne
	LGS/MED/8	Springbank Medbourne
	LGS/MED/6b	Tow Path and Gardens Medbourne
North Kilworth	LGS/NK/3	The Village Green North Kilworth
	LGS/NK/4	The Stoney North Kilworth
Scraptoft	LGS/SCRAP/5	Stocks Road Scraptoft
Smeeton Westerby	LGS/SMEW/4	Traffic Island Smeeton Westerby
Stoughton	LGS/STO/1	Paddock opp Church Land Stoughton
	LGS/STO/2	Natural recreation area Stoughton
Swinford	LGS/SWIN/1	Glebe Land behind Play Area Swinford
Theddingworth	LGS/THEDD/3	Jubilee Area Theddingworth
Thurnby	LGS/THUR/4	Embankments on Station Road
	LGS/THUR/1	Greens on front of Rose and Crown Thurnby

Table F: Local Green Space - Recommended Designations

Appendix K: Maps to show potential Retail/Town Centre Uses Development Areas

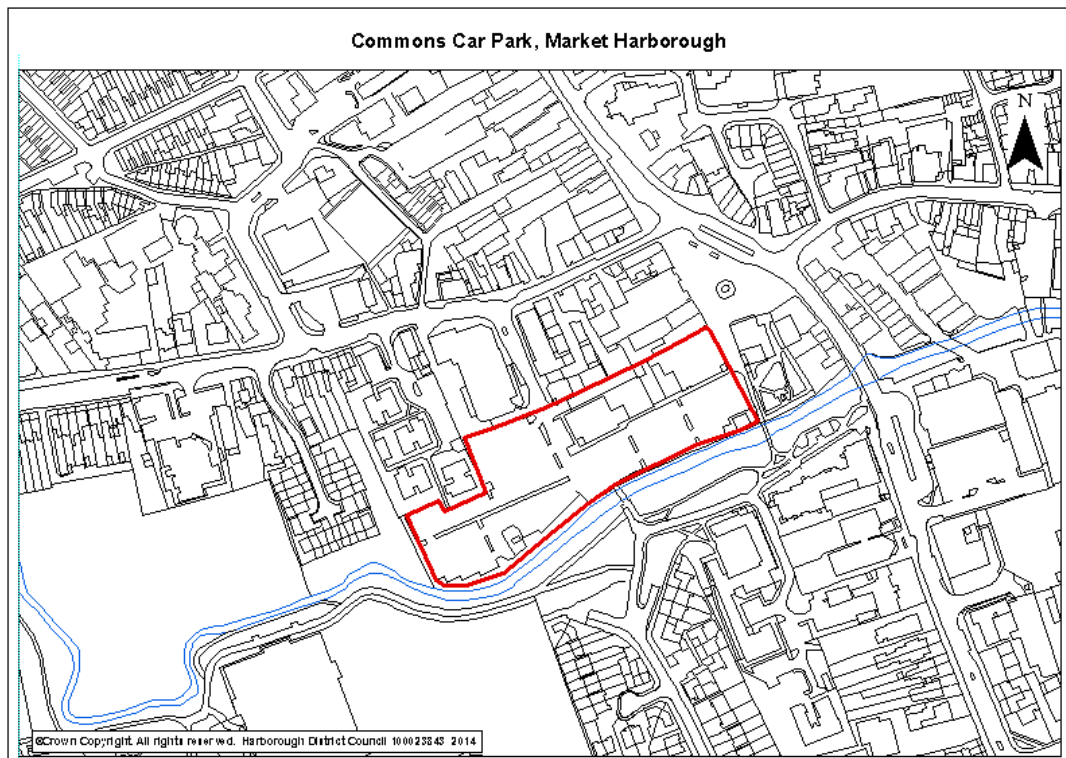


Figure 29: Commons Car Park, Market Harbour

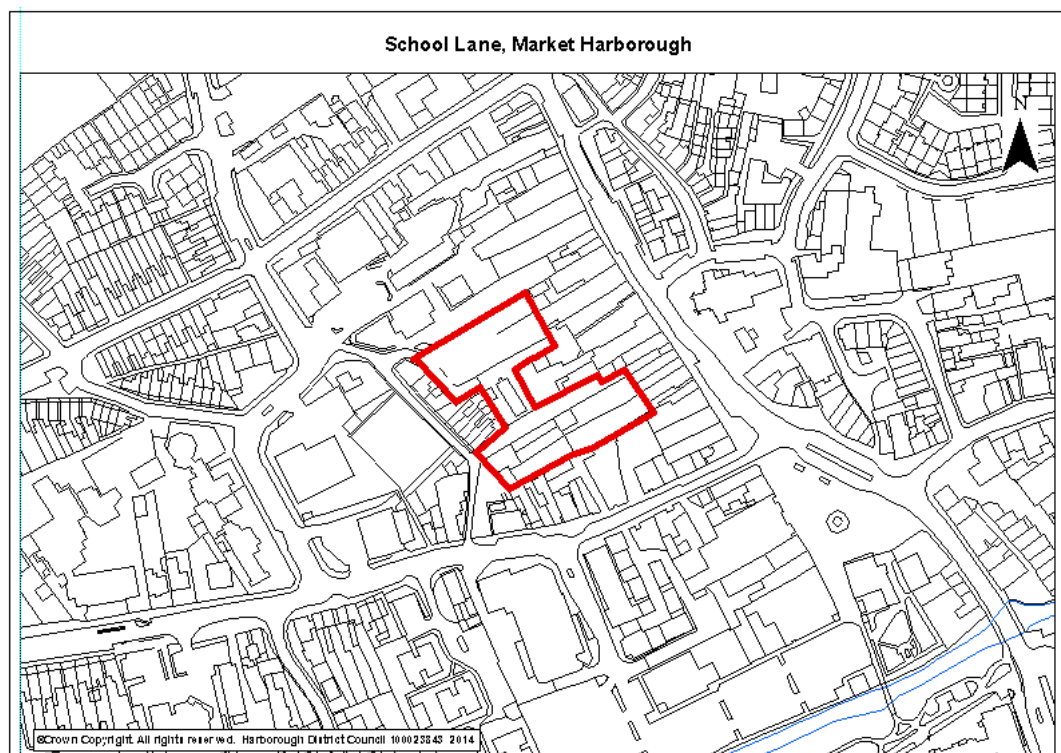


Figure 30: School Lane, Market Harbour

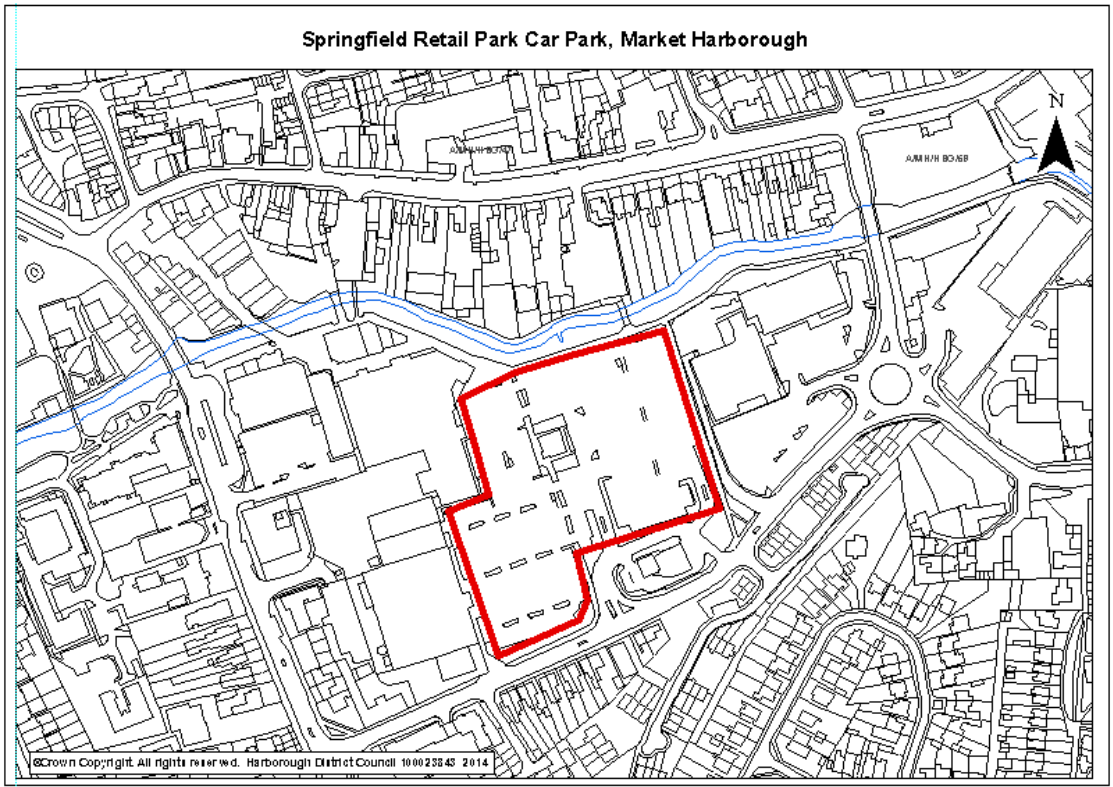


Figure 31: Springfield Retail Park car park, Market Harbourh

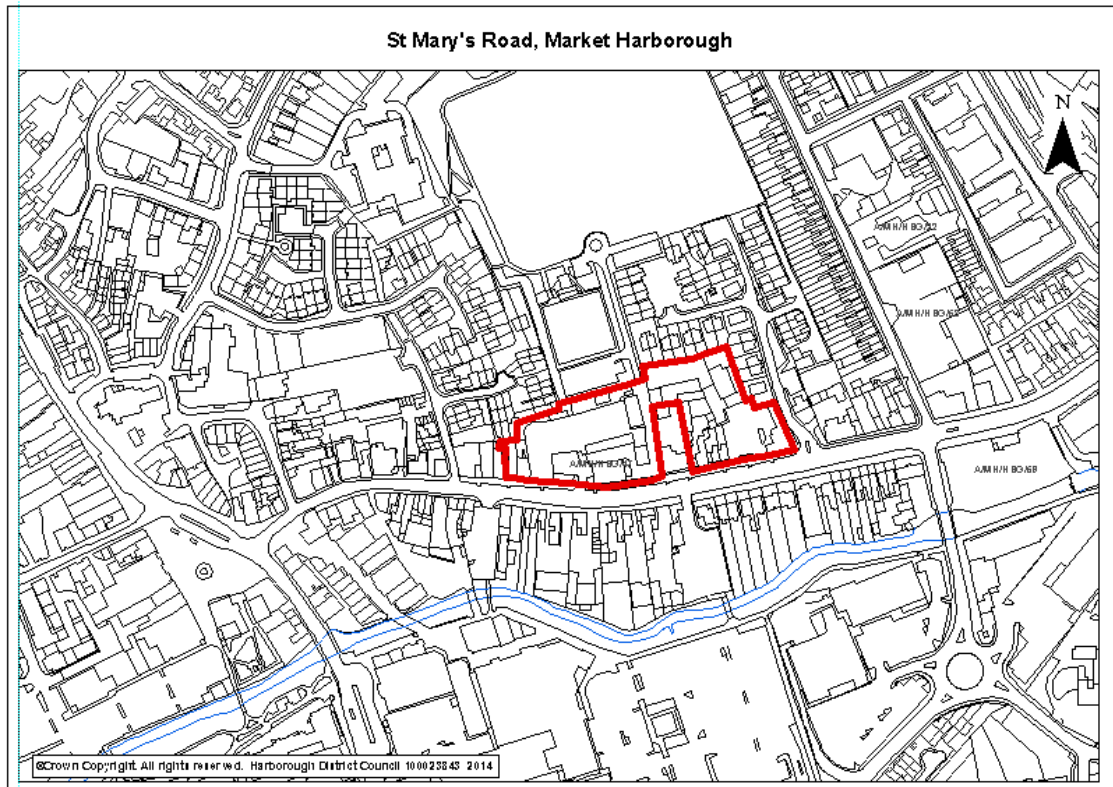


Figure 32: St Mary's Rd, Market Harbourh

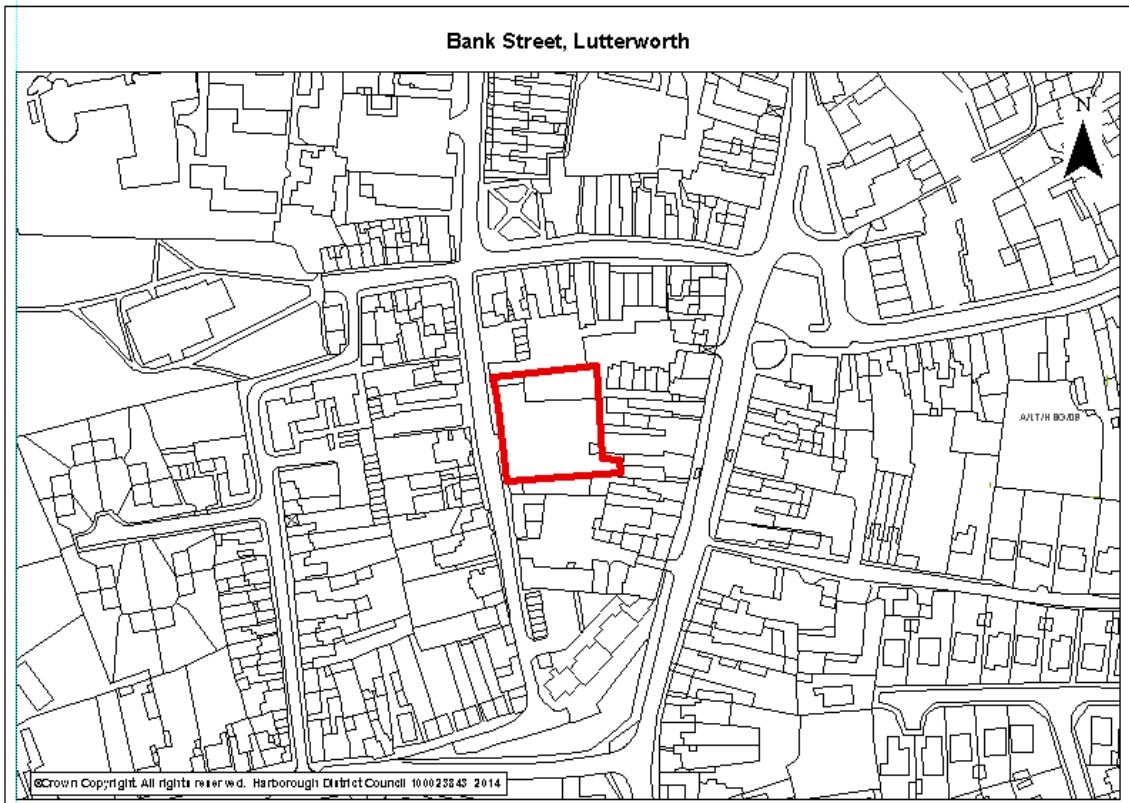


Figure 33: Bank Street, Lutterworth

Appendix L: Glossary

Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Air Quality Management Area: If a local authority finds any places where national air quality objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger.

Allocation: The use assigned to a piece of land in a development plan. Both local plans and neighbourhood plans can identify allocations for specific uses such as housing, employment and retail.

Call for Sites: A process carried out by the council to enable land owners, developers and other stakeholders to submit potential development sites for consideration as allocations with the development plan. A Call for Sites can be for housing, employment, retail or other types of land use.

Coalescence of settlements: The merging or coming together of separate towns or villages to form a single entity.

Community Infrastructure Levy (CIL): A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Comparison [Shopping]: Shopping for goods where the customer makes comparison between different shops e.g. clothing and footwear, do-it-yourself goods, household and recreational goods.

Conservation Area: An area designated by the Council for its special architectural or historic interest, and where it is important that this special character is preserved or enhanced.

Convenience [Shopping]: Shopping for relatively low-value goods, such as food or newspapers, which are bought on a frequent and regular basis and where the customer prefers convenience over cost.

Developer Contributions: See Section 106 Obligations.

Duty to Cooperate: The Duty to Co-operate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.

Enterprise Density: This is one of a number of indicators of an areas economic success, which measures the number of registered companies per 1000 population.

General Permitted Development Order 2015 (GPDO): Legislation which permits certain types of minor changes to property without the need to apply for planning permission.

Golden Triangle: This is the name used by the development industry to refer to the southern part of the East Midlands region which has established a distinct competitive advantage in the strategic logistics sector. There is no one standard definition.

Green Infrastructure: A network of multi-functional green space, covering both urban and rural areas, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

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.

Gypsy and Traveller 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 contain no more than 2 caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968.

Heritage Asset: A building, monument, site, place, area of 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 through the local list). Please note that Harborough District does not have a local list.

Housing Market Area (HMA) / Housing Sub-Market Areas: The geographical area within which a substantial majority of the employed population both live and work, and where most of those changing home (without changing employment) choose to stay. Harborough District lies within the Leicester and Leicestershire Housing Market Area. Harborough is divided into 5 housing sub-market areas these areas share strong similarities in terms of house prices and the value of land.

Infrastructure Delivery Plan: A document setting out the infrastructure requirements to support planned new development in the District.

Leicester and Leicestershire Enterprise Partnership (LLEP): A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in Leicester and Leicestershire.

Leicester Principal Urban Area (LPUA): Term used across Leicestershire to describe the whole of the built up area of Leicester.

Lifetime Homes: A set of [16 design criteria](#) that can be universally applied to new homes at minimal cost to ensure that homes are comfortable, convenient and support the changing needs of individuals and families at different stages of life.

Local Green Space: A designation aimed at providing special protection for green areas of particular importance to local communities.

Local Plan (2001): The Harborough District Local Plan (adopted 5 April 2001)

National Planning Policy Framework (NPPF): This sets out the Government's planning policies for England and how these are expected to be applied. It was published in March 2012.

National Planning Practice Guidance (NPPG): This web-based document provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. The guidance is categorised into subject categories.

Neighbourhood Plan: A neighbourhood plan establishes general planning policies for the development and use of land in a neighbourhood. They are prepared by the community. Neighbourhood plans allow local people to get the right type of development for their community, but the plans must still meet the needs of the wider area. When made, they form part of the Development Plan.

Objectively Assessed Need (OAN): This is the quantity of housing that households are willing and able to buy or rent, whether from their own resources (in the market sector) or with assistance from the State (in the affordable sector or with subsidy). The preparation of a Strategic Housing Market Assessment is a key piece of evidence in the determination of objectively assessed housing need.

Planning Policy for Traveller Sites (2015): This document sets out national planning policy for travellers sites. It should be read in conjunction with the NPPF and must be taken into account in the preparation of development plans.

Previously Developed Land: Land which is or was occupied by a permanent structure, including land within its curtilage and any fixed surface infrastructure. There are various exceptions to this which are set out in the National Planning Policy Framework.

Primary Shopping Area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Retail Impact Assessment: A means of establishing the potential commercial impact of a proposed new retail development on existing and committed (i.e. not yet built but have planning permission) retail development and on the vitality and viability of the existing town/village centre.

Scoping Consultation (2013): The new Local Plan for Harborough District Scoping Consultation document published March 2013.

Section 106 Obligations: Section 106 obligations (also referred to as developer contributions or planning obligations) are contributions 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). They are agreed between developers and local planning authorities and are negotiated as part of a condition of planning consent.

Site of Special Scientific Interest (SSSI): A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).

Soundness: In order to be found “sound” at the examination stage, an independent inspector must be satisfied that a local plan is positively prepared, justified, effective and consistent with national policy. These are known as the tests of soundness and are set out in the National Planning Policy Framework paragraph 182.

Strategic Development Area (SDA): An area delivering at least 1,000 dwellings, often incorporating employment opportunities, primary schools, local shops and other significant infrastructure including relief roads.

Strategic Housing Land Availability Assessment (SHLAA): An assessment which identifies potential housing sites, considers their housing potential and assesses when they are likely to be developed. Local authorities are required to prepare a SHLAA and keep them up to date.

Strategic housing market area assessment (SHMA): A study of the way the housing market works in any particular area. It looks into the type of households living in the area, where they work and what sort of housing they live in. It provides a long-term assessment of both housing need and demand (including affordable housing need), broken down by tenure and size of housing.

Sustainability Appraisal incorporating Strategic Environmental Assessment (SA/SEA): SA/SEA is a process for helping to ensure that Local Plans achieve an appropriate balance between environmental, economic and social objectives. SA/SEA helps to identify and communicate the sustainability implications of different plan approaches and recommend ways to reduce any negative effects and to increase the positive outcomes. SA/SEA is an integral part of the local plan preparation process and a legal requirement under the ‘Environmental Assessment of Plans and Programmes Regulations 2004 (which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive).

Sustainable Development: The most commonly used definition is that of the 1987 World Commission on Environment and Development, the Brundtland Commission:

'Development which meets the needs of the present without compromising the ability of future generations to meet their own needs'.

Sustainable Drainage Systems (SuDS): Drainage systems designed to manage surface water sustainably. They aim to reduce the amount of surface water run-off and the rate at which it joins rivers, public sewers or runs off the site as 'overland flow', and to maintain or improve water quality. SuDS follow natural processes where possible, allowing water to percolate through the ground and using soft-surface, landscaped solutions such as shallow ditches (swales) or depressions (bales) to collect, transport and store water.

Town Centre: Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

Windfall sites: Windfall sites are unanticipated sites that are granted planning permission for housing and which were not previously identified in the previous SHLAA study.

Produced by the Strategic Planning team, Harborough District Council, The Symington Building, Adam and Eve Street, Market Harborough, LE16 7AG (Tel:01858 821160, E-mail: planningpolicy@harborough.gov.uk).