

Houghton on the Hill Neighbourhood Development Plan



CONSULTATION STATEMENT

Part 5, Section 15
The Neighbourhood Planning (General) Regulations 2012

Produced by: RCC (Leicestershire & Rutland)



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supporting people &
sustaining communities

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SECTION 1: INTRODUCTION

1.1 This Consultation Statement has been prepared to fulfil the legal requirements of Part 5, Section 15 of the Neighbourhood Planning (General) Regulations 2012 by:

- (a) *Detailing the persons and bodies who were consulted about the proposed Neighbourhood Development Plan;*
- (b) *Outlining how these persons and bodies were consulted;*
- (c) *Providing a summary of the main issues and concerns raised;*
- (d) *Reviewing how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Development Plan.*

1.2 Throughout the process of producing the Houghton on the Hill Neighbourhood Development Plan a more in depth consultation process has been undertaken than required within the Neighbourhood Planning (General) Regulations 2012.

The aims of the consultation process were:

- *To ensure that the Houghton on the Hill Neighbourhood Development Plan was fully informed by the views and priorities of local residents, businesses, and key local stakeholders.*
- *To ensure that detailed consultation took place at all stages of the process, especially where key priorities needed to be set.*
- *To engage with as broad a cross section of the community as possible, using a variety of consultation and communication techniques.*
- *To ensure all consultation results were made publicly available and utilised to inform subsequent stages of the Neighbourhood Planning process.*

1.3 Consultation was undertaken by the Neighbourhood Planning Working Party (NPWP) on behalf of Houghton on the Hill Parish Council with support from Harborough District Council and independent professional support from the RCC (Leicestershire & Rutland) and Landmark Planning Ltd.

1.4 The programme of consultation completed is detailed below.

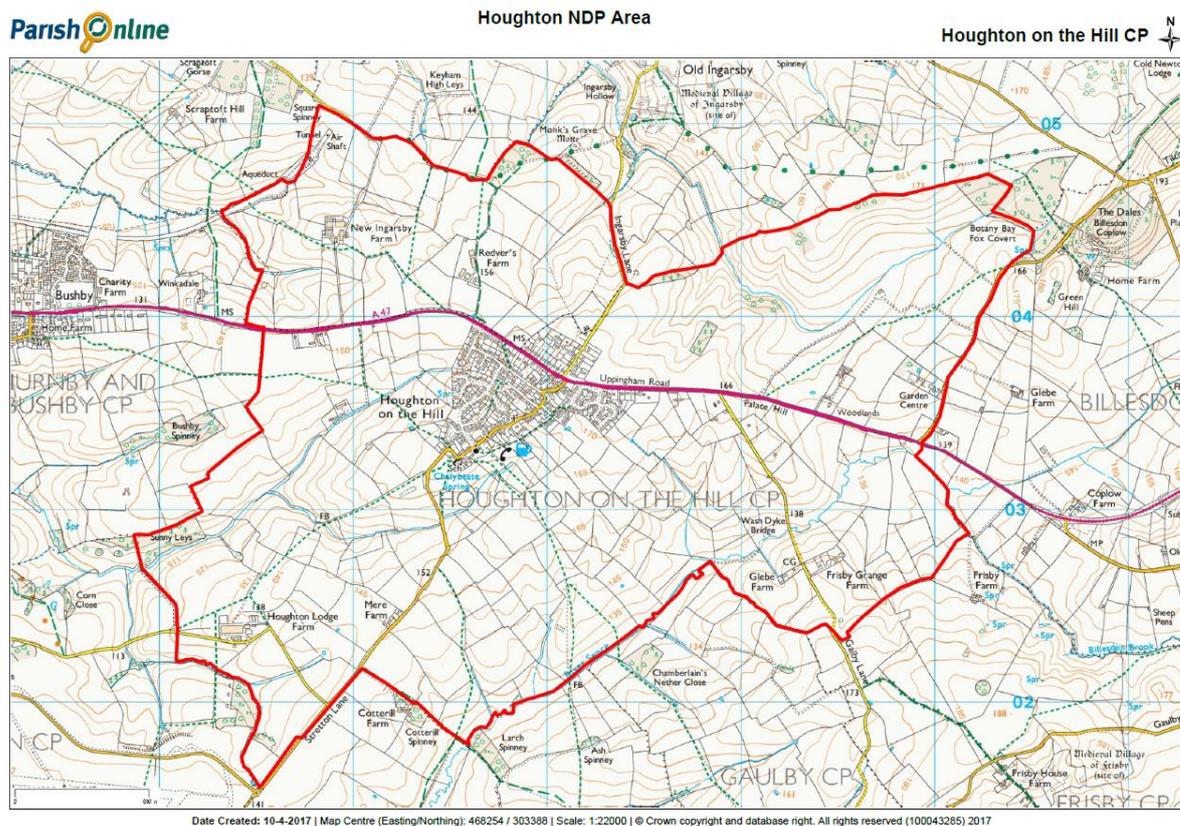
Table 1 - Programme of consultation completed:

Date	Activity
30 th April 2015	Annual Parish Meeting – Presentation on Neighbourhood Planning / Q & A
15 th – 31 st January 2016	Resident Consultation Survey
15 th – 31 st January 2016	Young Peoples Consultation Survey
16 th March 2016	Stakeholder Consultation
28 th April 2016	Annual Parish Meeting – Presentation / Q & A
27 th June – 14 th August 2016	Pre-submission Consultation

- 1.5 This Consultation Statement provides an overview of each of the above stages of consultation in accordance with Section 15 (2) of Part 5 of the Neighbourhood Planning (General) Regulations 2012.

SECTION 2: NEIGHBOURHOOD AREA

- 2.1 The whole Parish of Houghton on the Hill and an area of land within Hungarton Parish has been formally designated as a Neighbourhood Area through an application made by Houghton on the Hill Parish Council on 21st May 2015 under Part 2, Section 5 of the Neighbourhood Planning (General) Regulations 2012.
- 2.2 The Neighbourhood Plan area was officially approved by Harborough District Council on 31st July 2015, following a 6-week period of public consultation as required within Part 2, Section 6 of the Neighbourhood Planning (General) Regulations 2012.
- 2.3 The designated 'Houghton on the Hill Neighbourhood Area' is illustrated below.



SECTION 3: Annual Parish Meeting – Presentation / Discussion

- 3.1 Overview of the event is provided below.

Table 2 - Overview of the Annual Parish Meeting

Date/Time	30 th April 2015 / 7.30pm
Venue	Village Hall, Main Street, Houghton on the Hill
Format	Formal presentations / question and answer / displays / expression card / post it notes
Publicity	Parish Notice Board; Flyers; Parish Council Website.
Attendance	68

3.2 The Annual Parish Meeting was used as an opportunity to:

- *Inform the community about neighbourhood planning, detail the steps required to produce the plan, and to outline planned consultation and methods of communication.*
- *Enable residents to identify where they would prefer any new housing development to take place.*
- *Enable residents to identify what current facilities and services would need to be expanded or improved and if any new facilities and services would be required.*
- *Enable residents to identify what they like/value or dislike about living in Houghton.*
- *Enable residents to become involved in the production of the plan or to give their contact details to receive regular updates on the neighbourhood plans progress.*

WHO WAS CONSULTED

3.3 The aim was to actively engage residents living in Houghton on the Hill Neighbourhood Development Plan designated area. The meeting was supported by Houghton on the Hill Parish Council and the Neighbourhood Plan Working Party (NPWP).

3.4 A total of 68 people attended the meeting.

An invitation to the Annual Meeting of people who live and work in the parish of Houghton on the Hill.
From Huw Francis, Chair of the Parish Council
30th April 2015 at 7.30 in Houghton Village Hall.
Come along and participate in your meeting

Hear from:

- Houghton Parish Council,
- Leicestershire County Council,
- Representatives of Harborough DC
- Chair of Houghton Field Association
- Houghton Neighbourhood Planning Working Party,

Under the Harborough District New Local Plan, Houghton is to have more than 100 new houses within the next 15 years, and possibly more. Whilst development can't be halted, it can however be influenced by an adopted Neighbourhood Plan, which has legal force on planning decisions

Have your say where in Houghton new dwellings should be built

What would be your preferred mix of:

Bungalows?	Starter homes?
Family homes?	Retirement homes?

Come and share your views
at the Annual Parish Meeting
Thursday 30th April, Village Hall 7.30pm

Neighbourhood Planning

New housing development means more adults, more young people, more cars, increased pressure on local facilities and services.....

Over the next 15 years do you think Houghton should have:-

- More and / or bigger shops?
- Its own GP surgery
- A new or bigger school?
- Facilities for light industry?
- Accommodation for local businesses?
- Improved sports & recreational facilities?
- Larger Community Hall?
- What else.....

(Background image is Houghton 2012)

Come and share your views
at the Annual Parish Meeting
Thursday 30th April, Village Hall 7.30pm

<p>The Annual Houghton Parish Meeting.</p> <p><i>30th April 2015 at 7.30pm in Houghton Village Hall</i></p> <p><i>Activities will include:</i></p> <ul style="list-style-type: none"> • Annual report from the Chair of Houghton Parish Council • Neighbourhood Plan ... Meet representatives from Harborough District Council. • Share your views on what you like about Houghton.. and what you would like to see improved. • Houghton Field Association ... Chairman's report. • Simon Galton, District and County Councillor, will be participating. <p><i>(Background image is Houghton 1967)</i></p> <p>Come and share your views at the Annual Parish Meeting Thursday 30th April, Village Hall 7.30pm</p>	<p><i>Neighbourhood Planning</i></p> <p>What about the local landscape?</p> <ul style="list-style-type: none"> • What would you like to protect? • What would you like to improve? • What would you like to add e.g. more public spaces? a community wood maybe? a small wetland area with a pond? something else.....? <p>Energy? Might Houghton benefit from cheaper electricity if we had a wind farm or solar panel arrays?</p> <p>Public Transport? Would Houghton benefit from, and be able to justify, a public transport connection to, say, Oadby? What about other aspects of public transport? Should it be a bus or should we summon a driverless electric car to take us?</p>	<p><i>Neighbourhood Planning</i></p> <p>Infrastructure? Is it good enough for another 15+ years and 100+ more houses?</p> <ul style="list-style-type: none"> • A bypass needed to relieve Main Street? • Would traffic signals / roundabouts / staggered junctions on the A47 reduce speeds and improve safety at junctions? • Does Superfast broadband speed, coverage and capacity need to be enhanced? • Is an improved Mobile signal strength needed? 4G maybe? <p><i>We hope you will come to the meeting and express your views. Members of the Houghton Neighbourhood Planning Working Party will be on hand to record them, and your views will influence the content of the final plan.</i></p> <p><i>Huw Francis (0116 2416163)</i></p> <p>Come and share your views at the Annual Parish Meeting Thursday 30th April, Village Hall 7.30pm</p>
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HOW PEOPLE WERE CONSULTED

- 3.5 Attendees could view a set of displays and maps of the area and talk to members of the Neighbourhood Plan Working Party.
- 3.6 Attendees were provided with a “post-it note board” to record what they liked/valued or disliked about living in Houghton.
- 3.7 Attendees could use an interactive display to identify their preferred location of any new housing.



ISSUES RAISED

3.8 The following key issues (in order of popularity) were highlighted by residents:

School

- *Expansion/capacity*

Public Transport

- *Better transport service / service to Oadby*

Parking Issues

- *Parking in Main Street / parking around school*

Community Facilities

- *Larger pavilion-sports-youth*

Community Values

- *Great community spirit and feel*

Traffic

- *Traffic on Main Street/ traffic access to A47*

Main Street

- *Bypass for Main Street traffic*

Shops

- *Larger and more shops*
-

HOW THE ISSUES HAVE BEEN CONSIDERED

3.9 All issues and comments raised at the Annual Parish Meeting were collated and presented into a short report (see Appendix 1) and were used by the Neighbourhood Planning Working Party to:

- Further define the key issues and priorities for consideration and further exploration throughout the plan process.*
- Help to define the contents and guide the development of the core evidence base required to back up and inform the Neighbourhood Development Plan*

SECTION 4: NEIGHBOURHOOD DEVELOPMENT PLAN CONSULTATION SURVEYS

4.1 An overview of the Neighbourhood Development Plan Surveys completed are provided in tables 3 and 4.

Table 3 - Overview of the Resident's Household Survey:

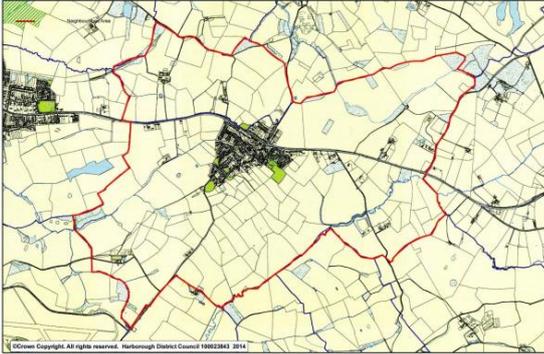
Date	15 th – 31 st January 2016
Facilitator	RCC (Leicestershire & Rutland)
Format	Paper survey to households in the designated area
Publicity	Parish Notice Board; Posters; Parish Council Website
Response	421 households

Table 4 – Overview of the Young People’s Survey:

Date	15 th – 31 st January 2016
Facilitator	RCC (Leicestershire & Rutland)
Format	Paper survey to households in the designated area
Publicity	Parish Notice Board; Posters; Parish Council Website
Response	59 young people

4.2 Surveys were distributed to all households in the designated area to:

- Identify what people feel about living in Houghton.
- Define the type/s of development most needed within Houghton.
- Identify the most preferred sites for potential development within Houghton.
- Identify the improvements / additions to local infrastructure, services and facilities required alongside any future development.
- Identify green spaces, heritage sites and important buildings that are valued or should be protected.



THE HOUGHTON NEIGHBOURHOOD PLAN

QUESTIONNAIRE NEEDS YOU!

Your input to the process via the questionnaire is extremely important. Clearly we need to be fully aware of your views so that we can incorporate them in the Neighbourhood Plan. I am sure that you will appreciate therefore that it is critically important that we have a tremendous return of completed questionnaires. Please do help us achieve this.

Key dates in January:

Saturday 16th: Distribution of Questionnaires will start; all should be delivered by Monday 18th

Saturday 23rd: Neighbourhood Plan Information Session. An opportunity to discuss the questionnaire and the plan with members of the NP Working Party. Village Hall, Club Room 10am to 2 pm.

Saturday 23rd: Collection of completed questionnaires will start.

Sunday 31st: Collection of all questionnaires completed.

(More detail in the NP article elsewhere in this edition of HN)

WHO WAS CONSULTED

4.3 **Household Survey** – Hard copies of the resident’s survey were delivered to 630 occupied dwellings in the designated area. A total of 423 completed returns (68%) representing the views of over 800 individual residents (50%) Based on 2011 census.

**Houghton-on-the-Hill Neighbourhood Plan
Consultation Survey**

January 2016



Your views are important and we urge you to complete this questionnaire

If you think you might benefit from a better understanding of a Neighbourhood Plan and the background behind the questions, please come to the Village Hall between **10.00am and 2.00pm on Saturday 23rd January 2016** and a local member of the Neighbourhood Plan Working Party will provide you with explanations though cannot provide advice on answers you give. Further information can be found at <http://leicestershirevillages.com/houghtononthehill/parish-plan.html>

- 4.4 **Young People's Survey** – Hard copies of the young people's survey were delivered to dwellings occupied by anyone under the age of 17. Responses were received from 55 young people aged under 16 years representing 20% Based on 2011 census) and (4 aged 17 years).

**Houghton Neighbourhood Plan
Young People's Questionnaire
for residents of Houghton under the age of 18**

If more than 1 young person in your household wishes to give his / her views, then please photocopy this questionnaire, and remember to return all completed copies with the main questionnaire.

Background: A group of volunteers in the village are putting together on behalf of the Parish Council a Neighbourhood Plan which can influence where houses are built in Houghton and where green spaces are included in new developments. The wider aim is to retain the rural character of the village whilst responding to the need for more houses. Along with new houses there may be an opportunity to improve facilities within the village. Please complete this questionnaire; your views are important and will influence the final plan.

If you are unsure about any part of this questionnaire, please discuss it with an adult, but remember it is your own views that we are interested in.

About You:

Q1 How old are you?

Q2 Are you? Please tick the box to match your answer

Male Female

Q3 What do you **most like** about living in Houghton?

Q4 What do you **least like** about Houghton?

HOW PEOPLE WERE CONSULTED

- 4.5 Working with the RCC (Leicestershire & Rutland), the Houghton Neighbourhood Plan Working Party used the issues, priorities and data already obtained to design and produce a resident's survey and a young people's survey.
- 4.6 Both the surveys were available to complete in a hard copy over a period of just over two weeks.
- 4.7 The Neighbourhood Plan Working Party also held a surgery for residents at Houghton Village Hall on Saturday 23rd January 2016 to provide further information and support to help with completion of the survey.

ISSUES, PRIORITIES AND CONCERNS RAISED – Residents Survey

4.8 **What is it Like Living in Houghton?**

- a) Top 5 words used by the community to describe Houghton:

Community

Rural

Friendly

Neighbourly

Safe

- b) In summary, residents felt Houghton is a friendly, neighbourly and safe rural community.

4.9 **Housing & Use of Land**

- a) 30% indicated that a member of their household may be looking for another property in Houghton over the next 10 years.
- b) 18% considered that they occupy a property that is too large for their needs over half of whom would like to relocate to a different property in Houghton.
- c) *2-3 Bedroom Detached Houses* and *2 Bedroom Bungalows* with off road parking for at least *2 Vehicles* and a *garden* were considered a priority.
- d) All new developments in Houghton should:

Preserve public rights of way and access to the surrounding countryside

Have ample parking spaces to serve new residents

Be planned to maintain a sense of community

Maintain the character of Houghton by providing a mix of housing types

Be connected to the centre of Houghton by safe walkways and road crossings

4.10 Traffic, Transport, and Access

- a) When travelling within Houghton to shop for leisure over **70% Walk** however a significant proportion use the **Car** particularly when travelling to work from the village.
- b) When travelling outside Houghton almost **90%** of respondents mainly use the **Car**.
- c) Around **24%** of respondents use the **Bus Service** with a **more frequent 747 Service** and links to **Oadby, Market Harborough**, and the Railway Station in the City Centre considered a priority.
- d) In terms of **Road Safety**, the following improvements are considered to be a priority by around **50%** of respondents:

Controlled pedestrian crossing of A47

Footpaths to link new development to the village centre

Improved cycle safety and cycle paths

- e) **Electronic Warning Signs** near the school are also considered a high priority by almost **50%** of respondents.
- f) **87%** of respondents consider that there are roads in Houghton where an increase in traffic flow might cause significant issues with **Main Street, St Catharine's Way**, and **Stretton Lane** highlighted.
- g) **84%** of respondents also consider that increased traffic might cause parking issues Particularly on **Main Street** and around the **Co-op** and **the School**.
- h) **74%** highlighted that there are sites of major road safety concern on Houghton with the **A47** and **Main Street** of significant concern.
- i) **55%** of respondents consider the **volume of traffic on Main Street** makes it an **unattractive environment** for **pedestrians** and **cyclists**.

4.11 Landscape, Green Spaces & Heritage

- a) **Over 80%** of respondents consider the **overall impact on the landscape and setting of the village** and the **preservation of existing and introduction of new green spaces** a priority when determining planning applications.
- b) The most used green spaces in the village are:

Field footpaths & Bridleways

Weir Lane Playing Field

Weir lane Children's Playground

- c) Regardless of use, all existing green spaces are valued by **over 50%** of respondents
- d) **66%** of respondents identified important buildings structures or sites around the village with **the Church** and **buildings on Main Street** highlighted.

4.12 Facilities & Services

- a) **99%** of respondents use **the Village Store** which is by far the most used service within the village.
- b) **The Post Office, Pubs, Pharmacy, Garage, Church, Village Hall, and Weir Lane Playing Field** are also well used.
- c) **40%** of respondents consider the **Pavilion** to be inadequate

4.13 Employment

- a) **60%** do not think that there should be developments which make provision for creating new employment opportunities and **70% do not support** the creation of a **small business park**.
- b) **64% do not** wish new developments to incorporate new retail outlets.

4.14 Energy Efficiency and Renewable Energy

- a) With regards to Energy respondents prioritised the following:

New dwellings should have means of harvesting surface water

New dwellings should have means of generating energy

4.15 Phone & Internet Communications

- a) **89%** indicated that their households are connected to the internet, however just over **30%** identified that they experience connection issues at least monthly.
- b) **87%** indicated that they use a mobile phone in the village and **53%** identified that they use a mobile phone to connect to the internet. **Improvements to call signals on some networks** and **provision of 4G coverage** were highlighted.

4.16 Site Prioritisation

- a) The potential sites for preferred development were prioritised by respondents as outlined in table 5.

Table 5

Order of preference	Site
1	B – A/HH/HSG/07
2	A – A/HH/HSG/06
3	I – A/HH/HSG/02
4	C – A/HH/HSG/03
5	D – A/HH/HSG/01
6	E – A/HH/HSG/04
7	H – A/HH/HSG/09
8	F – A/HH/HSG/08
9	G – A/HH/HSG/05

4.17 What do you most like about living in Houghton? (top 5)

Countryside/rural/peaceful
Friendly/community
The park, green/open spaces
Relatives/friends in village
Shops

4.18 What do you least like about living in Houghton? (top 5)

Nothing/not relevant
Public transport
Lack of sports/leisure facilities/pool
A47/Stretton Lane/Main St dangerous
Bumpy car park near play area

4.19 Do you feel safe in Houghton?

- a) 97% indicated that they felt safe
- b) 4% indicated that they felt unsafe, relating to cars parking on pavements on Main Street, being aware of strangers, the school bus and feeling vulnerable due to low lighting.

4.20 Do you go to school in Houghton?

- a) 75% indicated that they did not go to school in Houghton
- b) 26% indicated that they did go to school in Houghton

4.21 Do you use public transport?

- a) 51% indicated that they did not use public transport
- b) 50% indicated that they did use public transport

4.22 Does the currently available public transport meet your needs?

- a) 43% indicated that public transport did not meet their needs
- b) 38% indicated that public transport did meet their needs

4.23 Out-of-school activities you participate in WITHIN the village (Top 5)

Tennis
Football
None
Brownies
Beaver, Scouts & Rainbows

4.24 **Out-of-school activities you participate in OUTSIDE the village**

Swimming
Dance/Ballet
Football
Karate
None

4.25 **Activities you would like to participate in within the village**

Swimming
Gymnastics
None
Skate Board Park
Netball / Basketball

4.26 **Facilities you use for out-of-school activities**

- a) Most young people responding to the questionnaire indicated that they never use the **Village Hall Field, Weir Lane Young People's Recreation Area, Dixons Cricket Field, Chapel Close Green** or the **Methodist Chapel Meeting Room**.
- b) **The Village Hall** and **Weir Lane Pavilion** are used 1-12 times a year.
- c) **Weir Lane Playing Field** and **Weir Lane Children's Playground** were the most used places for out-of-school activities, at more than 50 times a year.

4.27 **Facilities you use requiring improvements**

- a) Most young people identified **Weir Lane Playing Field** as needing improvements including better football pitches and goals, a skate park facility and an improved pavilion.
- b) **Weir Lane Children's Playground** was the second facility requiring improvements including more equipment such as monkey bars, more benches and a shelter.

HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

- 4.9 All issues, priorities and concerns and comments raised within each survey were collated and presented in report form (see Appendix 1). The results of the surveys were used by the Neighbourhood Planning Working Party along with all other consultation and data obtained to:
- a) Rank the preferred sites for development according to the priorities of the community.
 - b) Map important buildings heritage assets, and open spaces to be protected from development.
 - c) Help focus the development of the Neighbourhood Development Plan and potential policy areas based on key local issues and priorities.

SECTION 5: STAKEHOLDER MEETING CONSULTATION

5.1 An overview of the stakeholder consultation meeting is provided below.

Table 6 – Overview of the Stakeholder Consultation

Date	16 th March 2016
Venue	Houghton Village Hall
Facilitator	RCC (Leicestershire & Rutland)
Format	Presentation & Workshops
Publicity	Invitation
Participants	35

5.2 The meeting was held in order to:

- *Raise awareness of the Houghton on the Hill Neighbourhood Development Plan among key local stakeholders, give an update on activity undertaken and key areas of focus.*
- *Identify opportunities and constraints related to the future development and delivery of services, facilities and infrastructure within the designated area.*
- *Contribute to the core evidence base for the Neighbourhood Development Plan.*
- *Identify and explore key issues that the Neighbourhood Development Plan will need to consider*
- *Help to inform the ongoing consultation and engagement process required to produce the plan.*

WHO WAS CONSULTED

5.3 The aim of this meeting was to engage and consult with all key stakeholders relevant to producing the Neighbourhood Development Plan.

5.4 Working in liaison with Houghton on the Hill Neighbourhood Planning Working Party, the RCC developed a comprehensive list of stakeholder contacts for consultation and engagement throughout the neighbourhood planning process. All identified stakeholders were officially invited to this meeting.



- 5.5 A total of 35 people attended the event including representatives from the organisations/ departments listed in table 6.

Table 7

Organisation	Department / Role
Houghton on the Hill Neighbourhood Planning Working Party	Group members
Harborough District Council	Planning Officer
Thurnby & Bushby Parish Council	Parish Councillors
Business / Landowner	Owner
Houghton on the Hill Music Club	Chair
St Catharine's Church	Vicar
Landowner	Owner
Landowner	Owner
CPRE	Chair
Landowner	Representative
Landowner	Representative
Landowner	Owner
Davidsons Homes	Design Manager
Hungarton Neighbourhood Plan	Chair
Landowner	Owner
Community Organisation	Representative
Landowner	Representative
Business	Owner
Business	Owner
Scouts	Representative
Landowner	Owner
Field Association / Business	Rep / Owner
Landowner	Representative
Business / Landowner	Owner
RCC (Leicestershire & Rutland)	Consultants

HOW WERE PEOPLE CONSULTED

- 5.6 A short presentation on the background to Neighbourhood Planning was given by the RCC, followed by the Neighbourhood Planning Working Party presenting on work undertaken and key areas of focus. Harborough District Council then presented on Neighbourhood Planning as a partnership with communities and the RCC ended the presentation by introducing the Issues and Priorities workshop.
- 5.7 Reference material from previous consultations were made available for reference along with maps of the Neighbourhood Area.
- 5.8 **Workshops** - Attendees were split into 5 workshop groups to complete a facilitated discussion on the key issues and priorities for consideration within the Neighbourhood Plan around the following themes:

<ul style="list-style-type: none"> • Housing & Use of Land • Traffic Transport & Access • Landscape, Green Spaces & Heritage • Facilities & Services 	<ul style="list-style-type: none"> • Local Economy & Employment • Energy Efficiency & Renewable Energy • Phone & Internet Communications • Vision for Houghton in 10 Years' Time
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ISSUES, PRIORITIES AND CONCERNS RAISED

5.9 The following key issues arose from the discussion among key stakeholders:

Housing & Use of Land

- *Housing type*
- *Location of housing*
- *Housing and access to services*
- *Road safety in relation to housing development A47*
- *Preservation and increase of open green space*

Traffic, Transport & Access:

- *Access and crossing of A47*
- *Speeding*
- *Congestion*
- *Parking*
- *Public transport*

Landscape, Green Spaces and Heritage:

- *Preservation of existing green spaces*
- *Preservation of heritage*
- *Identification preservation of important open spaces for recreation / views*

Facilities & Services:

- *Improvement / development of sport and recreational facilities*
- *Development of a doctor's surgery*
- *Expansion of school restricted*
- *Burial ground limited*

Local Economy & Employment:

- *Support of home working*
- *New employment opportunities / retail / light industrial*
- *Affordable housing to support young employees*

Energy Efficiency & Renewable Energy:

- *Support and encouragement for solar energy*
- *Community renewable energy schemes*
- *Energy efficiency & renewable energy on new builds*

Phone & Internet Communications:

- *The need for high speed broadband*
- *Need for improved mobile reception*

Vision for Houghton in 10 Years' Time:

- *Need for starter homes and downsizing*
- *Maintain community spirit and rural environment that is safe*

HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

- 5.10 All issues, priorities, concerns and comments raised within each workshop group were collated and presented in report format (see Appendix 1) and were used by the Neighbourhood Planning Working Party to:
- a) Build on information collected through previous consultation work to further inform the development of the overall vision and objectives of the plan.*
 - b) Further define the key issues and priorities for consideration and further exploration throughout the plan process.*
 - c) Help to define the contents and guide the development of the core evidence base required to back up and inform the Neighbourhood Development Plan*

SECTION 6: Annual Parish Meeting – Presentation / Q & A

6.1 An overview of the event is provided below.

Overview of the Annual Parish Meeting

Table 8

Date	28 th April 2016
Venue	Houghton on the Hill Village Hall
Format	Presentation / Question & Answer
Publicity	Posters, Parish Council Website
Attendance	45

6.2 The meeting was held in order to:

- *Inform the community on the key findings from the Neighbourhood Plan consultation surveys and other consultation to date.*
- *Detail the next steps required to produce the plan including the pre-submission consultation*
- *Enable residents to ask any questions on the process so far.*

WHO WAS CONSULTED

6.3 The aim of this meeting was to actively engage residents living in Houghton on the Hill Neighbourhood Development Plan designated area. The meeting was supported by Houghton on the Hill Parish Council, the Neighbourhood Plan Working Party (NPWP), Harborough District Council and the RCC (Leicestershire & Rutland).

6.4 A total of 45 people attended the meeting.

HOW WERE PEOPLE CONSULTED

6.6 Attendees could view a set of posters showing the key results of the survey, leave comments on post-it notes, and talk to members of the Neighbourhood Plan Working Party.



SECTION 7: PRE-SUBMISSION CONSULTATION

- 7.1 As required under Part 5, Section 14 of the Neighbourhood Planning (General) Regulations 2012, Houghton on the Hill Parish Council with the support of RCC (Leicestershire & Rutland) completed a 6-week Pre-Submission Consultation on the Draft Neighbourhood Development Plan between 27th June – 14th August 2016.

Within this period Houghton on the Hill Parish Council in conjunction with RCC (Leicestershire & Rutland):

- a) *Publicised the draft Neighbourhood Development Plan to all that live, work, or do business within the parish.*
 - b) *Outlined where and when the draft neighbourhood plan could be inspected.*
 - c) *Detailed how to make representations, and the date by which these should be received.*
 - d) *Consulted any statutory consultation body (referred to in Paragraph 1 of Schedule 1 of the Neighbourhood Planning (General) Regulations 2012) whose interests may be affected by the proposals within the draft neighbourhood plan.*
 - e) *Sent a copy of the proposed neighbourhood plan to the local planning authority.*
- 7.2 An overview of the Neighbourhood Development Plan Pre-Submission Consultation is Provided below.

Table 9

Consultation Period	27 th June – 14 th August 2016
Format	Hard Copy / Online / Drop-in sessions
Publicity	Letters; E-mails; Flyer; Parish Website.
Respondents	66

WHO WAS CONSULTED

- 7.3 Houghton on the Hill Parish Council in conjunction with RCC (Leicestershire & Rutland) publicised the draft Neighbourhood Development Plan to all those that live, work, or do business within the parish and provided a variety of mechanisms to both view the plan and to make representations.
- 7.4 RCC (Leicestershire & Rutland) formally consulted all statutory consultation bodies identified within Paragraph 1 of Schedule 1 of the Neighbourhood Planning (General) Regulations 2012.
- 7.5 A total of 66 representations were received within the 6-week consultation period.

HOW WERE PEOPLE CONSULTED

- 7.6 The draft Neighbourhood Development Plan was published on Houghton on the Hill Parish Council website on 27th June and was available for a 6-week period up to 14th August 2016. Paper copies were also available to view at Houghton Newscentre Post Office, Houghton Garage and at the community drop-in sessions in the Village Hall.
- 7.7 Statutory consultation bodies were contacted individually by e-mail and / or letter and invited to make representations on the draft Neighbourhood Development Plan by e-mail or by returning a standard written comments form.

7.8 A consultation meeting was held on 6th July in the Village Hall to present the draft Neighbourhood Development Plan and the pre-submission consultation. A series of community drop-in sessions were also held on Saturday mornings on the (9th, 16th, 23rd, 30th July) from 10am – 12 noon at the Village Hall. Copies of the plan were on view along with comment forms and members of the Working Party were available to answer any questions.

<p style="text-align: center;">Houghton on the Hill Draft Neighbourhood Plan POLICIES</p> <p>This draft plan contains policies on the following topics:</p> <ul style="list-style-type: none"> • Location of development sites • Types of dwellings to be built • Design of both individual dwellings and layout of development areas • Services and Facilities • Traffic Management • Environment. <p>The full draft plan is available on our website at: http://www.houghtononthehillpc.org.uk/neighborhood-plan.html</p> <p>A paper copy of the draft plan will be available for you to look through at:-</p> <ul style="list-style-type: none"> • The consultation sessions • Houghton Newscentre Post Office • Houghton Garage <p>where you can also pick up a form for your comments and drop it off there when completed.</p> <p>We will aim to support residents who have accessibility issues. Please leave your request and contact details in the Houghton Newscentre / Post Office drop-off box.</p>	<p style="text-align: center;">Houghton Neighbourhood Plan Pre-submission Consultation 27th June to 14th August</p> <p style="text-align: center;">Please take time to read the plan and comment as you feel appropriate</p> <p>You can do this by completing a copy of the PRE-SUBMISSION CONSULTATION COMMENTS FORM available from:</p> <ul style="list-style-type: none"> • the Neighbourhood Plan website, • any Parish Councillor, • Houghton Newscentre Post Office or from Houghton Garage • any of the consultation / drop-in sessions. <p style="text-align: center;">Return completed forms to the Drop-off Box in the Newscentre Post Office or in Houghton Garage before Sunday 14th August 2016</p> <p style="text-align: center;">The key dates for your Neighbourhood Plan are:</p> <table border="1" style="width: 100%;"> <tr> <td style="background-color: #e0e0e0;">April 2015 ANNUAL PARISH MEETING</td> </tr> <tr> <td>....displays, presentations and discussions</td> </tr> <tr> <td style="background-color: #e0e0e0;">February 2016 YOUR QUESTIONNAIRE</td> </tr> <tr> <td>68% of Houghton households returned questionnaires about the topics for a neighbourhood plan, a record for Leicestershire!</td> </tr> <tr> <td style="background-color: #e0e0e0;">April 2016 ANNUAL PARISH MEETING</td> </tr> <tr> <td>....displays, presentations and discussions</td> </tr> <tr> <td style="background-color: #e0e0e0;">June-August 2016 THIS CONSULTATION</td> </tr> <tr> <td>....leading to editing of the Draft Plan</td> </tr> <tr> <td style="background-color: #e0e0e0;">February 2017 YOUR REFERENDUM</td> </tr> <tr> <td>Your chance to approve (or not) the final plan.</td> </tr> </table>	April 2015 ANNUAL PARISH MEETINGdisplays, presentations and discussions	February 2016 YOUR QUESTIONNAIRE	68% of Houghton households returned questionnaires about the topics for a neighbourhood plan, a record for Leicestershire!	April 2016 ANNUAL PARISH MEETINGdisplays, presentations and discussions	June-August 2016 THIS CONSULTATIONleading to editing of the Draft Plan	February 2017 YOUR REFERENDUM	Your chance to approve (or not) the final plan.	<p style="text-align: center;">Houghton Neighbourhood Plan Pre-submission Consultation Mon 27th June - Sun 14th August</p> <p>Following neighbourhood planning guidelines and using your opinions and comments from the returned Questionnaires, the Neighbourhood Plan Working Party has now produced a Draft Neighbourhood Plan. This is not a finished document. It is a draft for you to read and comment on.</p> <ul style="list-style-type: none"> • Are there things we have omitted? • Are there sections which are not clear? • Are there items you think may be wrong? • You are also encouraged to tell us what you like about the plan! <p>The full draft plan is available on our website at: http://www.houghtononthehillpc.org.uk/neighborhood-plan.html</p> <p style="text-align: center;">You are invited to a Consultation Meeting Wednesday 6th July 2016 at 7.30 pm in Houghton Village Hall</p> <p>We are also holding drop-in sessions in the Village Hall Club Room on Saturday mornings from 10 am to 12 noon on: 9th, 16th, 23rd and 30th July</p> <p>In due course there will also be a "Frequently Asked Questions" (FAQ) page on our website (see above) to address any frequent comments or queries.</p>
April 2015 ANNUAL PARISH MEETING												
....displays, presentations and discussions												
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Neighbourhood Plan Pre-submission Consultation Meeting

6th July 2016







ISSUES, PRIORITIES AND CONCERNS RAISED

- 7.9 Details of all comments / representations made in relation to the draft Neighbourhood Development Plan can be found at (Appendix 2)

HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

- 7.10 All representations received were collated independently by the RCC (Leicestershire & Rutland), grouped according to which section of the draft Plan they concerned and inserted into a detailed *Response and Action Template* (see Appendix 2).
- 7.11 Members of Houghton on the Hill Neighbourhood Plan Working Group with support from Landmark Planning Ltd (Consultant), independently reviewed the comments received to ensure that the analysis was subjective, fair and not subject to personal perception.
- 7.12 Once reviewed the Working Group and Landmark Planning (Consultant) utilised the comments received to inform and guide a series of amendments and additions to the Draft Neighbourhood Development Plan, with justification for action taken documented in the *Response and Action Template* provided at (Appendix 2)
- 7.13 The Working Group also produced a *Compiled Responses Document* at (Appendix 3) which provides detailed responses to the several issues which were raised multiple times in varying ways by the responders to the Pre-submission consultation. This is intended to accompany the *Response Action Template* and is a clearer way of replying to the various comments on such issues. Reference to this document is therefore referred to multiple times in our *Response and Action Template*.

SECTION 8: CONCLUSION

- 8.1 The publicity, engagement and consultation completed throughout the production of the 'Houghton on the Hill Neighbourhood Development Plan' has been open and transparent, with numerous opportunities provided for those that live, work and do business within the Neighbourhood Area to feed into the process, make comment, and to raise issues, priorities and concerns.
- 8.2 This Consultation Statement and the supporting consultation reports detailed in the Appendices have been produced to document the consultation and engagement process undertaken and are considered to comply with Part 5, Section 15 of the Neighbourhood Planning (General) Regulations 2012.

Appendix 1: Consultation Results / Reports

Full copies of all the consultation results and reports referred to within this Consultation Statement are available as follows:

- **ANNUAL PARISH MEETING 2015 – Analysis of comments paper**

Houghton on the Hill Parish Council website

<http://www.houghtononthehillpc.org.uk/uploads/analysis-of-comments-from-parish-meeting-april-2015.pdf>

- **CONSULTATION SURVEYS 2016 - Analysis of Neighbourhood Development Plan Questionnaires**

Houghton on the Hill Parish Council website

<http://www.houghtononthehillpc.org.uk/analyses-of-neighbourhood-plan-q.html>

- **STAKEHOLDER MEETING CONSULTATION 2016 – Report of Results**

Houghton on the Hill Parish Council website

<http://www.houghtononthehillpc.org.uk/uploads/houghton-np---stakeholder-workshop-16-march-2016-results.pdf>

- **ANNUAL PARISH MEETING 2016 – Progress Report**

Houghton on the Hill Parish Council website

<http://www.houghtononthehillpc.org.uk/informing-and-consulting-with-th.html>

Appendix 2: Pre-submission Consultation – Representations, Responses, and Amendments

Houghton on the Hill Neighbourhood Development Plan

Pre-Submission Consultation – Response / Action Template

General Comments

General Comments		
Total Respondents	53	
Comments	Response	Proposed Amendment
<p>Respondent 1 – Thank you for the opportunity to comment on your consultation. We currently have no specific comments to make, but please keep us informed when your plans are further developed when we will be able to offer more detailed comments and advice.</p> <p>For your information we have set out some general guidelines that may be useful to you.</p> <p>Position Statement As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments. Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may be an issue we would discuss in further detail with the Local Planning Authority. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a development will go ahead. We do this to avoid making investments on speculative developments to</p>	Comments noted	No changes required

minimise customer bills.

Sewage Strategy

Once detailed plans are available and we have modelled the additional capacity, in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity. We will ensure that our assets have no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works.

Surface Water and Sewer Flooding

We expect surface water to be managed in line with the Government's Water Strategy, Future Water. The strategy sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed sustainably. For new developments we would not expect surface water to be conveyed to our foul or combined sewage system and, where practicable, we support the removal of surface water already connected to foul or combined sewer.

We believe that greater emphasis needs to be paid to consequences of extreme rainfall. In the past, even outside of the flood plain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers.

Water Quality

Good quality river water and groundwater is vital for provision of good quality drinking water. We work closely with the Environment Agency and local farmers to ensure that water quality of supplies are not impacted by our or others operations. The Environment Agency's Source Protection Zone (SPZ) and Safe Guarding Zone policy should provide guidance on development. Any proposals should take into account the principles of the Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.

Water Supply

When specific detail of planned development location and sizes are available a site specific assessment of the capacity of our water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any

<p>potential impacts.</p> <p>We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands.</p> <p>Water Efficiency</p> <p>Building Regulation requirements specify that new homes must consume no more than 125 litres of water per person per day. We recommend that you consider taking an approach of installing specifically designed water efficient fittings in all areas of the property rather than focus on the overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations.</p> <p>We recommend that in all cases you consider:</p> <ul style="list-style-type: none"> • Single flush siphon toilet cistern and those with a flush volume of 4 litres. • Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute. • Hand wash basin taps with low flow rates of 4 litres or less. • Water butts for external use in properties with gardens. <p>We hope this information has been useful to you and we look forward in hearing from you in the near future.</p>	<p>These are useful suggestions – thanks.</p> <p>o No changes</p>	<p>The NP document and Village Design Statement will be modified to include these properties for house design.</p>
<p>Respondent 2 –</p> <p>Thank you for consulting Sport England on the above Consultation.</p> <p>Planning Policy in the National Planning Policy Framework identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process and providing enough sports facilities of the right quality and type and in the right places is vital to achieving this aim. This means positive planning for sport, protection from unnecessary loss of sports facilities and an integrated approach to providing new housing and employment land and community facilities provision is important.</p>	<p>Thank you for the comments</p>	<p>The Neighbourhood Planning group is satisfied that Houghton already has good sports facilities in general but there is a need for a new pavilion for Houghton Field as mentioned in the Neighbourhood Plan.</p>

<p>It is important therefore that the Neighbourhood Plan reflects national policy for sport as set out in the above document with particular reference to Pars 73 and 74 to ensure proposals comply with National Planning Policy. It is also important to be aware of Sport England’s role in protecting playing fields and the presumption against the loss of playing fields (see link below), as set out in our national guide, ‘A Sporting Future for the Playing Fields of England – Planning Policy Statement’.</p> <p>http://www.sportengland.org/facilities-planning/planning-for-sport/development-management/planning-applications/playing-field-land/</p> <p>Sport England provides guidance on developing policy for sport and further information can be found following the link below:</p> <p>http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/</p> <p>Sport England works with Local Authorities to ensure Local Plan policy is underpinned by robust and up to date assessments and strategies for indoor and outdoor sports delivery. If local authorities have prepared a Playing Pitch Strategy or other indoor/outdoor sports strategy it will be important that the Neighbourhood Plan reflects the recommendations set out in that document and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support the delivery of those recommendations.</p> <p>http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/</p> <p>If new sports facilities are being proposed Sport England recommend you ensure such facilities are fit for purpose and designed in accordance with our design guidance notes.</p> <p>http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/</p> <p>If you need any further advice, please do not hesitate to contact Sport England</p>		
<p>Respondent 6 –</p> <p>Thank you for your request to provide a representation on the above consultation</p>	<p>The Health and Safety requirements have been noted and we will trust the Planning Authorities to make sure that all</p>	<p>No changes need to be made to the Neighbourhood Plan as the planning processes required to</p>

<p>document. When consulted on land use planning matters, HSE where possible will make representations to ensure that compatible development within the consultation zones of major hazard establishments and major accident hazard pipelines (MAHPs) is achieved. HSE acknowledges that early consultation can be an effective way of alleviating problems due to incompatible development at the later stages of the planning process.</p> <p>HSE gives advice on neighbourhood plans with reference to the condition that neighbourhood plans or Orders must be in general conformity with the strategic policies of the Local Plan, and that neighbourhood plans or Orders must be compatible with European Union obligations, as incorporated into UK law (Planning Practice Guidance – Neighbourhood Planning – Para065). Our advice therefore is given with consideration to the following.</p> <ol style="list-style-type: none"> 1. The National Planning Policy Framework (Para. 172) requires that planning policies should be based on up-to-date information on the location of major accident hazards and on the mitigation of the consequences of major accidents. 2. Regulation 10(1)(b) of the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended¹ requires that in local plans and supplementary planning documents, regard be had for the objectives of preventing major accidents and limiting the consequences of such accidents for human health and the environment by pursuing those objectives through the controls described in Article 13 of Council Directive 2012/18/EU (Seveso III)². Regulation 10(c)(i) requires that regard also be had to the need, in the long term, to maintain appropriate safety distances between establishments and residential areas, buildings and areas of public use, recreational areas, and, as far as possible, major transport routes. <p>Scope of Advice</p> <p>At this early stage HSE can give a general opinion regarding development compatibility based only on the outline information contained in your plan. This opinion takes no account of any intention to vary, relinquish or revoke hazardous substances consents³. Planning authorities are advised to use HSE’s Planning Advice Web App to verify any advice given. The Web App is a software version of the methodology used in providing land use planning advice. It replaces PADHI+. Further information on the Web App is available on HSE’s website: http://www.hse.gov.uk/landuseplanning/padhi.htm</p> <p>Encroachment of Local Plan Allocations on Consultations Zones</p> <p>We have concluded that there is the potential for land allocated in your plan to</p>	<p>developments abide by HSE regulations.</p>	<p>approve new buildings will take account of Health and Safety issues.</p>
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encroach on consultations zones, namely.

National Grid Major Accident Hazard Pipeline – HSE Ref 6931 – Stretton Lane/Potter Hill

Compatibility of Development with Consultation Zones

The compatibility issues raised by developing housing and workplaces within the inner, middle and outer zones are summarised below.

Housing Allocations

Inner Zone – Housing is not compatible with development in the inner zone. HSE would normally Advise Against such development. The only exception is developments of 1 or 2 dwelling units where there is a minimal increase in people at risk.

Middle Zone – The middle zone is compatible with housing developments up to and including 30 dwelling units *and* at a density of no more than 40 per hectare.

Outer Zone – Housing is compatible with development in the outer zone including larger developments of more than 30 dwelling units and high-density developments of more than 40 dwelling units per hectare.

Workplace Allocations

Inner Zone – Workplaces (predominantly non-retail) providing for less than 100 occupants in each building and less than 3 occupied storeys are compatible with the inner zone. Retail developments with less than 250m² total floor space are compatible with the inner zone.

Note: Workplaces (predominantly non-retail) providing for 100 or more occupants in any building or 3 or more occupied storeys in height are compatible with the inner zone where the development is at the major hazard site itself and will be under the control of the site operator.

Middle Zone – The middle zone is compatible with workplaces (predominantly non-retail). Retail developments with total floor space up to 5000m² are compatible with the middle zone.

Outer Zone – Workplaces (predominantly non-retail) are compatible with the outer zone. Workplaces (predominantly non-retail) specifically for people with disabilities (e.g. sheltered workshops) are only compatible with the outer zone. Retail developments with more than 5000m² total floor space are compatible with the outer zone. This is a general description of the compatibility for housing and workplaces. Detail of other development types, for example institutional accommodation and education, and their compatibility with consultations zones can be found in the section on *Development Type Tables* of *HSE's Land Use Planning Methodology*, which is available at:

<http://www.hse.gov.uk/landuseplanning/methodology.pdf>

Mixed-Use Allocations

Because of the potential complexity when combination use classes are proposed, advice regarding mixed-use allocations is outside the scope of the general advice that can be given in this representation. Please refer to the Web App to determine HSE's advice regarding mixed-use developments.

Verification of Advice using the Web App

The potential for encroachment is being brought to your attention at an early stage so that you can assess the actual extent of any incompatibility on future developments. Information on the location and extent of the consultation zones associated with major hazard establishments and MAHPs can be found on HSE's extranet system along with advice on HSE's land use planning policy. Lists of all major hazard establishments and MAHPs, consultation zone maps for establishments, and consultation distances for MAHPs are included to aid planners. All planning authorities should have an authorised administrator who can access HSE's Planning Advice Web App; further information is available on HSE's website:

<http://www.hse.gov.uk/landuseplanning/padhi.htm>

When sufficient information on the location and use class of sites becomes available at the pre-planning stages of your local plan, the use of the Web App could assist you in making informed planning decisions about development compatibility.

Identifying Consultation Zones in Local Plans

HSE recommends that where there are major hazard establishments and MAHPs within the area of your local plan, that you mark the associated consultation zones on a map. This is an effective way to identify the development proposals that could encroach on consultation zones, and the extent of any encroachment that could occur. The proposal maps in site allocation development planning documents may be suitable for presenting this information.

We particularly recommend marking the zones associated with any MAHPs, and HSE advises that you contact the pipeline operator for up-to-date information on pipeline location, as pipelines can be diverted by operators from notified routes. Most incidents involving damage to buried pipelines occur because third parties are not aware of their presence.

Identifying Compatible Development in Local Plans

The guidance in HSE's Land Use Planning Methodology, available at

<http://www.hse.gov.uk/landuseplanning/methodology.pdf>

will allow you to identify compatible development within any consultation zone in the area of your local plan. HSE recommends that you include in your plan an analysis of compatible development type within the consultation zones of major hazard

<p>establishments and MAHPs based on the methodology. The sections on <i>Development Type Tables</i> and the <i>Decision Matrix</i> are particularly relevant, and contain sufficient information to provide a general assessment of compatible development by use class within the zones.</p> <p>There are a number of factors that can alter a Web App decision, for example where a development straddles 2 zones. These factors are outside the scope of the general advice in this letter. <u>HSE's final advice on development compatibility can only be determined through use of the Web App.</u> If you have any questions about the content of this letter, please contact me at the address given in the letterhead.</p>		
<p>Respondent 7 - Overall a very comprehensive document. Two small points: there is no real mention of alternative allotment provision. The current allotments are located next to land for possible housing development. If sold, the PC could make a lot of money and use some to purchase alternative allotments in the village. There is also little mention of recreational seating for residents: more on say, St Catharine's Green?</p>	<p>We note the need to mention the allotments more specifically in the Plan.</p> <p>We thank the respondent for this suggestion</p>	<p>The Plan will be modified to mention the allotments more specifically – see Section</p> <p>Although the Plan does mention additional seating along Main Street we will add to this.</p>
<p>Respondent 8 - Overall this is a well thought-out plan and addresses almost all of the key issues likely to be facing Houghton on the Hill over the next 15-20 years. 5 yearly reviews and updates is also a sound principle. I strongly support the objectives and the broad policies described in the plan.</p> <p>However- Parking! Burnham Market in Norfolk is a small town that suffers parking problems on a much larger scale than we experience in Houghton. However, in the past year or so I see that they have implemented a solution that is imaginative but probably pretty expensive. They have built a new metered car park just on the edge of the town alongside a new social and recreation facility also incorporating a short footpath directly from the car park into the town centre. I've seen similar edge-of-town parking schemes in small towns and villages in France and Switzerland, too.</p> <p>Such a scheme in Houghton could syphon off the school parking (and encourage the children and their parents to take a bit more exercise walking to and from the school as well) and allow parking in Main Street to be limited to delivery vehicles and people with special needs. Possibly, the model might suit Houghton quite well and be worth looking at as part of future discussions with HDC and LCC.</p>	<p><i>Our response to parking issues is given as point 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to change the plan to deal with parking issues is given as point 7.2 of the Compiled Responses.</i></p>
<p>Respondent 9 - There is no specific policy relating to protection and enhancement of heritages assets</p>	<p>It was felt that these issues were covered by references to the VDS in the housing</p>	<p>The Plan has been modified to include two policies, D1 and D2 to</p>

<p>– the conservation area or listed buildings.</p>	<p>policies. However, there can be no harm in including policies for this specific purpose.</p>	<p>take account of this suggestion.</p>
<p>Respondent 9 - I was thinking about your NP. It might be a good idea for you to require a small number of houses to meet Building Regs part M accessibility standards. I might have said this already, but it would ensure that homes are suitable for those with more limited mobility and include wider doors, accessible bathrooms, downstairs facilities.</p>	<p>A very useful suggestion.</p>	<p>We have modified the Plan to mention this type of housing for the bungalows built to accommodate older people.</p>
<p>Respondent 11 – Houghton on the Hill Draft Neighbourhood Plan Pre-Submission Consultation Thank you for your consultation on the above dated 27/06/2016.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p>Natural England does not have any specific comments on this draft neighbourhood plan. However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.</p> <p>Best and Most Versatile Agricultural Land We have not checked the agricultural land classification of the proposed allocations, but we advise you ensure that any allocations on best and most versatile land are justified in line with para 112 of the National Planning Policy Framework. For clarification of any points in this letter, please contact me.</p> <p>Annex 1 -Neighbourhood planning and the natural environment: information, issues and opportunities</p> <p>Natural environment information sources The Magic1 website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey</p>	<p>These general comments by Natural England are noted. Most of the issues raised are covered by the Plan’s environment policies. However, two issues arise that could be dealt with more closely. First we note that green spaces need to be given special attention and second we like the suggestion that new developments should include some semi-mature trees.</p>	<p>The Plan working party will review green spaces and will also add a policy relating to their conservation and development.</p>

base map) and **Sites of Special Scientific Interest (including their impact risk zones)**. Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available [here2](#).

Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found [here3](#). Most of these will be mapped either as **Sites of Special Scientific Interest**, on the Magic website or as **Local Wildlife Sites**. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.

National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found [here4](#).

There may also be a local **landscape character assessment** covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.

If your neighbourhood planning area is within or adjacent to a **National Park** or **Area of Outstanding Natural Beauty** (AONB), the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.

General mapped information on **soil types** and **Agricultural Land Classification** is available (under 'landscape') on the [Magic5](#) website and also from the [LandIS website6](#), which contains more information about obtaining soil data.

Natural environment issues to consider

The [National Planning Policy Framework7](#) sets out national planning policy on protecting and enhancing the natural environment. [Planning Practice Guidance8](#) sets out supporting guidance.

[Your local planning authority should be able to provide you with further advice on the](#)

potential impacts of your plan or order on the natural environment and the need for any environmental assessments.

Landscape

Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.

If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.

Wildlife habitats

Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed [here9](#)), such as Sites of Special Scientific Interest or [Ancient woodland10](#). If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.

Priority and protected species

You'll also want to consider whether any proposals might affect priority species (listed [here11](#)) or protected species. To help you do this, Natural England has produced advice [here12](#) to help understand the impact of particular developments on protected species.

Best and Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework para 112. For more information, see our publication [Agricultural Land Classification: protecting the best and most versatile agricultural land13](#).

Improving your natural environment

<p>Your plan or order can offer exciting opportunities to enhance your local environment. If you are setting out policies on new development or proposing sites for development, you may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development. Examples might include:</p> <ul style="list-style-type: none"> • Providing a new footpath through the new development to link into existing rights of way. • Restoring a neglected hedgerow. • Creating a new pond as an attractive feature on the site. • Planting trees characteristic to the local area to make a positive contribution to the local landscape. • Using native plants in landscaping schemes for better nectar and seed sources for bees and birds. • Incorporating swift boxes or bat boxes into the design of new buildings. • Think about how lighting can be best managed to encourage wildlife. • Adding a green roof to new buildings. <p>You may also want to consider enhancing your local area in other ways, for example by:</p> <ul style="list-style-type: none"> • Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community. • Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision. • Identifying green areas of particular importance for special protection through Local Green Space designation (see Planning Practice Guidance on this 14). • Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks, changing hedge cutting timings and frequency). • Planting additional street trees. • Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links. • Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore). 		
<p><u>Respondent 14- Highways</u> General Comments Unfortunately work priorities have meant that highways officers have been unable to consider the Houghton-on-the-Hill pre-submission draft NP. They therefore not be</p>	<p>We note the range of comments on several different issues.</p>	<p>S106 allocation of money to be considered</p>

able to provide any comments in this instance. However, please note that any specific planning proposals will be considered through the planning process in our role as a statutory consultee.

Flooding Authority

No comments at this time.

Planning

Developer Contributions

If there is no specific policy on Section 106 developer contributions/planning obligations within the draft Neighbourhood Plan, it would be prudent to consider the inclusion of a developer contributions/planning obligations policy, along similar lines to those shown for example in the Draft North Kilworth NP and the draft Great Glen NP albeit adapted to the circumstances at Houghton on the Hill. This would in general be consistent with the relevant District Council's local plan or its policy on planning obligations in order to mitigate the impacts of new development and enable appropriate local infrastructure and service provision in accordance with the relevant legislation and regulations, where applicable.

www.northkilworth.com/wp-content/uploads/2016/01/nk-draft-low-resolution-1.pdf

www.greatglen.leicestershireparishcouncils.org/uploads/175670305aeaf48650823074.pdf

Mineral & Waste Planning

No comments at this time

Education

No comments at this time

Property

Strategic Property Services

No comments at this time

Environment

No comments at this time

Adult Social Care

Pleased to see reference made to recognising a significant older population and looking for developments to include bungalows of differing tenures. This is in line with the draft Adult Social Care Accommodation Strategy for older people, which promotes that people should plan ahead for their later life, including considering downsizing whilst recognising that people's options are often limited by the lack of suitable local options.

<p><u>Communities</u> We welcome the consideration of community facilities in the Neighbourhood Plan. There is a useful review of community facilities and groups at Appendix 2 and a supportive commitment for allotments. Consideration could also be given to policies that seek to protect and retain existing facilities more generally, support the independent development of new facilities and relate to the protection of Assets of Community Value and provide support for any existing or future designations.</p> <p>The identification of potential community projects that could be progressed is a positive initiative.</p> <p><u>Superfast Broadband</u> High speed broadband is critical for businesses and for access to services, many of which are now online by default. Having a superfast broadband connection is no longer merely desirable, but is an essential requirement in ordinary daily life.</p> <p>All new developments should have access to superfast broadband (of at least 30Mbps) Developers should take active steps to incorporate superfast broadband at the pre-planning phase and should engage with telecoms providers to ensure superfast broadband is available as soon as build on the development is complete.</p>		
<p><u>Respondent 15-</u> Highways England welcomes the opportunity to comment on the Houghton on the Hill Neighbourhood Plan which covers the period 2015-2030. It is noted that the document provides a vision for the future of the village and sets out a number of key objectives and planning policies which will be used to help determine planning applications.</p> <p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is the role of Highways England to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the Houghton on the Hill Neighbourhood Plan, Highways England's principal interest is safeguarding the operation of the M1 which routes some 11 miles to the west of the Plan area and the A46 which routes approximately 8 miles to the north.</p> <p>Highways England understands that a Neighbourhood Plan is required to be in conformity with relevant national and Borough-wide planning policies. Accordingly, Highways England expects that the Neighbourhood Plan for Houghton on the Hill will be in alignment with the emerging Harborough District Council Local Plan (HDCLP).</p> <p>Highways England notes that between 100 and 150 dwellings are expected to come</p>	<p>We note these general comments</p>	<p>No changes required.</p>

<p>forward across Houghton on the Hill during the plan period. Given this limited scale of growth, and the distance of Houghton on the Hill from the SRN, it is considered that there will be no significant impacts on the M1 or A46.</p> <p>Highways England has no further comments and trusts that the above is useful in the progression of the Houghton on the Hill Neighbourhood Plan.</p>		
<p>Respondent 16 - Very detailed, very imaginative, very well researched. Its very existence is proof of that vital spirit of community that we value so highly.</p>		
<p>Respondent 17 - Excellent.</p>		
<p>Respondent 18- I don't feel like I have done the plan justice, so much in it. But, assuming acceptance by all authorities, you will have ensured Houghton's essential character is retained.</p> <p>Page 8 (4.2.6) / Page 16 (6.2 para 2) Please could we have <u>all</u> the six key services of a rural centre. We have four on page 8, another six on page 16 --- and the other is??</p>	<p>The six are named on page 16 but we will name them all systematically. The bus service has recently been downgraded and it is not clear at what point it no longer counts as an asset.</p>	<p>Bus service Food shop Post Office Primary School Public house We do not have a doctor's surgery which would complete the six. We know that a doctor's surgery will not be a possibility.</p>
<p>Respondent 19- Thought you would like to know that I have heard unofficially that the local bus will soon only go down Main Streets and around St Catherine's Way on alternative services. The other services will stay on the A47.</p>	<p>Change has now happened</p>	<p>Plan amended accordingly.</p>
<p>Respondent 20- Very good outline plan, thoroughly researched and objectively written.</p>	<p>Thanks</p>	<p>No action required</p>
<p>Respondent 21- I think most of the ideas in the neighbourhood are excellent.</p> <p>Very concerned about any increased traffic through Houghton (Main Street). It is already very busy.</p> <p>Impact on the A47, more traffic, heavy lorries already come through frequently.</p> <p>We really need more starter homes and retirement bungalows for a village which has a lot of elderly people.</p> <p>The local Co-op wouldn't be able to cope with the amount of cars which park on the road outside. Thus causing problems for people trying to cross Main Street.</p>	<p><i>Our response to traffic issues on the A47 is given as point 5.1 of the Compiled Responses.</i></p> <p>We note the comment about retirement homes and have also been advised on this by HDC.</p> <p><i>Our response to parking issues is give as point 7.1 of the Compiled Responses</i></p>	<p><i>How we propose to change the plan to deal with traffic issues on the A47 is given as point 5.2 of the Compiled Responses.</i></p> <p>The NP will include a policy to promote the provision of new sheltered accommodation units.</p> <p><i>How we propose to change the plan to deal with parking issues is given as point 7.2 of the Compiled Responses.</i></p>
<p>Respondent 22-</p>	<p><i>Our response to parking issues is given</i></p>	<p><i>How we propose to change the</i></p>

<p>The plan looks good on paper but would not fit in with the village. If more cars park near the Chemist and Co-op it would be more congested than ever.</p>	<p>as point 7.1 of the Compiled Responses.</p>	<p>plan to deal with parking issues is given as point 7.2 of the Compiled Responses.</p>
<p>Respondent 23- Whilst realising we must move on and progress. It would be sad to see Houghton become like one huge estate. We would lose our identity and not be as neighbourly as now.</p>	<p>We note this comment.</p>	<p>A policy has been included to ensure the establishment of green spaces in all new developments.</p>
<p>Respondent 24- Sketch map attachment The plan highlights the traffic problems arising at the beginning and end of the school day. Increasing housing numbers will lead to a corresponding increase in trips, not just those from within Houghton but also from beyond. This will only serve to exacerbate these problems. Addressing this issue is one of the key stated objectives of the plan but the plan is “unable to propose a solution as there is no land available to create a car park”. I previously made the suggestion indicated on the attached sketch to the PC consultation on parking but it was not pursued at that time. I think it is worth considering again. Since the land has been refused consent for housing recently it may be possible the area shown has become available. I would like to see the plan call for the PC/HDC to engage with this proposal and commission a feasibility study before the plan is seen to fail in one of its key objectives.</p>	<p>Our response to traffic and parking issues is given as points 5.1, 6.1 & 7.1 of the Compiled Responses.</p>	<p>How we propose to change the plan to deal with traffic and parking issues is given as points 5.2, 6.2 & 7.2 of the Compiled Responses.</p>
<p>Respondent 25 - It is quite obvious that S106 money that may become available is of prime importance to many rather than preserving the open aspect of the village. The larger the development the more money will be available seems to be the battle cry. There needs to be a better understanding of how the S106 provisions work before large areas of land are given up for possible development for a one off payment which may be less than expected. We all know and acknowledge that housing is required in the village but not all coming from the north side onto what is already a very busy A47. If site 3 is developed Main Street will be used as a rat run. What provision will be made for traffic exiting Firs Road and what speed restrictions are proposed? By concentrating all the new development to the north of the village there will be a distinct possibility that the bus service will bypass the already problematic route through main Street.</p>	<p>We note the comment but would point out that the NP is not seeking to promote development. This is being imposed on the village by HDC’s Development Plan. Builders who own land around the village are also taking advantage of a lack of a NP to obtain planning permission before restrictions are brought into force. The NP will do its best to limit development to the preferred areas identified by the community.</p>	<p>S106 proposals are taken into account and will be used when available to enhance the village facilities. There is an aspiration for a 30 mph limit on the A47 coupled with light-controlled crossings.</p>
<p>Respondent 26 - Comprehensive with much thought and work evident.</p>	<p>YES</p>	<p>No action required.</p>
<p>Respondent 27- FAR TOO DANGEROUS AS A DEVELOPMENT. There is a need for younger families to reside in Houghton to keep the village and school alive but site 3 is already situated in a difficult and dangerous junction. Main</p>	<p>Our response to traffic and parking issues is given as points 5.1, 6.1 & 7.1 of the Compiled Responses.</p>	<p>How we propose to change the plan to deal with traffic and parking issues is given as points</p>

Street is already used as a cut through for people from Oadby etc to travel to Billesdon, Skeffington, Tugby and beyond, Firs Road also exits as does Home Close Road just below said junction.		5.2, 6.2 & 7.2 of the Compiled Responses.
Respondent 28- It is a good plan and puts development in suitable places.		
Respondent 29- A very good plan well presented.		
Respondent 30- We are against the development to the east of Ingarsby Lane extending beyond the current building line and pushing north into open countryside. Should this result in access directly on to Ingarsby Lane, it could encourage traffic to use this single-track lane to the north in order to avoid the A47 junction which we feel would be extremely detrimental to both the area and the environment.	Our response to the issue of Ingarsby Lane is given as point 3.1 of the Compiled Responses.	How we propose to change the plan to deal with Ingarsby Lane is given as point 3.2 of the Compiled Responses.
Respondent 31- The plan is a careful, skilful and comprehensive statement of the present state and needs of the community. There could perhaps be more imaginative proposals for consideration in future planning.	Comment noted about imaginative solutions.	More long-term solutions to parking and traffic flow are now included in the revised plan.
Respondent 34- With regard to the possible Golf Club development policy we think we would need much more information regarding traffic movement projections etc to make an informed opinion. We're pretty sure it will increase traffic in all parts of the village However, S6A could be used for the proposed development off the A47 and re-routing of Ingarsby Lane.	Our response to the golf course issues is given as point.14 of the Compiled Responses.	How we propose to change the plan to deal with the golf course issue is given as point 4.2 of the Compiled Responses.
Respondent 35- Conclusion Our village is in harmony with itself. Many factors may contribute to this but size is an important factor. I believe expanding the 'village' too fast and too quickly may spoil this and we will end up as just another out of town suburbia, which I am sure is not the aim of our neighbourhood plan.	Purpose of NP, and the VDS is to control such development and mitigate against urbanisation.	Measures have been included to mitigate the effects of housing density, mostly by ensuring that green spaces will be included in all new developments.
Respondent 39- Overall, this is a thorough, useful document that will hopefully guide the future development of Houghton in a positive way. The time, effort and skills of those involved in compiling the plan, are much appreciated.	Thanks	No action required.
Respondent 40- Assets of Community Value:	We note the need for sheltered	The NP will include a policy to

<p>I am concerned that St. Catherine's Terrace should be included because there is no other provision for the frail elderly and for vulnerable adults.</p> <p>Thurnby - Bushby has Hill House run by East Midlands Housing Association, The Lodge Residential Home privately run by the Bliss Trust and the Lodge Bungalow Complex run by Bliss and by 3 resident trustees – Houghton on only has St Catherine's Terrace. Billesdon had Knights Close, but it was closed, some of the elderly residents transferred to St Catherine's, then the land was sold.</p> <p>Currently St. Catherine's is administered by 7 Locks Housing which has charity status under terms agreed with Harborough – including all applicants must be on the Harborough Housing list with savings of under £22,000, yet prior to this arrangement I suspect that Harborough did rent units out privately to individuals who had savings far greater than £22,000.</p> <p>I am concerned that:</p> <ol style="list-style-type: none"> 1. Waterloo Housing Group who took 7 Locks over during the last financial year and are based in Solihull running 96,000 accommodation units in the midlands, may not feel St Catherine's is viable. They, like 7 Locks have charitable status but despite having had at least 2 vacant properties for most of 2016 and sometimes more, have not been free to rent on the open market. 2. We community charge payers must be subsidising heating and service provision, new roofing costs etc for the empty units. 3. Houghton has a high proportion of over 50-year-old residents, those who do not have family already living in the area are likely to find that as their parents reach their late 80's, early 90's they need to move them to Houghton in order to provide the opportunity for supported and serviced independent living. i.e. care in the community by family members. An increasingly elderly population will therefore result in increased demand in Houghton for sheltered/ semi-independent living accommodation quiet apart from the needs of any current residents wishing to downsize as they grow older and frail themselves. 	<p>accommodation for the elderly.</p>	<p>promote the provision of new sheltered accommodation units.</p>
<p>Respondent 40- Well produced, high standard throughout, the level of detail has taken a great deal of work and distilled the results of the consultation coherently.</p>	<p>Thanks</p>	<p>No action required.</p>
<p>Respondent 41- A thorough and well-presented document. Congratulations and thanks to all involved.</p>	<p>Thanks</p>	<p>No action required.</p>
<p>Respondent 43- There will be many more traffic movements from the new developments adjacent to the A47. There have been deaths from traffic accidents from speeding vehicles along A47 in the past. Additional traffic movements point to a need to REDUCE SPEED LIMIT TO 30mph.</p> <p>Strategically for the village it would make much sense for the allotments to be developed for housing land for the PC to purchase land from part of the proceeds to develop new allotments on site 3 thereby reducing the number of new houses opposite Firs Road.</p> <p>The reason for suggesting selling the allotment land would ward off the development</p>	<p><i>Our response to traffic and parking issues is given as points 5.1, 6.1 & 7.1 of the Compiled Responses.</i></p> <p>The proposal to sell the allotments has been noted.</p>	<p><i>How we propose to change the plan to deal with traffic and parking issues is given as points 5.2, 6.2 & 7.2 of the Compiled Responses.</i></p> <p>The NP now includes a proposal to find a new area for the allotments.</p>

<p>of sites 1 & 2 which already have planning permission for development and provide funds to the Parish Council for supplying their allotment land obligation and Policy S3 (p.16/17) to buy replacement land as well as provide them with other funds for parish developments of a social/ community nature. It would also avoid the inevitable conflicts which will occur between allotment holders and the new houses on sites 1 & 2. A replacement allotment site on the eastern side of the proposed site 3 (Page 10) would be far more practical.</p>		
<p>Respondent 44 - Reference to IT aspirations needed – happy for detail to go in appendices but want PC to put up support for future work.</p>	<p>Broadband has been specified but other aspects of IT are not part of Neighbourhood Planning.</p>	<p>No changes required.</p>
<p>Respondent 45 - Much appreciation for all the work being done by everyone concerned. All very comprehensive, keep up the good work.</p>	<p>Thanks</p>	<p>No change required.</p>
<p>Respondent 46 - My general comment is that question 19 in the questionnaire misled villagers and possibly produced results that have to some extent affected several sections of the draft NP.</p>	<p>Point noted and is in common with several others.</p>	<p>An explanation of SHLAA criteria will be on the NP website</p>
<p>Respondent 47 - A comprehensive and extremely well thought out draft plan.</p>	<p>Thanks</p>	<p>No changes required</p>
<p>Respondent 48 - A comprehensive and extremely well thought out draft plan.</p>	<p>Thanks</p>	<p>No changes required</p>
<p>Respondent 49 - A comprehensive and extremely well thought out draft plan.</p>	<p>Thanks</p>	<p>No changes required</p>
<p>Respondent 50 - I am not sure that my comments are in the right boxes and due to my age I have requested that someone else write my comments for me. When the Neighbourhood Plan Questionnaire was sent round. I was told that no building would be allowed on the land opposite Firs Road for 16 years which is why I nominated this land for building, how was this changed. There is already far too much traffic on the A47 and with the 2 areas of land already given planning permission more building on the same side of the road will cause problems. It is obvious that when areas are given planning permission, that builders want to build big houses which cost more money. What about more bungalows for older people living in the village, what plans would be made for retirement areas and smaller houses.</p>	<p><i>Our response to sites 3 & 4 is given as point 2.1 of the Compiled Responses.</i></p> <p><i>Our response to the A47 & Main Street traffic issue is given in point 5.1 & 6.1 of the Compiled Responses.</i></p> <p>We note the need for accommodation for older people.</p>	<p><i>How we propose to change the plan to deal with sites 3 & 4 issues is given as point 2.2 of the Compiled Responses.</i></p> <p><i>How we propose to deal with the A47 & Main Street traffic issue is given as point 5.2& 6.2 of the Compiled Responses.</i></p>

<p>My daughter already struggles to get down Main Street, what will it be like when more traffic uses Main Street as a cut through to Oadby. The speed of traffic on the A47 and Main Street is a big concern.</p>		<p>The NP will include a policy to promote the provision of new sheltered accommodation units.</p>
<p>Respondent 51 - The plan does not offer any significant or practical solutions to the problems of commuter traffic travelling through the village, or parking problems around the co-op and school. It could be inferred from the proposals it contains that the main objective is to ensure that all future housing developments are sited north of the A47. This could probably result in the newer, & possibly younger households having to cross the busy trunk road to use village facilities.</p>	<p>Our response to the A47 & Main Street traffic issue is given in point 5.1 & 6.1 of the Compiled Responses.</p>	<p>How we propose to deal with the A47 & Main Street traffic issue is given as point 5.2 & 6.2 of the Compiled Responses.</p>
<p>Respondent 52 - Having lived on the North side of the village for 64 years. I think it is not suitable for the very young or old due to the heavy traffic on A47 making a visit to all amenities on the south side of the village difficult. Nothing has been done to reduce the traffic or parking on Main Street which will be increased by new building on the north side.</p> <p>Nothing has been done to reduce commuter traffic through main Street. Car parking around the Co-op has not been addressed. More people live on the south side, so more will be against development there!</p> <p>Questionnaire stated site 1, 3 & 4 would not be developed for 16 years so answers would be swayed by this as many residents are elderly.</p>	<p><i>Our response to the A47 & Main Street traffic & parking issue is given in point 5.1 6.1 & 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the A47 & Main Street traffic & parking issue is given as point 5.2 6.2 & 7.2 of the Compiled Responses.</i></p>
<p>Respondent 54 - Very well done, but if one were to ask the question now – after recent proposals were rejected, no one would ever expect to have development north of the A47. The proposed golf course will not be built for many years. 12 persons saying build off Ingarsby Lane were not aware that the Parish Plan (2004), with no development envisaged north of the A47 on ‘important – open land’</p>	<p>The Parish Plan was not written in response to a requirement for development. Since then HDC have been pressurized to build more houses and the NP aims to direct the siting of these in a way which is compatible with the consensus in the village.</p> <p><i>The response to the golf course plan is given in 4.1 of the Compiled responses.</i></p>	
<p>Respondent 55 -</p>	<p>Issues 1 & 2 <i>Our response to the A47 & Ingarsby Lane issues is given in point 3.1 & 5.1 of the Compiled Responses.</i></p> <p>Issue 3 We are very aware of how important the rural aspect of the village is to residents.</p>	<p><i>How we propose to deal with the A47 & Ingarsby Lane issues is given as point 3.2 & 5.2 of the Compiled Responses.</i></p> <p>The NP now includes a more specific recommendation for the inclusion of green spaces in new</p>

Having read the above draft, my comments on the above Plan with respect to proposed Housing Developments to the North side of the A47 (identified in the plan) are as follows.

ISSUE 1

*I would like to express my serious concerns over the proposed housing developments identified as **Site 3** in the plan especially the proposal which could include closing Ingarsby Lane to through traffic where it meets the A47 main road.*

Should this proposal be adopted as part of the Site 3 Development Plan (as yet details unspecified), it would mean directing all traffic from Ingarsby Lane (both local and emerging traffic including Ingarsby Close) through some as yet unspecified diversionary route through a new housing estate.

I wish to make it clear that I object in the strongest terms to any proposals that restricts access from the A47 into or out of Ingarsby lane for the following reasons:

First of all, as background information I would like to say that my late father, as a small building contractor, acquired a plot of land (at the junction of Ingarsby Lane and the A47) for the planned purpose of building three houses, two in Ingarsby Lane and one adjacent to the A47 for his own occupation.

However, when applying for planning permission, the house to be sited on the A47 was not granted planning permission for direct access with the result that a long service road had to be included in the layout which gave alternative access close to the corner of Ingarsby Lane at great inconvenience to the originally proposed access to house No 1. In effect house No 1 access lays to the rear of houses No 3 & no 5 by virtue of unforeseen access problems from the original site layout concept

The reason given at the time was that at some point in the future the A47 may require widening and so a compulsory purchase was made of a strip of land from my father by the Highways Agency which is currently used as verge and footpath alongside the main road.

I think that you will understand that closing off Ingarsby Lane at the crossroads would add time, cost and considerable inconvenience to any journey made from my house via the A47 especially towards Leicester or the village centre, which at the moment is simply a left turn into Ingarsby Lane, a right turn into the A47 (or straight across for village Main Street access for local village shopping).

developments.

*If there was no access to Ingarsby Lane from the A47, taking into account where my house is situated, each time I leave home I would have to make a circular journey of 360 degrees through whatever diversionary road the proposed housing scheme comes up with. This places my property **in a most disadvantaged position** should this proposal go ahead.*

I can't believe that anyone living in or requiring regular access to Ingarsby Lane would support closure of the lane at the A47 junction in favour of the as yet unspecified diversionary route. Why should a through route which has been in existence for generations be closed for the convenience of a housing development contractor

There is the also question of emergency vehicle access, delivery vehicles and general parking or parking congestion associated with compact housing estates especially at peak periods though which all Ingarsby Lane residents would have to negotiate. The closure of a road to traffic also attracts clutter such as a build up of parked vehicles and other street junk which may also affect access.

The simple solution to the problem as I see it is to provide the proposed Sites 3 & 4 with direct access to the A47 via a suitable feeder road and service road if necessary to a suitable point of entry to the main road. I don't see why Ingarsby Lane has to have direct accessed to Sites 3 & 4 or anything in existence at the moment should change.

If there are issues with congestion to the A47 locally due to additional access roads for new housing development sites, the main road should be upgraded locally and a traffic management scheme put in place to take care of this.

ISSUE 2

I also have an issue with the close proximity of these proposed housing development sites and the subsequent increase in the volume of traffic.

Such is the closeness, that standing outside the Rose & Crown; it would be possible with just a turn of the head, for all of these 3 sites adjacent to the A47 to come into view.

The increase in traffic from the proposed Site 3 development when travelling towards Leicester would have to converge with local traffic from Sites 1 & 2 adjacent to the A47, a very busy section of the main road running between the former mentioned site and Houghton Garage.

There is often frequent congestion and long queues of traffic when road works are taking place in this area, notwithstanding that on working days there is a constant stream of HGV's through many hours of the day on route to Peterborough and the East Coast.

Surely the traffic management and transport issues associated with new housing development could be more effectively accomplished if the developments were

smaller and more effectively distributed around the village rather than concentrated as planned.

ISSUE 3

Preserving the rural aspect as a hill top village appears to be a high priority in the NDP. The development of Site 3 (& possibly Site 4) to the scale proposed (or if at all) would in my opinion be an absolute tragedy and contravene this objective

To build on this land would destroy local views of outstanding beauty when looking towards Billesdon Coplow and Quenby Hall.

Such lovely views and green fields should be a major consideration in any village development plan and remain unspoilt for the enjoyment of future generations.

I hope that you take these points into consideration when coming up with the final release of the NDP

<p>Respondent 56 - Having viewed the proposed development plan. I <u>strongly</u> object to the plans to build on the areas of sites 3 & 4 off the A47, and the proposed re-routing of Ing Lane.</p>	<p><i>Our response to the A47 Ingarsby Lane issues is given in point 3.1 & 5.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the A47 & Main Street traffic issue is given as points 3.2 & 5.2 of the Compiled Responses.</i></p>
<p>Respondent 58 - Development:</p> <ul style="list-style-type: none"> • Have developers for sites 1 & 2 provide taller fences round allotment to improve security. • Push for more bungalows to permit older residents to downsize. • Developer for site 1 needs to preserve small spinney NW of allotments. <p>Traffic:</p> <ul style="list-style-type: none"> • Push to have 30mph limit on A47 and/or roundabout at Main Street / A47 junction. • If future developments W of village suggest highways look at by-pass A47 to Stretton Lane. <p>Footpaths:</p> <ul style="list-style-type: none"> • Remind landowners of requirement to re-constitute rights of way. Several rights of way now impassable (Viz Stretton Lane to east of Cotterill Spinney). <p>Assets:</p> <ul style="list-style-type: none"> • Add allotments to list of community assets. 	<p><i>Our response to the A47 issue is given in point 5.1 of the Compiled Responses.</i></p> <p>The allotments are an important village asset.</p> <p>We note the comments about rights of way</p>	<p><i>How we propose to deal with the A47 issue is given as point 5.2 of the Compiled Responses.</i></p> <p>The PC is exploring options to move the allotments which would obviate the need for high fencing.</p> <p>All developers will be required to preserve rights of way across their land.</p>
<p>Respondent 59 - The development sites and proposed golf course will create and impossible amount of traffic on the A47. There do not seem to be any plans to mitigate this, access insufficient at times now – in future will there be some traffic control features? This form is not easily understood, hence my lack of responses. New development is necessary, greater thought should be given to the increase in traffic before too long.</p>	<p><i>Our response to the A47 & golf course issues is given in point 4.1 & 5.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the A47 & golf course issues is given as points 4.2 & 5.2 of the Compiled Responses.</i></p>
<p>Respondent 60 - More long term vision should be considered. Currently focus is, understandably, on the pending requirement for sites for new houses. Comments on the volume of traffic on Main Street are prevalent but there is no 'vision' for a long term solution. The only realistic solution is to provide alternative route e.g. a by-pass, and not allow through traffic to use Main Street. Whilst funding might currently be problematic, it may not always be.</p>	<p>Long term aspirations have been included in the revised NP.</p>	<p>Aspirational plans dealing with parking, a bypass, a community wood and more have been included in the NP</p>
<p>Respondent 61 - We support the plan subject to the above.</p>	<p>Thanks</p>	<p>No action required</p>
<p>Respondent 62 - We as a family are opposed to any land development plans behind and around our property, particularly with regard to sites 3 & 4 as described in the proposed Houghton on the Hill Development Plan.</p>	<p><i>Our response to the issues around sites 3 & 4 is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues around sites 3 & 4 is given as points 2.2 of the Compiled Responses.</i></p>

<p>Respondent 63 - We appreciate all the hard work which went into producing this professional plan. Thank you.</p>	<p>Thanks</p>	<p>No action required</p>
<p>Respondent 64 - To have both housing developments is too many for our amenities within the village. The proposed plan for houses on the A47 other side of Ingarsby Lane will be spoiling the nature and views across to Quenby Hall and Ingarsby itself. I think that we have too many housing proposals and we don't need them. This is supposed to be a RURAL AREA!!</p>	<p><i>Our response to the issues around sites 3 & 4 is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues around sites 3 & 4 is given as points 2.2 of the Compiled Responses.</i></p>
<p>Respondent 65 - The plan is unimaginative: It only concentrates only on housing and has no solutions for the other problems in the village such as traffic, parking etc. The housing issue will probably be settled before the plan is finalised. There is no vision for developing the village. No suggestions how the new estates will be integrated into the village as they are on the other side of the A47. No ideas about traffic calming on the A47 or Main Street. It turns down the suggestion of a business park as not supported. It only mentions cycle paths, public transport and community woodlands and facilities in passing. If this is a plan for the future, the village will stagnate and just become a dormitory for Leicester. It may be what people responded in the questionnaire but it is not a blue print for a vibrant village in the future.</p>	<p><i>Our response to the issues raised here is given in point 1.1 to 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 1.2 to 7.2 of the Compiled Responses.</i></p>
<p>Respondent 66 - Site Location Plan Provided Thank you for the invitation to comment on the Houghton on the Hill Pre-Submission Neighbourhood Plan. These representations are submitted by the Co-Op in respect of our interests on land north of Stretton Lane, of which the Parish Council will be aware. I enclose a completed Comments Forms as requested but the substantive points we wish to make are set out below. All paragraph/page numbers and policy references correspond to the Pre-Submission Consultation document for ease of reference. Legislative Context At the outset, it is emphasised that a draft Neighbourhood Development Plan must meet the 'basic conditions' set out at Paragraph 8(2) of Schedule 4B of the Localism Act 2011. A draft order meets the basic conditions (and thus can proceed to the referendum stage without modification) if: (a) having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order, (b) having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order, (c) having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order, (d) the making of the order contributes to the achievement of sustainable development, (e) the making of the order is in general conformity with the strategic policies</p>	<p>Thank you for the comments and we are aware of the Basic conditions.</p>	<p>No action required.</p>

<p>contained in the development plan for the area of the authority (or any part of that area),</p> <p>(f) the making of the order does not breach, and is otherwise compatible with, EU obligations, and</p> <p>(g) prescribed conditions are met in relation to the order and prescribed matters have been complied with in connection with the proposal for the order.</p> <p>For the reasons set out below, there is a concern that the draft Neighbourhood Plan cannot be in general conformity with the Development Plan for the area. The adopted Harborough Core Strategy predated the publication of the National Planning Policy Framework; it is not, therefore, Framework-compliant. The housing requirement identified therein does not comprise the full, objectively assessed need (FOAN) for both market and affordable housing as required under Paragraph 47 of the National Planning Policy Framework. To progress a Neighbourhood Plan in advance of a new Local Plan for Harborough being found sound potentially raises matters of prematurity and undermines the reliability of any housing requirement in the Neighbourhood Plan.</p>		
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SECTION SPECIFIC COMMENTS:

SECTION 3: Houghton on the Hill Neighbourhood Development Plan

Total Respondents	1
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	Comments	Response	Proposed Amendment
3.1.3	<p>Respondent 35 - 3.1.3 Neighbourhood Area Profile Point One cites an ageing population. This is misleading. My observation is that many new occupiers are families with young children. Village profile will get younger.</p>	Age profile from NSS data	No action taken

SECTION 2: Executive Summary

Total Respondents	3
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	Comments	Response	Proposed Amendment
Para 4	<p>Respondent 8 – Suggested amendments Highlighted in yellow. “Other policies propose ways of reducing traffic, improving parking, enhancing biodiversity and ensuring that new housing makes use of technology that attains environmental sustainability and facilitates economic sustainability.”</p>	Accept	Correction made.
Para 4	<p>Respondent 35 – Why are you looking at ADDITION DWELLINGS for the over 55s.(Policy H8) Surely if they are necessary at all they can be incorporated within expansion proposals. You only need to look at the local sheltered accommodation in Houghton where they are advertising for customers. In Billesdon they have just demolished the sheltered accommodation.</p>	Not additional	Accepted. Text edited to clarify that dwellings for over 55’s would be within the proposed maximum limit. This change made at all relevant places through the document.

	Respondent 44 – Subset of housing for over 55 year olds should be part of overall housing target, not extra. Developments to be phased, not altogether.	Not additional	Accepted as above. Phasing of development is clarified.
Page 4	Respondent 66 – Whilst the Vision for Houghton on the Hill and eight objectives are broadly supported, reference to a <i>maximum</i> number of dwellings should be deleted as such an approach is not endorsed in either the Framework or Planning Practice Guidance (PPG). Whilst it is appropriate for the Parish to plan for meeting its housing needs (based on a Framework-compliant, adopted Local Plan), any reference to housing figures should be expressed as a minimum or target figure. It would not be appropriate for the Parish Council to resist any additional housing (beyond the 150 figure) on sites which are otherwise sustainable and deliverable sites for new housing, on the basis it has already met its housing requirement and there is no precedent for such an approach in national policy or guidance.	Check with HDC	To be decided. Emailed Matt Bills for advice. He is checking whether the statement in this comment are correct.

SECTION 5: Houghton Village Design Statement - Summary

Total Respondents	4	
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	Comments	Response	Proposed Amendment
Page 10 5.1 (map)	Respondent 26 - Assets of community value: Does the school need adding? (visually)	Check with HDC	Email to Matt Bills and Helen Chadwick, to also include St Catharine's Terrace.

Page 10	<p>Respondent 37 – Design statement for Houghton on the Hill.</p> <p>Certainly the siting of new housing developments on the north side of the A47 will have the minimal impact on the existing village, and it is noted outline permission has been give on sites 1&2. However, meeting the HDC provision for 40% of affordable homes would not be very practical in this location, due as mentioned in the draft plan to lack of employment opportunities and public transport.</p> <p>Overcoming these two points will not be easy, as it is hard to see how the siting say of light industry in Houghton could be a practical proposition, apart from the very limited public transport. Regarding the latter whilst a limited bus link with Oadby and Wigston would open up benefits for residents, the constraints of the existing route from Houghton to Oadby are hardly likely to enthuse the bus companies.</p>	Affordable Homes quota is considered in revision of NP	Add details of affordable homes quota allocation to the revised plan.
Page 10 5.1 (map)	<p>Respondent 44 – Why highlight Capel Close Green – there are others as in Fig 6.6</p>	This is a function of the resolution on the diagram, not any specific indication of priority	Redraft diagram, and refer to Figure 6.6 which shows more detail
Page 10 5	<p>Respondent 52 - The design principles will not ensure the much loved rural aspect of the village is maintained as proposed development on site 3 and part of is on the highest contour point in the village and can be seen from surrounding villages and Quenby Hall. These sites, plus sites 1 can be seen from public footpaths, (more than Winkley Close).</p>	Site 3 is lower landscape impact of available areas as assessed by HDC survey), and supported by the respondents to the NP questionnaire.	Conditions on the use of Site 3 will include works to mitigate intrusion on the landscape

SECTION 4: Community Vision, Key Issues and Objectives

Total Respondents	20	
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	Comments	Response	Proposed Amendment
Para 4	<p>Respondent 20– It will explore forward thinking ideas to plan for future resource developments that benefit the village community. E.g.</p>	These are good ideas which are considered for addition to formal aspects of the plan, or to the list of	Modify plan as indicated

	<p>Ground source heat pump All weather sport surface Village car park ? near school 3rd social facility with music practice rooms and badminton court etc. Woodland play area -sand pit, timber den, bug nests etc.</p>	possible community projects.	
<p>Page 8 4.2.6</p>	<p>Respondent 30 – Hungarton Parish Council is pleased to note that you have reached the consultation stage of your NDP. However, the PC would like to make the following observations and have concerns that these issues could directly affect our community:</p> <p>4.2.6 (p8) – There would be an impact on Hungarton children wishing to attend Houghton Primary School once an additional 100-150 houses have been developed. The implication is that there would be fewer places for Non-Houghton children. Houghton is the nearest primary school to Hungarton with St Luke's in Thurnby being twice the distance away. We would therefore like provision to be made to increase the size of the school hence enabling it to accommodate the children from the new development without disadvantaging Hungarton children.</p>	<p>Consulted School governors. No difficulty envisaged since school has 50% out-of-catchment pupils of which Hungarton are only a small proportion.</p>	<p>Include the issue of protection of Hungarton pupils to Houghton School in plan.</p>
<p>Page 7 4.2.1</p>	<p>Respondent 31 – Aspiration 3: No mention is made of the possibility of installing the technology to enable the village to become self-sufficient in electricity (as is possible in some small German communities). See also Object 7 on page 9.</p>	<p>Self-sufficiency in energy is an admirable goal, but it also strongly affected by other factors, notably building design and use.</p>	<p>How we propose to deal with the issues raised is given as points 5.2 to 6.2 of the Compiled Responses.</p>
<p>Page 7 4.2.3</p>	<p>Respondent 31 – Housing Provision: The potential of creating 150 new dwellings means providing new facilities for shopping for general provisions. The present Co-op store is essential for the village, but the pressure on parking and general access is at present at apparently full capacity. See also Object 3 page 9.</p>	<p>Our response to the issues raised here is given in point 7.1 of the Compiled Responses.</p>	<p>How we propose to deal with the issues raised is given as point 7.2 of the Compiled Responses.</p>
<p>Page 8 4.2.4</p>	<p>Respondent 31 – Traffic Management: The volume of motor traffic using Main Street as access from the Great Glen area to the A47 can only increase. There is no mention of the possibility of providing a new by-pass road as a link from the Cricket field corner to the A47.</p>	<p>Our response to the issues raised here is given in point 5.1 and 6.1 of the Compiled Responses.</p>	<p>How we propose to deal with the issues raised is given as points 5.2 to 6.2 of the Compiled Responses.</p>
<p>Page 7 4.2.3</p>	<p>Respondent 32 – Paragraph 4.23 sets out the current position in relation to likely housing requirements to be set out in Harborough District Council's Local Plan. A range of 89 to 130 dwellings is identified, rising to 100 to 150 dwellings once a 15% allowance for likely increases in national housing targets is factored in.</p> <p>The paragraph confirms that the Neighbourhood Plan identifies sufficient developable sites to meet this housing provision. The proactive approach of the</p>	<p>Agreed</p>	<p>No change required</p>

	Neighbourhood Plan in identifying sufficient sites to meet likely future housing requirements is supported. It is important that the Neighbourhood Plan is consistent with policies for the distribution of likely future housing growth to be set out in the Harborough Local Plan.		
Page 7 4.2.3	Respondent 35 – 4.2.3 Housing Provision The HDC Local Plan envisages 89 – 150 houses. We already have approval for 89. Why are we looking at another 150 (sites 4 and 5), in addition to a potential appeal/amendment (site 6) of 40 plus houses. This could give a worst-case scenario of increasing the number of dwellings in the village by 45%. Too many don't you think.	There is some lack of clarity in the document which needs to be removed. 150 was the upper range of housing envisaged. This would include all sites. If the Winckley Close appeal were to succeed, the other numbers would be adjusted.	Check and rewrite relevant sections of plan.
Page 8 4.2.4	Respondent 35 – 4.2.4 Traffic Management Point Four states that poorly planned housing will increase traffic problems. ALL new development will increase traffic problems especially along Main Street. Point Five evidenced the need for better public transport (also 6.4). This is utopian idealism. I understand that the bus service is shortly to be reduced (probably from lack of support).	Our response to the issues raised here is given in point 5.1 to 7.1 of the Compiled Responses. The reduced bus service is a regrettable fact now.	How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses. The plan will still have the aspiration of re-establishing a more frequent bus service.
Page 9 4.3	Respondent 35 – 4.3 Development Plan Objectives All these objectives are good, but can be best achieved by restricting the size and pace of development certainly to beyond 2030.	In law, the plan must allow for the proportion of development allocated to the area by Harborough District Council.	No change required
Page 8 4.2.4	Respondent 37 – Traffic Management. Residents within the potential new developments will need access to the local co-op, and other shops within the village, and traffic congestion in main street is already creating major problems. In fact, this is a problem that seems to be getting worse, and it is difficult to see an easy solution to resolve this, and that's without the impact of increased vehicles from new developments.	Our response to the issues raised here is given in point 1.1 to 7.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as points 1.2 to 7.2 of the Compiled Responses.
Page 8 4.2.6	Respondent 44 – There are two filling stations.	Incorrect. From summer 2016 there is only one.	No change required
4.2.1	Respondent 46 – Maintain the Character: I think that by proposing that all new homes be built north of the A47 will mean that the village will be split into two areas even more	Large areas of the present village are the "modern estates" built in the 1970's. The Village Design Statement	Check and revise the VDS as necessary.

	than it is now. The character of the existing main part of the village may well be maintained but north of the A47 will just be modern estates.	(VDS) is the key to avoiding this problem. Developing north of the A47 continues the original and ancient hilltop north-south line of the village.	
4.2.4	Respondent 46 – Traffic management and Main Street in particular. The problems will not be addressed by minor tweaking. An ambitious programme of changes to existing areas needs to be considered. It is a great pity that with all the developers who are interested in our village that a road cannot pass Houghton from the A47 to Stretton Lane.	<i>Our response to the issues raised here is given in point 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
4.2.5	Respondent 46 – Less use of the car although good in theory is unlikely in practice. Householders living north of the A47 will still drive through the village to school, church and the shops. Probably more car journeys will occur due to the reduced bus service.	<i>Our response to the issues raised here is given in point 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
4.2.1	Respondent 47 – I think these are particularly important and I fully endorse them.	Agreed	No action required
4.2.5			
4.2.1	Respondent 48 – I think these are particularly important and I fully endorse them.	Agreed	No action required
4.2.5			
4.3			
4.2.1	Respondent 49 – Maintaining the character of Houghton, Environment. Objectives.	Agreed	No action required
4.2.5	I think these are particularly important and I fully endorse them.		
4.3			
Page 8 4.2.4	Respondent 51 – The plan does not offer any significant or practical solutions to the problems of commuter traffic traveling through the village, or parking problems around the Co-op and school. This can only be satisfactorily dealt with by the construction of a link road from Stretton Lane to the A47 -exiting adjacent to Deane Gate Drive.	<i>Our response to the issues raised here is given in point 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
Page 9 4.3	Respondent 51 – It would seem that the suggested development sites north of the A47 [which could eventually result in approximately 20% of village properties being sited north of the A47]. would lead to any increase in traffic into the centre of the village & school; as the residents would probably be extremely reluctant to cross the A47 on foot or by bicycle- even if there were traffic light controlled crossings; based on local experience and comments by neighbours during 40 years of living in Ingarsby Close.	<i>Our response to the issues raised here is given in point 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
Page 8 4.2.6	Respondent 52 - Nearly two thirds of each school year is from outside the village. If extra building was on the south side of the village extra children from new houses	<i>Our response to the issues raised here is given in point 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>

	could Walk to school, reducing traffic. Even with crossings most people from the north will use cars.		
Para 4.2.3	<p>Respondent 66 - As stated previously, any housing requirement set out within the Neighbourhood Plan should be treated with caution. Effectively, the draft Neighbourhood Plan seeks to prejudge the outcome of the Local Plan process which will establish the FOAN for both market and affordable housing in Harborough but which remains at a formative stage. The Leicester and Leicestershire Housing Market Area (HMA) will yet determine (to the satisfaction of an Independent Inspector) the housing requirement for Harborough District. Whilst it is acknowledge that the Neighbourhood Plan makes provision for a 15% increase in housing to reflect potentially changing demographics, provision should also be made to account for how the Neighbourhood Plan would respond to an increased strategic housing requirement across Harborough, any unmet need arising from other LPAs in the HMA or a different distribution of housing amongst the settlements.</p> <p>The Neighbourhood Plan should acknowledge the acute need for affordable housing, as well as market housing, within the village, as acknowledged on the Strategic Housing Market Assessment (SHMA). The fundamental role of market housing schemes in delivering a proportion of affordable housing should also be recognised.</p>	HDC have published a Housing Needs Survey for Houghton (2015) which concludes there is a need for a small number of affordable houses to meet local need, and that demand for such housing from outside the local area is low, largely due to the very poor public transport links to the village.	There will be provision for affordable housing included in the NP in accordance with the demand determined.
Para 4.2.6	<p>Respondent 66 - It is noted that there is a range of services and facilities available within the village which would benefit both existing and proposed residents. It is also noted that half the primary school pupils travel from outside the village, therefore, increased housing provision (and increase primary age pupils within the immediate catchment of the school) could help redress unsustainable travel patterns with priority being given to pupils within the village rather than those travelling from further afield.</p>	<i>Our response to the issues raised here is given in point 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
Para 4.3	<p>Respondent 66 - Objective 2 should refer to the development of both market and affordable housing to provide dwellings which will meet the requirements of the village. We would also contend that it is unnecessary to refer to the village's demographic profile in this context. As acknowledged elsewhere in the Pre-Submission document, the village has the highest proportion of residents (41%) aged 55 and over in the District. This leads to social exclusion, prevents social mobility and does not contribute to sustainable communities. Greater emphasis should be given to meeting the needs of those households which are currently at risk of exclusion; first-time buyers, young families or those members of the community reliant upon a very limited supply of affordable housing. The objectives should also note the historic setting of the village and the</p>	HDC have published a Housing Needs Survey for Houghton (2015) which concludes there is a need for a small number of affordable houses to meet local need, and that demand for such housing from outside the local area is low, largely due to the very poor public transport links to the village.	There will be provision for affordable housing included in the NP in accordance with the demand determined. In addition, some sheltered accommodation will be included in the plan.

	prevalence of the Conservation Area. Any new development must meet the statutory duty to preserve or enhance the character and appearance of the Conservation Area.		
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SECTION 6.1: Housing Provision

Total Respondents	63
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	Comments	Response	Proposed Amendment
Policy H3	Respondent 8 – Figures in this section are labelled as Figure 6.1 and 6.2. but referred to as Figure 5.1 and 5.2 in the text.	Thank you. We will correct	Editing completed
Policy H2	Respondent 8 – Part of the commentary on Affordable Housing states: “new affordable housing will be allocated firstly to people with a local connection, including those living, working or with close family ties in the Parish”. I totally agree with this sentiment. However, could such a policy be implemented without it being regarded as discriminatory under current legislation?	Yes, this type of policy is allowed	No change required
Policy H4 H5 H6	Respondent 8 – These are well argued proposals and show a willing and positive approach towards controlled and measured new developments that the village should be able to assimilate. I support these policies.	Thank you	No change required
Policy H7	Respondent 8 – There does not seem to be a good reason for offering a Reserve Site with capacity of a further 75 houses. I recommend deleting this from the plan. If that is not acceptable, it could be offered as a potential site for further development post 2030 after the new developments, H4-6- (150 houses) have been completed and become integrated into the village.	Site 4 removed from plan	Remove policy for Site 4
Policy H2	Respondent 9 – I have had a look at this draft and the content in relation to housing provision (Policy H2). I am attaching our guidance note on affordable housing which set the perimeters for our percentage requests for affordable housing.	Very useful guidance notes.	Add to website

Guidance Note for the provision of Affordable Housing

Harborough District Core Strategy 2011, Policy CS3 sets out requirements for affordable housing. The policy splits the District into five sub market areas, subject to either 30% or 40% affordable housing requirement. This policy aims to increase provision of affordable housing, particularly in rural areas, in order to meet the high need across the district as demonstrated in the Strategic Housing Market Assessment (SHMA).

Our percentage requirement is **40% in Harborough District's Rural Centres and 30% in Harborough's larger settlements of Market Harborough, Lutterworth and The Blaby Border Settlements Sub Market** of the total site yield being proposed. On all proposed developments of above 10 units , Harborough will require on site provision of affordable housing.

Implications for Harborough's Approach to Affordable Housing provision: Affordable housing policy exclusions for small sites and vacant building credit

A planning practice guidance (PPG) update issued on 19th May 2016 has restored the government's affordable housing exemption for small sites and vacant building credit. The PPG passages on the affordable housing threshold and vacant building credit had been deleted following a [successful High Court challenge by West Berkshire District Council and its neighbour Reading Borough Council](#) last year. On 11th May the Court of Appeal allowed the Government's appeal and held that the national planning policy on minimum thresholds for affordable housing and on the vacant building credit was lawful as contained in Ministerial Statement of November 2014, and within amendments to PPG In 2015. The guidance now re affirms:

- Affordable housing contributions should not be sought from developments of **10 units or less** and which have a maximum combined gross floor space of no more than **1,000 square metres**.
- The PPG update [restores guidance](#) on the [vacant building credit](#), which incentivises brownfield development on sites containing vacant buildings. The developer should be offered a financial credit equivalent to the existing gross floor space of relevant vacant buildings when the local planning authority calculates any affordable housing contribution to be sought. As a result:

HDC requirements are as follows:

- Harborough DC will not seek to obtain Affordable Housing Contributions below 11 dwellings and which have a maximum combined gross floor space of no more than 1,000 square metres.

On proposals above 10 units:

- The benchmark housing mix profile we will aim to seek as referenced in **SHMA 2014** at district level is as follows:
1 bed 41%
2 bed 37%
3 bed 20%
4+ beds 2%

This is a indicative mix for planning purposes within the District. Individual site issues will influence housing mix on a particular development – This is intended to provide a basis for the kind of house types/sizes we should seek as a starting point in future development. Applicants are advised consult Harborough District's Housing Enabling and Community Infrastructure Officer at the earliest opportunity to discuss and agree site / locality specific requirements and details of the affordable housing contribution prior to the submission of planning applications.

- Our current tenure requirement is to seek in general terms a **60 / 40** split between rent (a percentage of which we would accept as Affordable Rent) and Intermediate housing respectively. **However each site is assessed independently in meeting specific local housing need.**
- The affordable housing must comply with **Homes & Communities Agency Quality Development Standards** particularly in relation to space and floor areas as a minimum requirement.
- The affordable housing is to be transferred to a partner Registered Provider (**RP**) at Open Market Values to be agreed between the developer and RP partner and approved by Harborough District Council.
- Applicants are advised to consult Harborough District's partner RP's to discuss these matters at an early stage. Contact details of our RP partners:

- | | | |
|-----|---|---------------|
| 1. | East Midlands HA – P. Wilkinson
Purnima.wilkinson@emha.org | 01530 276 000 |
| 2. | Waterloo Group – Sarah Robinson
sarah.robinson@waterloo.org.uk | 0116 2205555 |
| 3. | Riverside HA – John True
John.true@riverside.org.uk | 0116 247 3800 |
| 4. | NCHA – Catherine Hewitt
CathH@ncha.org.uk | 0115 8443066 |
| 5. | Seven Locks HA – Ian Clyde(Acclaim Group)
ian.clyde@acclaim-group.co.uk | 01629 761550 |
| 6. | LHA – Mark Anslow
Mark.Anslow@lha-asra.org.uk | 0116 2576737 |
| 7. | Midland Heart Lesley Buttarazzi
Lesley.Buttarazzi@midlandheart.org.uk | 0345 6020540 |
| 8. | Neal Farmer - Derwent Living
nealf@derwentliving.com | 01332 346477 |
| 9. | Spire Group (Longhurst HA) – Syed Hassan
Syed.Hassan@longhurst-group.org.uk | 01933 415365 |
| 10. | Daniel Barnes – Orbit Homes
Daniel.Barnes@orbit.org.uk | 07584600476 |

Any changes / amendments to applications may alter Harborough's requirement and must be discussed and agreed. The applicant(s) is advised to liaise with **Harborough District Council's Housing Enabling and Community Infrastructure Officer**

Commuted sums in lieu of onsite provision will only be justified on 10 plus unit sites in exceptional circumstances This is purely a matter for the Council to consider and not a basis for developer negotiation.

	<p><u>Important note to consider</u></p> <p>There is a clear obligation on part of the developer to deliver an affordable scheme to a RP as a requirement of the S106 Agreement. The agreed transfer of any affordable housing via a S106 agreement should always be on the basis of NIL grant input. The Homes and Communities Agency which provides affordable house building funding has clearly stated this to be the case.</p> <p>The costs associated with affordable provision on any site meeting Council planning obligations and requirements should be factored into the equation to ensure that these obligations are delivered without any alternative funding streams coming into play. The costs of all commitments should be factored in by the developer in their acquisition of the site. This is an obligation to be met by the developer.</p> <p>Raj Patel</p> <p>Housing Enabling and Community Infrastructure Officer</p> <p>Planning Policy Team</p> <p>Mob 07795 641619</p> <p>Email r.patel@harborough.gov.uk</p> <p>Website: www.harborough.gov.uk</p>		
<p>Policy H8</p>	<p><u>Respondent 9 –</u> We make requests for bungalow provision on our larger sites as part of our S106 requirements (if a need is determined).</p> <p>In order to incentivise developers to provide this unit type, we accept each bungalow requested to be counted as two affordable units.</p> <p>This is not policy but an approach we use to ensure that a small proportion of bungalows are provided to meet elderly housing need.</p>	<p>This is a useful approach to securing suitable housing for elderly housing, which we are happy to use.</p>	<p>Include options for bungalows to be counted as two affordable units in specification of housing development areas</p>
<p>Policy H1</p>	<p><u>Respondent 9 –</u> May want to include ‘and’ after c) to make it clear that all the criteria apply.</p>	<p>Thank you. We have made a similar edit.</p>	<p>Edit completed</p>

<p>Policy H7</p>	<p>Respondent 9 – Reserve sites should also be brought forward if other allocated sites (i.e. Sites 1 & 2) are not able to deliver either within the time period or the number of dwellings proposed/permitted.</p> <p>Further explanation needed regarding the conflict with landscape advice, and why this site was chosen as a reserve above other sites that may be better suited in landscape terms with less landscape impact.</p>	<p><i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i></p>
<p>Policy H8</p>	<p>Respondent 9 – Would be helpful to explain in the supporting text the meaning of ‘site maintenance contract’.</p>	<p>We have revised Policy H8 so this comment no longer applies</p>	<p>Revise Policy H8 (now labelled H7)</p>
<p>Policy H8</p>	<p>Respondent 9 – Remove reference to ‘potential demand’, and clarify extent of ‘an area’ – is this individual dwellings or a block of flats? Or a site to be allowed for over 55 provision?</p>	<p>We have revised Policy H8 so this comment no longer applies</p>	<p>Revise Policy H8 (now labelled H7)</p>
<p>Policy H7</p>	<p>Respondent 10 – re proposal for development para 1of reserve site 4.</p> <p>I would like to register my objection to the inclusion of this site within the Houghton Neighbourhood plan.</p> <p>I cannot understand the logic in including a site, albeit in reserve, that Harborough Council in their own land survey have already designated as questionable in terms of suitability for development. Given that the council recently turned down planning for the Winckley Close site on the grounds of the effects on the landscape, surely there would be no possibility that approval could be granted for building on a site that the council rates as less suitable in terms of landscape?</p> <p>The Harborough Landscape Assessment identified 9 sites of medium suitability and 6 of low to medium suitability, yet only one of the medium suitability sites is proposed in the neighbourhood plan whilst a site of medium/low suitability is included?</p> <p>A further concern would be the effect of increased traffic on Ingarsby Lane of any access granted for this site. A recent draft proposal shows Ingarsby Lane rerouted through the new development. This would inevitably lead to a big increase in traffic on a small country lane that is only suitable for single file</p>	<p><i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i></p>

	<p>traffic causing increased danger for the many residents of Houghton that use the lane for leisure purposes.</p> <p>The Parish Council appear to have chosen this site on the basis of the results from the neighbourhood survey carried out in January 2016. The documentation provided with the questionnaire stated that the combined sites 3 and 4 were designated as available for development in a timescale of 16 years plus. This misleading information may well have influenced the decisions of many respondents in that, potential development at an unspecified date many years in the future, is less likely to provoke concerns than a more immediate threat. For this reason, I believe that the council should disregard the results of the survey in relation to the suitability of site 4.</p>		
<p>Policy H6</p>	<p>Respondent 12 – Having read the above draft, my comments on the above Plan with respect to proposed Housing Developments to the North side of the A47 (identified in the plan) are as follows.</p> <p><u>ISSUE 1</u></p> <p>I would like to express my serious concerns over the proposed housing developments identified as Site 3 in the plan especially the proposal which could include <u>closing Ingarsby Lane to through traffic where it meets the A47 main road.</u></p> <p>Should this proposal be adopted as part of the Site 3 Development Plan (as yet details unspecified), it would mean directing all traffic from Ingarsby Lane (both local and emerging traffic including Ingarsby Close) through some as yet unspecified diversionary route through a new housing estate.</p> <p>I wish to make it clear that I object in the strongest terms to any proposals that restricts access from the A47 into or out of Ingarsby lane for the following reasons:</p> <p>First of all, as background information I would like to say that my late father, as a small building contractor, acquired a plot of land (at the junction of Ingarsby Lane and the A47) for the planned purpose of building three houses, two in Ingarsby Lane and one adjacent to the A47 for his own occupation.</p> <p>However, when applying for planning permission, the house to be sited on the A47 was not granted planning permission for direct access with the result that a long service road had to be included in the layout which gave alternative access close to the corner of Ingarsby Lane at great inconvenience to the originally</p>	<p>Issue 1. <i>Our response to the issues raised here is given in points 2.1 & 3.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 2.2 & 3.2 of the Compiled Responses.</i></p>

proposed access to house No 1. In effect house No 1 access lays to the rear of houses No 3 & no 5 by virtue of unforeseen access problems from the original site layout concept

The reason given at the time was that at some point in the future the A47 may require widening and so a compulsory purchase was made of a strip of land from my father by the Highways Agency which is currently used as verge and footpath alongside the main road.

I think that you will understand that closing off Ingarsby Lane at the crossroads would add time, cost and considerable inconvenience to any journey made from my house via the A47 especially towards Leicester or the village centre, which at the moment is simply a left turn into Ingarsby Lane, a right turn into the A47 (or straight across for village Main Street access for local village shopping).

If there was no access to Ingarsby Lane from the A47, taking into account where my house is situated, each time I leave home I would have to make a circular journey of 360 degrees through whatever diversionary road the proposed housing scheme comes up with. This places my property **in a most disadvantaged position** should this proposal go ahead.

I can't believe that anyone living in or requiring regular access to Ingarsby Lane would support closure of the lane at the A47 junction in favour of the as yet unspecified diversionary route. Why should a through route which has been in existence for generations be closed for the convenience of a housing development contractor

There is the also question of emergency vehicle access, delivery vehicles and general parking or parking congestion associated with compact housing estates especially at peak periods though which all Ingarsby Lane residents would have to negotiate. The closure of a road to traffic also attracts clutter such as a build up of parked vehicles and other street junk which may also affect access.

The simple solution to the problem as I see it is to provide the proposed Sites 3 & 4 with direct access to the A47 via a suitable feeder road and service road if necessary to a suitable point of entry to the main road. I don't see why Ingarsby Lane has to have direct accessed to Sites 3 & 4 or anything in existence at the moment should change.

If there are issues with congestion to the A47 locally due to additional access roads for new housing development sites, the main road should be upgraded locally and a traffic management scheme put in place to take care of this.

Policy H6	<p>Respondent 14 – County Councillor</p> <p>Several residents have contacted me about what they consider to be a very contentious proposal to restrict access to Ingarsby Lane by closing the road at its junction with the A47. A new access would be created by a developer as part of a proposed housing site to the east of Ingarsby Lane and existing residents would have to take a detour through the new housing development to get to their homes. The residents consider this would add a considerable distance to their journey and would be inconvenient. The closure of the current access would provide some benefit in terms of removing some traffic from a busy junction where the alignment does not meet modern standards but this needs to be balanced against the views and concerns of existing local residents.</p> <p>Whilst the developer is offering to undertake the changes as part of the proposed development and the NP Group has included the proposals in the draft NP for consultation, any changes to the existing road layout would be a matter for the County Council as Highway Authority. In my view, closure of Ingarsby Lane does not depend on providing an acceptable highway access to the proposed development site and the 2 issues could be considered on their merits.</p>	<p><i>Our response to the issues raised here is given in points 2.1 & 3.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 2.2 & 3.2 of the Compiled Responses.</i></p>
Page 15	<p>Respondent 18 –</p> <p>I should hate to live in a retirement complex and am lucky enough to have young neighbours, so hope there will be smaller properties away from as well as in the complex.</p>	<p>We endorse this view, and have revised the plan to specify this situation</p>	<p>Edit policy on retirement housing</p>
Policy H3	<p>Respondent 18 –</p> <p>I agree with this policy.</p>	<p>Thank you</p>	<p>No change required</p>
Policy H2	<p>Respondent 22 –</p> <p>30/40 affordable homes. The site is not viable. Plus speaking from past experience unless the tenants were vetted beforehand this could prove detrimental to the village. We moved to Houghton to get away from this sort of thing!!</p>	<p>The surrounding text explains that the 40% affordable homes ratio applied by HDC is unlikely to be viable for clearly documented reasons (Houghton Housing needs Survey,2015)</p>	<p>Plan amended accordingly</p>
Policy H2	<p>Respondent 23 –</p> <p>Having more houses will create more problems, as it is now the 747 bus has a job to get past the parked cars along main Street. The school is in a very dangerous spot and more children attending will create more disruption twice daily. I feel the village is full to capacity. We <u>DO NOT</u> need more houses</p>	<p><i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i></p> <p>The number of houses we have to</p>	<p><i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i></p>

		have is mandated by the HDC Development Plan and we can	
Policy H6	Respondent 25 – How has site 3 become available when it was clearly stated in earlier documentation that the land would not be available for 16 years? This fact would have resulted in many people including the land for potential development as no development would be taking place until 2031 at the earliest by which time there could well have been a change of policy regarding rural development. The information originally provided was at best misleading and at worst untrue.	Our response to the issues raised here is given in point 3.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as point 3.2 of the Compiled Responses.
Policy H8	Respondent 25 – We cannot see where any land had been allocated for retirement dwellings. As it is clear from the plan and the narrative that St. Catherine's Way and the roads leading off are to be protected at all cost, is it proposed that such development will also be allocated to land north of the A47.?	Policy H8 is being revised. Retirement homes can be built within the new developments north of A47.	Policy H8 (now H7) to be revised
Policy H6	Respondent 27 – Site 3: The sheer volume of traffic travelling on the A47 in both directions (Heavy goods vehicles and vans in particular) makes his stretch of A47 highly unsafe for any residential building. The prospect of a Golf Course being sited; Gaulby Lane adds even more to that stretch of fast moving traffic. The 40 sign to motorists is ignored on many any times. I am very concerned that site 3 may be built on. To the best of my knowledge I understood this land would not be available (for potential building) for at least 16 years, (at the earliest).	Our response to the issues raised here is given in points 2.1 to 4.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as points 2.2 to 4.2 of the Compiled Responses.
Policy H8	Respondent 27 – There is a need for retirement homes in the village - where can they be developed (site) in a safe area.	We note this comment	Policy H8 is being revised. Retirement homes can be built within the new developments north of A47
Policy H4-H7	Respondent 28 – The site of development planned all suitable as they allow direct access to the A47 and does not damage the village interior or important landscapes.	Agreed	No change required

<p>Policy H3, H4</p>	<p>Respondent 30 – Policy H3, H4 etc – We have real concerns about locating all the new housing on the north side of the A47. There is an impact on the Grade 1 listed Quenby Hall (a sensitive receptor), particularly from the eastern block of the proposed housing. Furthermore, the draft plan does not seem to take account of light pollution which could be significant given the proposed number of houses. We would therefore welcome a policy on minimising light pollution.</p>	<p><i>Our response to the issues raised here is given in points 2.1 to 3.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 2.2 to 3.2 of the Compiled Responses.</i></p>
<p>Policy H4</p>	<p>Respondent 31 – The provision of a General Store with attached parking in initial planning for Site1 should be considered. This could also provide a facility for the western side of the Village (with provision for pedestrian crossing).</p>	<p>The developer of Site 1 has already ruled out the possibility of a store on their site as there will be insufficient houses to support it.</p>	<p>No action required.</p>
<p>Policy H6</p>	<p>Respondent 31 – In connection with the future development of Sites 3 and 4, consideration should be given to the construction of a roundabout at the junction of Main Street and Ingarsby Lane with the A47.</p>	<p>This has been considered but rejected by LCC highways department.</p>	<p>No action required.</p>
<p>Policy H3</p>	<p>Respondent 32 – Map attachment Policy H3 sets out proposals for the allocation of 3 sites and a reserve site that would be made available if the Harborough Local Plan requires additional housing provision.</p> <p>Parker Strategic Land has an interest in the land to the north of Uppingham Road identified as Site 3 (Policy H6) and Reserve Site 4 (Policy H7), both with an identified capacity to provide 75 dwellings.</p> <p>The proposal to allocate land to the north of Uppingham Road within the Neighbourhood Plan is supported. Parker Strategic Land has worked with the Neighbourhood Plan Group as they have prepared the Draft Neighbourhood Plan and has presented indicative masterplan proposals for the site to them. The indicative masterplan (attached for information) shows how the development could provide for a new link road between Ingarsby Lane and Uppingham Road through the site. This would allow for the closure of Ingarsby Lane at its junction with Uppingham Road, rationalising this currently difficult cross-road junction. The text to Policy H6 refers to the opportunity to provide this link road as part of the development of the site.</p> <p>As currently drafted, the Neighbourhood Plan proposes the allocation of the southernmost part of the land north of Uppingham Road (Site 3, Policy H6) with land to the north, linking on to Ingarsby Lane identified as a reserve site (Site 4, Policy H7). The text to Policy H3 indicates that the boundary to sites 3 and 4 follows the line identified in Harborough District Council's Landscape Capacity</p>	<p><i>Our response to the issues raised here is given in points 2.1 to 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 2.2 to 4.2 of the Compiled Responses.</i></p>

	<p>Assessment, 2016 between medium and medium-low landscape capacity. Figure 6-2 of the Draft Neighbourhood Plan shows the proposed allocations in relation to the landscape capacity assessment plan.</p> <p>It is considered that, in identifying the demarcation between land to be allocated north of Uppingham Road and a future reserve site, the Neighbourhood Plan should consider the practicalities of bringing forward development on the site that would help to secure the provision of associated benefits in the form of a new link road between Uppingham Road and Ingarsby Lane.</p> <p>The currently proposed demarcation between Sites 3 and 4 would mean that the delivery of the link road between Uppingham Road and Ingarsby Lane would be dependent on the release of the reserve site for its completion.</p> <p>A more appropriate approach would be to split the site west/east. This would provide for a site allocation of some 75 dwellings extending from Uppingham Road to Ingarsby Lane. In this way the allocation would secure the delivery of a new link road connecting Uppingham Road to Ingarsby Lane and the associated improvements to the Ingarsby Lane/Uppingham Road junction. The easternmost part of the site would then be identified as a reserve site that would come forward if the housing requirement increased.</p> <p>Whilst this approach would mean some development extending into land identified in the Landscape Capacity Assessment as having medium-low capacity to accommodate development, the land to be allocated would form a small part of the wider landscape parcel and would relate well to existing development along Ingarsby Lane. It is considered that the benefits of delivering the link road in full as part of the allocation would more than offset what would be limited additional landscape impacts.</p> <p>The attached indicative masterplan shows the proposed demarcation between Site 3 (Policy H6) and Site 4 (Policy H7). Policy H3 and Figures 6-1 and 6-2 should be amended to show land allocated for the provision of 75 dwellings extending from Uppingham Road to Ingarsby Lane, with additional land to the east as a reserve site.</p>		
<p>Policy H6</p>	<p>Respondent 32 – Policy H6 proposes the allocation of land to the north of Uppingham Road for the provision of a maximum of 75 dwellings. The text to the policy notes that the landowners are supportive of the land being allocated and that the site received a high acceptance level in the NDP Community Questionnaire.</p> <p>The text also refers to the potential to re-route Ingarsby Lane through the site as part of the development. As set out in our response to Policy H1 above, as</p>	<p><i>Our response to the issues raised here is given in point 3.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 3.2 of the Compiled Responses.</i></p>

	<p>currently framed, the proposed allocation of only the southernmost part of the land north of Uppingham Road would not allow for the completion of a full link road connecting Uppingham Road with Ingarsby Lane. It would not be practical or feasible to provide for part of the proposed link road outside the site allocated for development and not associated with any supporting residential development.</p> <p>The indicative masterplan attached with these representations shows a preferred boundary for a site allocation to the north of Uppingham Road that would allow the provision of the link road in full in association with residential development extending from Uppingham Road to Ingarsby Lane. Policy H6 and Figures 6-1 and 6-2 should be amended to show land between Uppingham Road and Ingarsby Lane allocated for development as Site 3, with land to the east identified as a reserve site under Policy H7.</p>		
Policy H7	<p>Respondent 32 – Policy H7 identifies land to the east of Ingarsby Lane (Site 4) as a reserve site as a contingency to cover any increase in housing allocations that may be required in relation to the Harborough Local Plan.</p> <p>The identification of part of the land to the north of Uppingham Road as a reserve site is generally supported. It is important that sufficient flexibility is included in the Neighbourhood Plan to address any additional housing requirements that may arise through the preparation of the Harborough District Local Plan.</p> <p>In our response to Policies H3 and H6 we have set out a preferred approach which would provide for the allocation of land between Uppingham Road and Ingarsby Lane as an allocated site under Policy H6, and land to the east as a proposed reserve site. Figures 6-1 and 6-2 should be amended to show the west-east split between sites 3 and 4 as shown on the attached indicative masterplan.</p> <p>The text to Policy H7 refers to potential landscape impacts of development identified in the Harborough Landscape Character Assessment. The indicative masterplan submitted as part of these representations shows the inclusion of a strong landscaped buffer along the northern and eastern site boundaries which will help to mitigate any wider landscape impacts from the development of the site.</p>	<i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>
Policy H8	<p>Respondent 32 – This policy supports the provision of smaller dwellings for those over the age of 55, reflecting evidence from the NDP Community Questionnaire of demand for retirement accommodation including sheltered accommodation or care homes.</p>	<i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>

	<p>The allocation of land to the north of Uppingham Road under Policy H6 provides the opportunity to deliver an element of sheltered housing provision/extra care accommodation well related to existing services and facilities in the village. The indicative masterplan included with these representations, showing a revised area for Site 3, includes an area of land fronting Uppingham Road for sheltered housing/extra care provision. The allocation of the land at Uppingham Road can therefore support the Neighbourhood Plan aspirations to deliver retirement accommodation to help meet the local needs identified</p>		
<p>Policy H1 and H3</p>	<p>Respondent 33 –</p> <p>Thank you for the opportunity to comment on the Houghton-on-the-Hill Neighbourhood Plan. Please see our comments below:</p> <p><u>Objection to policies H1 and H3 (specifically sites 3 and 4)</u></p> <p>William Davis Limited objects to proposed policy H1 and policy H3 (housing allocations) as they conflict with “basic condition tests” for the following reasons:</p> <ol style="list-style-type: none"> 1) Not the most sustainable option 2) Not deliverable 3) Insufficient provision for housing <p>1) The strategy for land release (specifically relating to sites 3 and 4) does not represent the most sustainable option, thereby conflicting with basic condition A (on the basis of conflict with paragraph 34 of the NPPF), basic condition D (as it will result in the Plan as a whole not contributing to sustainable development), and basic condition E (conflict with Policy CS5 of the Core Strategy).</p> <p>Paragraph 1.8 of the Village Design Statement states there is particular concern about the amount of traffic and on-street parking along Main Street, particularly around the school pick-up and drop-off times. However, table 1 demonstrates that Sites 3 and 4 are the furthest away from the school.</p>	<p><i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i></p>

Table 1 – Walk Distances to Houghton on the Hill C of E Primary School

Potential Site	Minimum Walk Distance to School
Site 6 – Land off Winckley Close	335m
Site 1 (H4)	880m
Site 2 (H5)	970m
Site 3 (H6)	830m
Site 4 (H7)	910m

Residents would also have to cross the A47 with their children going to and from school and the other amenities along Main Street. Given the concerns about the speed and volume of traffic through the village on the A47 these would not be the most attractive walking/cycling routes and therefore parents and other residents are more likely to make their journey by car rather than walking or cycling. This would exacerbate the existing traffic and parking issues on Main Street.

These considerations would also mean that the allocations would also hinder Objective 3 of the Plan itself (to direct the location of new housing development so as to minimise the impact of increased traffic flows on the core part of the village).

2) It is questionable whether Sites 3 and 4 are deliverable. One potential transport measure that is presented in the Plan associated with Site 3 (Policy H6) is the possible re-routing of Ingarsby Lane through the development site to a new junction with the A47. In order to introduce this new link road the A47 to the east of the village centre would need to be redesigned, and if it is to be constructed within the boundary of Site 3 it would emerge opposite the existing houses on the south side of the A47, in the vicinity of Firs Road where a ghost island right turn lane and parking layby already exist. This would require localised widening of the A47 to accommodate this proposed link road.

This scheme would also depend upon the closure of the south end of Ingarsby Lane which would require a new traffic regulation order. There is no certainty that this will be successful at this stage as objections could hold up the timescale or prevent the scheme from progressing to completion. In that circumstance, the existing traffic would still have to negotiate the crossroads junction while the development traffic would either have to use the new access road and junction on the A47 or use Ingarsby Lane by travelling through the existing crossroads.

The road link scheme would also require co-operation between the owners/developers of Sites 3 and 4. The link road would not be entirely within the area of Site 3 and would cut across the south west corner of Site 4, therefore it would only be achievable if Site 4 were to be granted permission or through some other form of agreement. The cost of securing a route for the road through this site has the potential to be high, unless Site 4 is also granted permission for houses. However, in the Plan Site 4 is only allocated as a "reserve" site to be used only if the housing allocation imposed by the Local Planning Authority were to increase further. Therefore, there is a high probability that Site 3 would progress in advance of Site 4

and that the link road would either not progress or it would require the purchase of land from the unallocated Site 4.

This would cause conflict with basic condition A on the basis that paragraph 173 of the NPPF says that Plans should be deliverable. The Planning Practice Guidance notes that this applies equally to Neighbourhood Plan's as it does to Local Plans (Paragraph: 004 Reference ID: 41-004-20140306).

3) The adoption of the Local Plan is yet to undergo examination which is not due to take place until June 2017 with adoption in November 2017, and the housing figures may rise considerably through this process. Although the Neighbourhood Plan uses the Harborough District Council Local Plan Options figure of 89-130 dwellings plus a 15% allowance as a basis for its provision for housing, there is no certainty at this stage that this is sufficient.

Consequently, in light of the question over whether the Sites 3 and 4 are deliverable, and given the lack of progress with the new district Local Plan, it can't be guaranteed that there is sufficient land identified in the Neighbourhood Plan. There is a potential for conflict with basic condition A therefore as the NPPF says that Neighbourhood Plan's should not allocate less than the Local Plan. There is need therefore for further provision to be made in the Neighbourhood Plan to ensure additional flexibility.

Suggested changes to the Plan:

These conflicts with the "basic condition tests" could be resolved by the addition of Site 6.

The site is in a sustainable location in close proximity to the school, shops, pub and other facilities along Main Street. New pedestrian links are proposed that would improve connectivity of the site to the existing network and local amenities. This proximity means that residents of dwellings on that site are more likely to walk and cycle to local amenities in the village. As table 1 demonstrates, the site would only be 335m from the school gate, via the proposed footpath across the public land to the west of St. Catharine's Way, with no major roads to cross. Therefore parents would be much more likely to walk or cycle to the school than residents in Sites 3 and 4 would be, without adding to existing traffic and parking problems on Main Street.

Land off Winckley Close is also a standalone development that does not require the use of third party land and, because of the existing safe access point on to the A47 it does not require any improvements to be made to the A47 or any other highways. In addition, the site would have a more simple approval and construction process and lower costs of highway improvements, making it more deliverable than Sites 3 and 4.

The Landscape Capacity Study finds that the site has a medium capacity for development, and is therefore of equal status to the landscape preferred in the Plan for development to the north (and in fact better than Site 4 which is classified as medium-low). The site is also of a similar scale to Sites 1, 3 and 4 and must also be

considered to be in keeping with the character of its surroundings. The number of dwellings proposed on Land off Winckley Close is smaller than that proposed on the preferred sites, and therefore the site is more preferable to the allocated sites given the potential reduced impact on the landscape and the village edge (ref. 16/00037/OUT). A Landscape Character Assessment has been undertaken in support of the landscape and visual effects, and the Council's Landscape Consultant concluded that the development would "retain the important view whilst still allowing some development on the parcel". The application was also supported by an Officer recommendation for approval at the 5th July Planning Committee. It should therefore follow that Land off Winckley Close is acceptable in landscape terms.

No significant tree loss will be required to facilitate the development. The existing trees on site, situated around the field boundaries, are to be retained and incorporated into the proposals within landscape buffer strips. A new area of public open space will be provided in accordance with Core Strategy Policy CS8. To increase tree cover and create maturity to the development additional tree planting is also proposed along the edge of the open space and the residential road. A woodland copse and new native hedge is also proposed outside the red line of the application site but within the blue line boundary which is controlled by William David Limited.

One of the main reasons Site 6 was rejected in the public consultation was the level of traffic impact that the development would cause on existing roads in the village. Policy H1 sets out criteria which should be met in order to grant new housing development. Criterion c) states that development should not significantly increase vehicular traffic flow through Ingarsby Lane, Deane Gate Drive, St Catharine's Way, Main Street and Stretton Lane. An assessment of the impact of residual trips associated with the development on the local highway network has been undertaken and the traffic generated by the development is forecast to be less than 1 extra vehicle per minute on roads that have low traffic flows or no congestion, even at the busiest junction (see table 2 below). Therefore the development would not significantly increase vehicular traffic through the village. Furthermore, planning application ref. 16/00037/OUT was not refused for traffic reasons.

Table 2 – Traffic Forecasts for Land off Winckley Close

Road Link	Forecast Peak Hour increase in Vehicles (2-way flow)	
	AM Peak Hour	PM Peak Hour
Winckley Close	52	54
Dean Gate Drive	39	41
St. Catharine's Way (North section)	43	45
St. Catharine's Way (South section)	9	9
Main Street / Stretton Lane	9	9
Main Street (North section)	4	4
Ingarsby Lane	2	2

	<p>A Flood Risk Assessment was submitted with the planning application for Land off Winckley Close. The site is located within Flood Zone 1, so is considered suitable for residential development in accordance with Government policy and Planning Practice Guidance. The Lead Local Flood Authority have considered the proposed foul and surface water drainage and have raised no objections to the development.</p> <p>A desk-based assessment, geophysical survey and trial trenching of the site have been carried out. County Archaeology have advised that the proposals, whilst unlikely to impact upon significant buried archaeological deposits, are likely to have a detrimental impact upon well preserved ridge and furrow. However, they consider that their loss can be off-set to an acceptable extent by the preparation of an appropriate record and also recommended that future development of the site preserve as much evidence as possible of the earthworks within the green/open space landscaping.</p> <p>An Extended Phase 1 Habitat Survey, GCN mitigation strategy and further Habitat Survey have been carried out. The main body of the site is of low ecological value and thus development provides the opportunity to significantly enhance the site's biodiversity. County Ecology were satisfied with the conclusions subject to a condition requiring the recommendations in section 6 of the Extended Phase 1 Habitat Survey and GCN mitigation strategy being carried out.</p> <p>A report was commissioned to establish the Agricultural Land Classification of the site. The report concludes that the application site is grade 3b (not best and most versatile) agricultural land and therefore the proposed development would not be contrary to paragraph 112 of the NPPF.</p> <p>Therefore, Land off Winckley Close is suitable, available and achievable and would pass the "basic condition tests" and should be included in the Plan. Given that Sites 3 and 4 are less preferable, these sites should be considered together as the "reserve" site.</p>		
Page 14/15	<p>Respondent 34 –</p> <p>The SHLAA diagram that was in the questionnaire gave the dates of development as 16 years + for the north of the A47 which we think will have misled people, thinking it was so far in the future that other things may have changed by then. This area of land which has become the 'preferred' choice for development and has been split into two sections to give a reserve site, this will result in a potential development of a disproportionate size if reserve site is developed too.</p> <p>At the time of the questionnaire it was not known that the developer was planning to re-route Ingarsby Lane and break through the established hedge and signposted 'wildlife conservation area', changing the route of an ancient lane, which I believe would be disastrous to what we consider to be a village asset. Ingarsby Lane is a single track lane which cannot take an increase in traffic which the development would bring, not to mention additional through traffic should the golf course go ahead. We are in danger of losing the rurality of Houghton which is so loved and prized by residents, as shown in the questionnaire results. Smaller sites in different areas of the village would aid</p>	<p><i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i></p>

	integration and disperse traffic far better.		
Policy H6 & H7	Respondent 34 – These policies together, effectively gives the go ahead to a vast estate which is unlikely to integrate well into the Village. When the landscape survey came out, giving the northern section of the land a low rating for development, I commented on this and wrongly assumed that the reserve site would be taken out of the plan as it was unlikely to gain approval. This section of the field rises steeply from Ingarsby Lane so the developer would have to remove tons of earth or the new build would tower over the lane – either way a massive change to the rolling landscape of the area. Smaller sites in different areas of the village should be suggested to aid integration and disperse traffic	<i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>
Page 12 Figure 6.1	Respondent 36 – I am alarmed that site 10 has been considered at all for development as I understand this to be under covenant that it may not be built on, is beyond the conservation area line and surrounded on three sides by other green fields.	This site is not included in the NP	No action required
Policy H6	Respondent 36 – I was in favour of development on both sites 1 & 2 and in principal would also support a small development on site 3. However, only this site of the three has a particularly nice aspect in my view and great care would need to be taken in positioning a site there. 75 houses would be far too intrusive and constitute yet another 'housing estate' which is unnecessary as sites 1 & 2 already provide for a maximum 89 dwellings. In particular I am extremely averse to the 'closing off' of Ingarsby Lane in any way. This is an ancient thoroughfare and lovely rural part of the village which is a pleasure to walk, cycle or drive down. Moving access further out of the village down the A47 would do nothing to help integration of inhabitants of any new dwellings there.	<i>Our response to the issues raised here is given in points 2.1 & 3.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 and 3.2 of the Compiled Responses.</i>
Page 11	Respondent 37 – Provision of Retirement Dwellings. This is an area that needs further research into whether such provision would work well in this area. One needs only look at the provision of retirement dwellings in Market Harborough with their benefits of access to the excellent facilities within the town centre, along with good bus and rail links, which together make the town a very popular place for retirees to move to. For many retired people access to shops and all the facilities they need to be part of the local community are important.	We note the need for accommodation for older people.	The NP will include a policy to promote the provision of new sheltered accommodation units.

Page 14/15	<p>Respondent 38 – In addition to our first set of comments submitted previously, we would like to point out that throughout the year extremely large farm vehicles use Ingarsby Lane which tow trailers carrying hay bales or large machinery. These vehicles will have to go through winding housing/estate roads if Ingarsby Lane was to be re-routed through a new housing estate, which would have greater safety implications.</p> <p>With regard to traffic issues, visitors to The Rose & Crown currently park on Ingarsby Lane when there is an event, also car-sharers regularly use the lane to park during the day, cars which will disperse in other areas of the village, and this may also increase traffic on the single width area of Ingarsby Lane.</p>	<p><i>Our response to the issues raised here is given in point 3.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 3.2 of the Compiled Responses.</i></p>
Page 12 Figure 6.1	<p>Respondent 44 – Nearly the same as 5.1 -? Unnecessary</p>	<p>5.1 has green spaces marked whereas 6.1 is just areas where houses could be developed.</p>	<p>Maps will be edited for consistency in the final document.</p>
Page 12 Figure 6.2	<p>Respondent 44 – Two filling stations.</p>	<p>Figure 6.2 does not show any filling stations. However, there is now only one.</p>	<p>The maps will be amended.</p>
Policy H3	<p>Respondent 44 – Delete site 3 or site 4</p>	<p><i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i></p>
Policy H1 b)	<p>Respondent 46 – Hopefully Section 106 money may help as it is inevitable that local amenities will be affected if we have residents from an additional 150 homes. If all new homes are to be north of the A47 then some facilities should be provided in that area. It would encourage integration as all villagers would be able to use them.</p>	<p>The developer of Site 1 has already ruled out the possibility of a store on their site as there will be insufficient houses to support it.</p>	<p>106 money could be used to encourage the developers to change their minds.</p>
Policy H1 c)	<p>Respondent 46 – This virtually says develop land north of the A47 do not come through the village.</p>	<p><i>Our response to the issues raised here is given in point 5.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 5.2 of the Compiled Responses.</i></p>
Policy H2	<p>Respondent 46 – Needs serious consideration and discussions with HDC. The evidence of the identified need is already available, and it is considerably less than the 40% required by HDC.</p>	<p>The surrounding text explains that the 40% affordable homes ratio applied by HDC is unlikely to be viable for clearly documented reasons (Houghton Housing needs Survey,2015)</p>	<p>Plan amended accordingly.</p>

Policy H6 & H7 Sites 3 & 4	Respondent 46 – I have great concern over these sites. I think that many villagers feel completely misled by the SHLAA information regarding sites 3 & 4 that was provided in the questionnaire. Had the possibility of development of those sites in the near future rather than in 16 years as stated in the questionnaire been flagged up then I think the answer to question 19 would have been quite different.	<i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>
Policy H3 E1	Respondent 47 – These are crucial and well considered policies	Thanks	No action required
Policy H3 E1	Respondent 48 – These are crucial and well considered policies	Thanks	No action required
Policy H3 E1	Respondent 49 – Housing Allocations, Maintenance and Development of Green Spaces. These are crucial and well considered policies.	Thanks	No action required
Page 12 Figure 6.1	Respondent 51 – The preferred sites shown in this diagram have been based on the results of the NDP Questionnaire sent out to village residents. I believe that the Landscape Capacity Diagram used in this was misleading. It showed sites A (sites 3 & 4) & B (site 1) as being developable in 16+ years- which probably lead to residents thinking they would not be built on until 2032! It is therefore disingenuous to then use the results to justify Sites North of the A47 being made the preferred sites- especially as Site 1(B) already has outline planning permission- which account for 35.4% as first choice. The 28% putting Site A as first choice is exceeded by a total of 45.6% who made sites C to I as first choice. As the majority of residents live south of the A47 the natural majority will tend to want all future developments to be situated north of the A47.	<i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>
Policy H3 Site 2 Policy H5	Respondent 51 – This site actually has FULL planning permission.	Noted.	No change required
Policy H6 page 14	Respondent 51 –	<i>Our response to the issues raised here is given in points 2.1 & 3.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 & 3.2 of the Compiled Responses.</i>

	<p>Policy H6 page 14 I wish to point out that Site 3 is situated at the highest point in Houghton on the Hill, on contour line 170 metres AOD, and are visible from approximately 1.5 kilometres in both an Easterly & Northern directions i.e. Billesdon Coplow, Quenby and Hungarton. The suggestion that Ingarsby Lane could be re-routed should be ignored- the excuse that it would “reduce the inherent dangers present complex of the cross-roads with the A47 and Main Street is merely an attempt to avoid the perceived objections of the highway authority to any further access points onto the A47”. This has already been granted for the approved development at Charity Farm, Bushby for a much larger number of dwellings. It is no more difficult to exit from Ingarsby Lane onto the A47 than many other junctions in the area- the main problem is parked vehicles at the end of the Lane, and on the grass verge outside numbers 22 to 42 Uppingham Road obstructing vision towards Bushby. Closing off the access from Ingarsby Lane onto the A47 would greatly inconvenience the 48 households on Ingarsby Close & Ingarsby Lane by adding an extra 0.3-0.5 kilometres to each journey they make; causing them to compete with the residents at least another 70 dwellings for access to the A47 and having to negotiate a series of speed tables. (I can remember the outcry some years ago when it was suggested that Scotland Lane be closed off at its junction with Linwal Avenue- yet again it would seem that the opinions of and inconvenience to residents living north of the A47 count for nothing!). Making a re-routed Ingarsby Lane exit near or opposite Firs road would simply serve to move the cross road along the A47.</p>		
<p>Policy H6 page 14</p>	<p><u>Respondent 51 –</u></p>		

	<p>Policy H6 page 14 Quoting from the appeal Decision made by The Planning Inspectorate ref APP/F2415/W/15/3141322- Land North of Stretton Lane: the appeal was dismissed for a number of reasons-</p> <p><u>in particular paragraph 27-</u> "In my view, the proposal would represent a visible and significant encroachment of development into currently open land that is defined as countryside. I cannot see that it would be visually contained or sit within the natural envelope of the village. Rather it would result in the loss of what is an important and prominent are of countryside on the edge of Houghton on the Hill that would undermine the existing form of the settlement. The proposal would seriously erode the open character and rural appearance of the site, which forms part of the gateway setting to the village when approached from both the south on Stretton Lane and also from the west and north via the public footpaths."</p> <p>And paragraph 29. – "Thus, the proposal would unduly detract from the rural character of the site along with that of the adjoining land and the appearance of the surrounding countryside. Consequently it would fail to be sensitive to the distinctive qualities of the wider landscape character area in which it is located. It would appear intrusive in this context, at odds with the surrounding rural landscape and would unacceptably detract from the attractive open character of the village and its landscape setting. For these reasons I consider that the proposal would harm the overall character and appearance of the area."</p> <p>This relates to land on contour line 140-150 metres AOD; and I fail to see why these comments would be applicable to Site A (3 & 4). Unless of course the land to the north of the A47 is somehow less important than that off Stretton Lane!</p>		
<p>Policy H6 page 15</p>	<p>Respondent 51 –</p> <p>I wish to point out that Site 4 is situated adjacent to the highest point in Houghton on the Hill, on contour line 170 metres AOD, and are visible from approximately 1.5 kilometres in both an Easterly & Northern directions i.e. Billesdon Coplow, Quenby and Hungarton.</p> <p>see also previous comment re Policy H6 page 14</p>	<p><i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i></p>
<p>Policy H6 page 14</p> <p>4.3 Objectives</p> <p>Page 8</p>	<p>Respondent 53 –</p> <p>Currently and for the foreseeable future, all 6 of our family members head into Leicester City for either school runs (x3) or for work or personal related reasons (x3), at least 3-4 times a per day. Changing Ingarsby Lane – A47 to a cul-de-sac will add significant time to our journeys and be of great inconvenience and cause difficulty.</p> <p>Cutting off our property from direct and immediate access to the A47 will</p>	<p><i>Our response to the issues raised here is given in point 3.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 3.2 of the Compiled Responses.</i></p>

4.2.5	negatively impact the value of our property (and demand for it) in the future due to inconvenient and indirect access, as well as due to a reduction in the rural 'aspect' of the immediate area; we don't believe this is necessarily 'protecting' and enhancing the parish's rural landscape.		
Policy H6 & H7 Page 14&15	Respondent 53 – Our further concern is that due to the increase in the population of local residents, due to currently available and unrestricted parking on Ingarsby Lane, the number of vehicles parked in front of houses will increase, further obstructing or reducing ease of passage in and out of this area.	<i>Our response to the issues raised here is given in point 3.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 3.2 of the Compiled Responses.</i>
Page 10 Policy 5 Site 3 & Site 4	Respondent 54 - This land is not suitable for housing. It is looking over an area of outstanding beauty and any development would damage the rural environment of the village. There is housing development agreed on other sites still not being built in the village. We do not require any houses building in the area of site 3 or 4.	<i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>
Page 11 Policy 6	Respondent 54 - A development (as above) would bring much more traffic to the village. If (say) 142 houses were built this would bring (perhaps) 284 persons, who would need to visit the village chemist, co-op, post office, schools and the main public house, as well as the two churches. It would result in a vast increase in traffic movements and if Ingarsby Lane were closed, increased traffic through any new developments too.	<i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
Policy H4 & H5	Respondent 55 - I approve of Policies H4 & H5, especially the guidelines for site layout and building design, set out in the Village Design Statement.	Thanks	No change required
4.2.1	Respondent 56 - How can you preserve and protect our beautiful, rural hill top village, if 150 houses are built on sites 3 & 4. That means at least 300 cars, especially with our decreasing bus service. This over development of Houghton will obviously increase the traffic joining the A47 and at times result in an even more overcrowded Main Street – to visit school, churches, Village hall, Co-op, Chemist, etc. as well as trips to Glen, Oadby etc. – making this an extremely dangerous area, which will not help 4.2.4 Traffic management, Page 8.	<i>Our response to the issues raised here is given in points 2.1 & 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 2.2 & 5.2 to 7.2 of the Compiled Responses.</i>
Policy H6	Respondent 56 - What a shame that the collector of the NDP Community Questionnaire on Ingarsby Lane did not return to collect them (or more directions to personally return). No wonder the result showed the majority of respondents supported the NW (Ing Lane) as most of the replies came from the SE – Nimby springs to mind. We already have the 89 houses to come near the allotments. Sites 3 & 4 are areas of GREEN FIELD sites with a 'Wildlife Conservation Area' – photos	It was disappointing that the questionnaires were not collected properly. However, we have taken the views of residents on the lane into account. <i>Our response to the issues raised here is given in point</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>

	of signs available. Re-routing Ingarsby Lane would make us more cut off and how can it be done without using site 4.	2.1 of the Compiled Responses.	
Page 14 & 15	Respondent 56 - Site 4: I would like to keep this area and Ingarsby lane as it is. Keep the farm land as it is and not change the route of the Lane through new housing.	Our response to the issues raised here is given in point 3.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as point 3.2 of the Compiled Responses.
Policy H7 Page 15	Respondent 61 - We would object to development of site 4. We appreciate that this is only a reserve site but development would expand the village too far.	Our response to the issues raised here is given in point 2.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.
Policy H6 Page 14 Para 4	Respondent 62 - Regarding development of site 3 and re-routing of Ingarsby Lane through the site to a T junction on the A47, this will be an inconvenience to us and is something that we feel shouldn't be imposed on us. We enjoy the thoroughfare and didn't choose to live in a Cul-de-sac or the same reason. This change will have a negative impact on the character of our lane we feel.	Our response to the issues raised here is given in points 2.1 & 3.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as points 2.2 & 3.2 of the Compiled Responses.
Policy H6 And Policy H7	Respondent 62 - The development plan of sites 3 & 4 will have a negative impact on our neighbourhood, character, view and outlook of the area. It will be detrimental to and reduce the beauty of the countryside around us. We chose to live in this picturesque area because we were ensured this was 'greenbelt' land and a conservation site (Trust Land). We would not appreciate the upheaval and negative impact on our tranquillity and surroundings.	Our response to the issues raised here is given in point 2.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.
Policy H1	Respondent 66 - Further clarification is needed in respect of how significantly increased traffic flow through the village would be quantified and interpreted. The Framework is quite clear that development proposals should only be refused where the residual cumulative impacts of development are severe.	Our response to the issues raised here is given in point 6.1 of the Compiled Responses.	How we propose to deal with the issues raised is given as point 6.2 of the Compiled Responses.
Policy H2	Respondent 66 - It is not sufficient to seek to deliver a lower number of affordable dwellings than required on the basis that employment opportunities are limited within the village. If this logic were applied nationally, there would never be sufficient affordable housing delivered in rural communities which again, would exclude some households and lead to unsustainable communities. The Neighbourhood Plan must seek to meet the full housing needs of the Parish, through the allocation of additional site if necessary.	The surrounding text explains that the 40% affordable homes ratio applied by HDC is unlikely to be viable for clearly documented reasons (Houghton Housing needs Survey,2015)	Plan amended accordingly

Policy H3	<p>Respondent 66 - It is maintained that land within Co-Op ownership to the north of Stretton Lane (Site 7 refers) is suitable for residential development in principle. The Neighbourhood Plan allocates two sites (Sites 1 and 3) which have been assessed as having an equivalent landscape capacity (medium) as the Co-Op land, therefore, the Neighbourhood Plan acknowledges that valued landscape will be required in order to meet the identified housing need. In addition, an application for 48 dwellings was recently recommended for approval by Officers on site 6 (land off Winckley Close, LPA Ref: 16/00037/OUT). This site also has an equivalent landscape capacity assessment (medium). On this basis, there is clear merit to the allocation of the Co-Op land for residential-led development. A site location plan is provided for ease of reference.</p>	<p>The Co-op application and the appeal has been rejected on the grounds that the development would significantly alter the rural aspect or the village. The same point was made about the Winkley Close application which was also rejected by HDC.</p>	<p>No changes required</p>
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SECTION 6.2: Services and Facilities

Total Respondents	37
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	Comments	Response	Proposed Amendment
Policy S6a	<p>Respondent 3 – I agree with the following policy comments: POLICY S6a: CONSTRUCTION OF A GOLF COURSE (see Objective 7) The construction of a Golf Course is not supported since it would</p> <ul style="list-style-type: none"> <input type="checkbox"/> change the character of the landscape. <input type="checkbox"/> remove agricultural land from production. <input type="checkbox"/> impinge on permissive access to the countryside which is currently enjoyed and valued by the community. 	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>
Policy S6a	<p>Respondent 4 – I agree with the following policy comments: POLICY S6a: CONSTRUCTION OF A GOLF COURSE (see Objective 7) The construction of a Golf Course is not supported since it would</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> change the character of the landscape. <input checked="" type="checkbox"/> remove agricultural land from production. <input checked="" type="checkbox"/> impinge on permissive access to the countryside which is currently enjoyed and valued by the community. 	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>

<p>Policy S6a</p> <p>Policy S6b</p>	<p>Respondent 5 –</p> <p>We refer to the pre-submission Consultation of the Draft Houghton on the Hill Neighbourhood Plan, and, as a party to the proposed new golf course as well as being mentioned as the end user within the Houghton Neighbourhood Plan, we would like to take this opportunity to express our thoughts on the proposal and the benefit that the new course could bring to both Scraftoft Golf Club and Houghton on the Hill.</p> <p>We were approached in late 2015 by Mather Jamie on behalf of Parkers to consider the possibility of Scraftoft Golf Club land being included in the Harborough Local Plan process for residential and ancillary uses. Mather Jamie informed the club that they had also approached Leicester City Council who own both land surrounding the golf course and approximately 25% of the laid-out course; which we lease from them.</p> <p>The fact that we lease land from the City Council has been a major concern to the club over many years, and we have tried to acquire both the freehold of the land and indeed a new long lease to give future security. Neither route has been successful. The City Council have instead over the past 10+ years, sought residential development on their land through the SHLAA.</p> <p>To mitigate the problem and to try and obtain security for Scraftoft Golf Club we have over this period tried to acquire land from surrounding landowners but this has also been unsuccessful.</p> <p>Therefore, the opportunity to relocate the course to a new purpose built and wholly owned facility was considered by the club's member's at an EGM with over 90% giving approval to taking the potential move forward. The Club who have been playing golf on the existing course for over 80 years having expressed their support for the move are extremely keen to seek a new golf course close by and the opportunity offered to relocate to Houghton if approved would be ideal.</p> <p>The proposed new course could bring tremendous benefits –</p> <ol style="list-style-type: none"> 1. Wholly owned facility, securing golf in the area for the existing and new members. 2. A new 18-hole purpose designed championship course, improving on the existing Scraftoft Golf Course and offering a course design for the long term future. 3. An academy par 3 golf course to assist in introducing golf to a wider range of interested parties and over a wide age range. 4. A new clubhouse designed to offer catering, meetings and function facilities 	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>
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	<p>5. A potential new bowls facility which could offer additional benefits to the local area</p> <p>6. Employment opportunities for local residents within the larger facility</p> <p>7. A new improved and safer road junction for the A47 / Gaulby Lane</p> <p>Whilst the area covers 83 hectares, the change to the surrounding area will be minimal as over 90% will be 'green' area, meaning both the 18 hole and par 3 golf courses will form the majority of the land; with only the clubhouse and carpark, together with the greenkeepers storage and maintenance areas, being a concentrated build form. It is the intention to position the clubhouse to the rear of the hedge line of the existing houses that front the A47 and therefore will not be visible to any great extent.</p> <p>Whilst we accept that Scraftoft Golf Club has no voting rights for the Neighbourhood Plan, we felt that a short note on the background of the proposal and the opportunity that it creates may be of assistance in dealing with the proposal Policy S6a and S6b (Objective 7), and we trust that this letter may be helpful in some way.</p> <p>The Club, together with their development partner Parkers, are committed to a process of local consultation if the new course is allocated and to becoming part of the Houghton on the Hill community in due course.</p>		
Policy S4	<p>Respondent 8- ...that the development will provide a retail outlet which complements those already available in the village.</p>	The mistake is noted.	Text will be changed.
Policy S5	<p>Respondent 8- "Every individual dwelling in new housing developments should have a connection installed capable of supplying broadband operation at speeds of 30 megabytes per second or better. "I support this Policy but consider existing installations in the village should also be uprated to 30Mbps as well as new developments. High speed reliable broadband is a necessity for small businesses and working from home, as well as for recreational and educational use. Such a service is not being provided by the present system of copper wire connections from the fibre optic terminal. Could we consider adding broadband upgrading throughout the village as part of S106 provision from future approved new developments?"</p>	The comment is noted. The provision of broadband at 30Mbps is an aspiration and not something that the NP can actually bring about.	This issue will be pursued by the PC.

Policy S6	Respondent 8- I would support the development of a Golf Course in Houghton, as a distinctive amenity, a facility that can respect the rural characteristics of the village and as a source of employment for local people.	<i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i>
Policy S1	Respondent 9- Supporting text – remove '(2017)' and just put 'HDC's new Local Plan'	Amendment noted.	The final version of the NP will take account of the status of the HDC Local Plan at the time of finalisation.
Policy S3	Respondent 9- This is a bit vague. How will they be provided? Through developer contributions? And where will they be provided – within limits to development, on new development sites? Proposed housing sites 1 & 2 will not allow the existing allotments to expand.	These concerns are noted.	An area for allotments will always be available but could be moved to a new site.
Policy S4	Respondent 9- a) amend 'compliments' to 'complements'.	Noted also be respondent 8.	Text will be changed.
Policy S4	Respondent 9- How will 'sustainable employment within the plan area' be measured? Could do with some explanation/clarification.	Sustainability is a buzz-word that is used too widely but its use is necessary within the NPPF framework.	Sustainable will be defined as providing jobs and services that can be maintained for the foreseeable future.
Policy S4	Respondent 9- This is a very restrictive policy – NPPF para 28 encourages rural economic development and this policy may be seen to be not in conformity.	This comment is noted but the NP approach has been dictated by the response to the questionnaire. Respondents were mostly indifferent to or against an expansion of economic activities in the village.	The NP is not against economic development but it will have to fit with the rural nature of the community and be sustainable.
Policy S6b	Respondent 13-	<i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i>

	<p>I am writing in response to the consultation on the Houghton on the Hill Neighbourhood Plan and in relation to Policy 6 of the Plan, and Figure 6.4, which identify the potential golf course to the south of the A47 Uppingham Road and east of the village. I represent the landowners Parkers of Leicester Limited in relation to the planning of this land. Parkers of Leicester Limited are also owners of land to the north of the A47 identified in the Neighbourhood Plan for housing, and a separate representation will be made on that land by others.</p> <p>We have completed the necessary forms and would like to be kept informed of progress on the Neighbourhood Plan.</p>		
	<p>We write in support of Policy S6B: Construction of a Golf Course, and support the second option for the Policy, which is the positive version.</p> <p>As you may know, we have over the last 12-18 months been exploring the potential to relocate the Scraftoft Golf Club to a new home, as its existing course on the edge of Leicester has become constrained, with new and proposed housing development surrounding the course on three sides. The Club does not own the whole course and has been unable to acquire the remainder from Leicester City Council, and this position has meant an uncertain medium to long-term future, and an uncertain basis for investment in the existing course. The Club itself is successful and popular, with close to 600 members drawn mostly from the eastern side of Leicester and the surrounding area.</p>		
	<p>The redevelopment of the existing course offers an opportunity for new housing development to meet the wider Harborough District requirements, and the existing golf course site and adjacent land is shortlisted by Harborough District Council as a potential Strategic Development Area (SDA) for new housing and related facilities, for inclusion in the new Local Plan that is currently being prepared.</p> <p>The proposed site at Houghton on the Hill is fully controlled by Parkers and the intention would be to transfer the land to the Golf Club to ensure that they have long-term security of tenure. We have undertaken ecological and archaeological surveys of the land and there are no major constraints. The proposals would see Gaulby Lane redirected to join with the A47 further to the west to avoid the difficult existing junction, with the existing junction being closed. We have also undertaken concept planning and design studies of the site to ensure that the golf course could be designed to a high standard and offer high-quality new facilities for the Club, and we</p>		

	<p>are currently working with the Club and renowned golf course architects and designers to develop the proposals more fully.</p> <p>The proposals are being carefully designed to work with and not against the existing landscape character, maintaining hedges, trees and watercourses and ensuring that the course follows the slopes of the land and minimises any remodeling of ground levels to maintain its character. The built facilities, including the clubhouse, ground maintenance facility and car parking, would be sited to sit well into the landscape, and be high-quality, well-designed buildings and spaces.</p> <p>Given the catchment of the existing Club, the new site would not increase journey times significantly, is also accessible from the A47, and the new course and facilities would allow the Club to expand its membership and create the foundation for the Club to invest in creating a very high-quality facility. We feel that the location is both attractive and sustainable, and offers the potential to create one of the finest golf facilities in the county.</p> <p>The golf course also offers the potential to enhance community facilities for the village and strongly supports Objective 7 of the Neighbourhood Plan. While the Club is a membership-based organisation, the clubhouse offers facilities for use by the wider public, and developing a destination facility alongside the village can help contribute to the viability of commercial facilities elsewhere in the village. We feel that the Club can help to develop the identity of the village as an attractive location that offers, and hosts, first-class sports facilities.</p> <p>We would suggest that the title of Policy S6B be changed to read 'Development of a Golf Course' rather than 'Construction of a Golf Course', and also changed within the explanation, as this perhaps better relates to what is intended.</p> <p>I would be happy to discuss this representation further and explain the emerging proposals for the golf course should you wish, and I am sure that in due course we will be undertaking wider consultations with you and village residents and businesses as the design proposals progress over the next few months.</p> <p>Please do not hesitate to contact me should you wish to discuss.</p>		
	<p>Respondent 14- Economic Development</p> <p>POLICY S4: RETAIL AND EMPLOYMENT</p> <p>Policy requires some further thought, what are you trying to achieve? What value does the policy add?</p> <p>"Proposals for new retail outlets, small business units, and conversion of rural buildings for retail or local employment use will only be approved if there is a clearly identified demand and subject to satisfying at least one of the following criteria:"</p>	<p>The NP cannot propose specific types of retail outlet as there is no evidence as to which types would be wanted by the community. Only 26% of respondents said they would like more retail outlets with 64% against. 18% of those responding made suggestion but most were unrealistic suggesting stores such as Sainsbury's or an Indian restaurant.</p>	<p>The NP will be left as it is so that in future the PC along with people proposing new retail outlets can discuss needs and develop ideas relevant at the time of consideration.</p>

	<p>“a) that the development will provide a retail outlet which compliments those already available in the village.”</p> <p>If the above seeks to encourage A1 retail (shops) then current planning policy can be used; however, please note that unfortunately this cannot be subdivided to specify the specific shops you would wish to see i.e. (hardware store, pet shop, fashion, etc) as this would not be within the power to influence. We would suggest that you include the type of shops the community wishes to see written within the justification (sometime called explanatory text) to the policy.</p> <p>“b) that the development will make a positive contribution to sustainable employment within the plan area.”</p> <p>Hard to think of an example of retail or employment that would not do this.</p>		
<p>Policy S6a</p> <p>Policy S6b</p>	<p>Respondent 16-</p> <p>Policy S6a preferred, for the reasons given, Policy S6b would get my support if it was the only alternative to a ‘bricks and mortar’ development. If that were to be the case, the present right of access would have to be absolutely guaranteed.</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>
<p>Policy S6b</p>	<p>Respondent 17-</p> <p>I strongly support the relocation of Scraptoft Golf Club as this will secure a natural boundary to the East as well as providing some local employment. It will also make the Gaulby Lane / A47 Junction Safer.</p>	<p>Comments noted.</p>	<p>No action required.</p>
<p>Policy S6a</p> <p>Policy S6b</p>	<p>Respondent 18-</p> <p>I am neutral with regards to the Golf Course possibility if the clubhouse is located away from the A47 so there is no build-up of traffic near any junction with it.</p>	<p>Comments noted.</p>	<p>No action required.</p>
<p>Policy S6a</p> <p>Policy S6b</p>	<p>Respondent 20-</p> <p>Golf course – I support this, 1) some local employment 2) Local recreation. I would suggest a boundary footpath and separate cycle path maintained with permissive access, to extend exercise opportunities and promote wildlife.</p>	<p>Comments noted.</p>	<p>No action required.</p>
<p>Page 18</p>	<p>Respondent 22 –</p> <p>I personally feel it would benefit the village to have a Golf Course placed on site 3 & 4. It would create jobs, preserve the green belt and be pleasant to look at, why Gaulby lane was suggested is beyond me.</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>

Page 18	Respondent 23 – Golf Course: This would be better situated on sites 3 & 4 Uppingham Road. It would attract a nice clientele, provide jobs and upgrade or village, plus provide a nice landscape.	<i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i>
Page 18/19	Respondent 26 – Proposed Golf Club: Difficult to pass judgement as not clear yet on the impact it will have re 'private property' and loss of access to green space for all. Does however particularly stop future housing and this is a plus. Likely to result in more visitors to the village to access facilities which again is good and not so good impact. If I had to get off the fence, I would vote S6b – yes.	<i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i>
Policy S6	Respondent 28 – I am unsure about a Golf Course but am sure that land should <u>not</u> be used for housing.	<i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i>
Policy S2	Respondent 31 – There is an obvious and pressing need for a car park to be created on part of the Village Hall field with access from St. Catherine's Way, to serve the School, the Church, the Bowls Club and the Village Hall.	<i>Our response to the issues raised here is given in point 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 7.2 of the Compiled Responses.</i>
Policy S4	Respondent 31 – It is vital to preserve the facility of the Co-op store, but the present pressure of traffic from the Village, nearby villages, and passing trade often creates great problems which need attention.	<i>Our response to the issues raised here is given in point 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 7.2 of the Compiled Responses.</i>
Page 16 6.2	Respondent 35 – 6.2 states HDC's Local Plan (2017) will identify Houghton as a rural centre. I did not think this was a 'given'. Surely it should say <i>could identify</i> .	Houghton will be identified as a rural centre in the HDC Local Plan.	No action required.
Policy S6a & S6b	Respondent 36 – I am ambivalent at the moment about the construction of a golf Course as I can see some benefits but on balance I would object rather than approve because of the significant changes to the landscape and natural habitats for wildlife. I do vehemently disapprove of realigning Gaulby Lane which is another ancient means of access.	<i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i>
Policy S6a	Respondent 39 – Construction of a Golf Course: This would be unlikely to be accessible for the majority of Houghton's residents.	<i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i>

Policy S6a & S6b	<p>Respondent 40 – The figure 6.4 is misleading in terms of the garden centre beyond woodlands way being closed off as to any resiting of Gaulby Lane entrance.</p> <p>Any Golf Course development should incorporate safe access for local walkers around the perimeter and along the river so that access to the countryside is maintained.</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses. Local rights of way will be maintained.</i></p>
Policy S6a	<p>Respondent 41 – Golf course – remain opposed to this proposal for the reasons quoted. In addition I question the need for the facility as membership of Golf Clubs dropped by 20% between 2004 – 2013.</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>
Policy S4	<p>Respondent 42 – I would welcome an area within the village plan to accommodate small business units, and small industrial units. In doing so it would help relieve congestion in Main Street by relocating to a more suitable location. As an example, Houghton Garage could relocate its repair and MOT business and improve the forecourt/shop to give better parking etc.</p>	<p>Only 19% of responders to the questionnaire considered that a business park would be a good idea.</p>	<p>There is no evidence that provision of a business park is wanted by residents so we would leave the NP as it is for this issue.</p>
Page 18 6.4	<p>Respondent 44 – ? All allotments in legend</p>	<p>Not clear what this means. Fig 6.4 on p18 shows where the allotments are but cross-hatched pattern in the legend is hard to identify on the map.</p>	<p>The map will be clarified.</p>
Policy S6b	<p>Respondent 44 – Support</p>	<p>Thanks</p>	<p>No action required.</p>
Policy S3	<p>Respondent 46 – The allotments will not be ideally placed once sites 1 and 2 are developed. It would make more sense for another site to be found for them. There is a lot of land at sites 3 and 4 and also at the proposed golf course site. On the golf course site the small parcel of land that abuts the homes on Firs Road could be suitable and would surely make little difference to the golf course. Maybe a policy stating that allotment provision should be made on one of these sites could be included.</p>	<p>This anticipates comments already made by the NP working party. The ideal would be to sell the present allotment and use some of the money to buy a new area between the proposed golf course and the east of the village.</p>	<p>It will be up to the PC to follow through with this proposal as the PC owns the land and would have to agree to sell it and after arranging for the purchase of a new area.</p>
Policy S2 page 16	<p>Respondent 51 –</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>

	<p>Policy S2 page 16</p> <p>New developments will be supported ..by Financial contributions from developers for measures that address local traffic congestion...</p> <p>Again vague phrases with no definite proposals- it should be clearly stated that ALL developers should be required to contribute to a new link road – see comments above on Para 4.2.4 page 8. There would be considerable funds towards this if the nonsense of requiring funding for open spaces was diverted.</p>		
Policy S6a	<p>Respondent 51 –</p> <p>Part of the site proposed for the golf course could be much better and more sensibly used for additional housing, in place of Site 3 (and 4). It has direct access to the A47 and it the development would not be constructed behind any existing houses.[Unlike Site 3 or the recently refused Winckley Close development].It would be convenient and easy to access the majority of village facilities by foot, or bicycle, without the need to cross the busy A47. Children living in this area could easily walk to the village primary school by a combination of new (via the Weir Lane playing field) and existing footpaths. Surely new houses are more necessary and important than a golf course, which could</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>
Policy S6a	<p>Respondent 52 -</p> <p>The position of the golf course would entail more traffic using a dangerous junction at the top of an overtaking lane to Gaulby Lane. If the course is built the lane should be removed and a right turn installed.</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>
Policy S6b Page 18	<p>Respondent 61 -</p> <p>We would support the construction of a golf course.</p>	<p>Thanks.</p>	<p>No action required.</p>
	<p>Respondent 63 -</p> <p>Golf courses are sterile environments with little scope for flora and fauna. We shouldn't encourage taking land out of agricultural production. It is unlikely to create job opportunities, particularly because Scraftoft G.C would merely be moving sites. Golf courses also consume a lot of water.</p>	<p><i>Our response to the issues raised here is given in point 4.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as point 4.2 of the Compiled Responses.</i></p>

SECTION 6.3: Traffic and Transport

Total Respondents	11	
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	Comments	Response	Proposed Amendment
Policy T1 Para 5	<p>Respondent 8 – This statement “new development will only be permitted where it will not cause a significant increase in the volume of traffic using Ingarsby Lane, Deane Gate Drive, St. Catharine’s Way, Main Street and Stretton Lane.” is very important. I support it very strongly.</p> <p>The community wishes to minimise the impact of additional traffic generated by new development, particularly on and around Main Street and through St Catharine’s Way, Linwal Avenue and Deane Gate Drive. There is particular concern about the speed and volume of vehicles passing the Primary School.</p>	Thanks for the comments	No action required.
Policy T2	<p>Respondent 8 – This policy fails to address the inherent problem of dense parking near the school at school start and finish times and the persistent problem throughout the day near the Co-op and the village hub. The Neighbourhood Plan is weak on this point. The stated Policy to ensure there are sufficient parking places for the new houses is OK as it stands but I would prefer a more pro-active approach towards the daily congestion issue that the Plan refers to. See my comment below.. (This can be found in the General Comments Section)</p>	<i>Our response to the issues raised here is given in point 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 7.2 of the Compiled Responses.</i>
Policy T1	<p>Respondent 9 – This repeats Policy H1</p>	This does but it is worth reiterating in a special section on traffic.	No change required.
Page 19	<p>Respondent 18 – Have you addressed all the traffic issues? Do we know how much of traffic on Main Street/ St Catherine’s Way is not generated in / for Houghton? How much is just through traffic?</p>	<i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
Policy T2 6.3.2	<p>Respondent 18 - Houghton’s more modern (Heights/Wiken) estates were built before building regulations required higher housing densities. Will the level of parking proposed here be possible?</p>	Developers will have to satisfy the PC that their layout takes account of the space required for car parking.	No change required.

6.3.1	<p>Respondent 26 – Traffic Calming: Limited emphasis on the volume and speed of traffic on the A47 now. No mention of ensuring exit/entry to Firs Road plus the roads of Main Street and Ingarsby Lane could need traffic control with substantial increase on traffic flow. Possible accident sites due to speed and ignoring of speed signs by many. Equally could mean lots of waiting to join / leave the A47!!</p>	<p><i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i></p>
Policy T1	<p>Respondent 34 – This contradicts the policies H6 & H7, this area being developed with a re-routing of Ingarsby Lane is bound to increase traffic along it, which it physically cannot take. Also, whichever sites are developed people will have need to travel in a variety of directions so of course will increase traffic through the village, people from developments north of the A47 are more likely to drop off their children at school by car so will increase traffic around this area. The main traffic issue is speed on the A47, could we not include a request for better traffic calming, and possibly cameras at either side of the village?</p>	<p><i>Our response to the issues raised here is given in points 3.1 & 5.1 to 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 3.1 & 5.2 to 7.2 of the Compiled Responses.</i></p>
Policy T1	<p>Respondent 39 – It will be important to include consideration of the safe crossing of the A47 for pedestrians from the new housing developments to the north of the Main Road, who will need to access village facilities such as the school, most shops, clubs etc. A lowering of the speed limit from 40mph to 30mph may need to be considered along the stretch of the A47 through the village. (4.2.4 – page 8 mentions reviewing of speed limits).</p>	<p><i>Our response to the issues raised here is given in points 5.1 to 6.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 5.2 to 6.2 of the Compiled Responses.</i></p>
Page 19 6.3.1	<p>Respondent 45 – One of the major factors in preserving the current nature of our village lies in the development of a traffic plan to ensure the main safety on our village roads.</p>	<p><i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i></p>
Page 19 6.3.1	<p>Respondent 46 – Essential to look at traffic speeds and volume on the A47 surely with additional homes a 30mph speed limit could be implemented through the village. Further traffic calming measures such as traffic lights at the Main Street junction should be considered.</p>	<p><i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i></p>
Policy T1	<p>Respondent 63 – Chicanes have proved effective in slowing down traffic and discouraging the use of villages as a cut through. Newton Harcourt is an example of Chicanes which do not impede farm machinery. The straight stretch of mere Road, could benefit from Chicanes, priority being given to people leaving Houghton on the Hill.</p>	<p><i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i></p>
Policy T1	<p>Respondent 66 – We do not support the phraseology used within Policy T1 which is imprecise. Rather than simply resist developments which generate a “significant increase” in traffic volumes, the Plan should require applicants to demonstrate via technical assessments (including baseline surveys of existing traffic conditions)</p>	<p><i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i></p>	<p><i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i></p>

	that proposals are acceptable in highways and transportation terms. The national test is whether developments would have a “severe” impact on residual traffic conditions and this should be reflected at the Neighbourhood level.		
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SECTION 6.4: Buses

Total Respondents	2	
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	Comments	Response	Proposed Amendment
	Respondent 17 - The L.C.C public transport policy is to maintain an hourly frequency on all routes. Centrebus has registered a change to take affect from 30 th August reducing the inter-peak frequency to 2 hourly by removing the 10:50, 12:50 and 14:50 westbound journeys and 9:26, 11:26, 13:26 trips from Leicester.	We note this comment and regret the change.	The NP will include an aspiration to restore the hourly frequency of the bus to Leicester.
	Respondent 41 - Bus service is reducing to a bus every two hours. I don't have think this policy is strong enough nor focussed – in fact is not a policy at all?	NP cannot have a policy on issues outside our control.	The NP will include an aspiration to restore the hourly frequency of the bus to Leicester

SECTION 6.5: Environment

Total Respondents	8	
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	Comments	Response	Proposed Amendment
Policy E1	Respondent 9 - <ul style="list-style-type: none"> are these 'local green space' designations or 'open space, sport and recreation' sites? 	Not quite clear what this comment means, but the policy should refer to all green spaces, including sports fields.	This policy has been modified to strengthen the requirement for the inclusion of green spaces in new developments.
Policy E4 and E5	Respondent 9 - The policy on rainwater harvesting and PV panels might be a little prescriptive, and should be subject to viability.	Comment noted.	The NP will be modified to include a 'where possible' clause.

Policy E3 Para 2	Respondent 16 - Excellent suggestion, especially provision of cycle racks near Co-op and by Village Hall.	Thanks	No action required.
Policy E4 and E5	Respondent 33 - William Davis Ltd are concerned with the "requirement" to maximise the use of rainwater harvesting and "encourage" renewable energy in Policies E4 and E5, as it could be a further constraint contrary to the objectives of the Government's Housing Standards Review. Furthermore, sustainability and energy requirements are dealt with through the Building Regulations. They therefore fail basic conditions tests A. The Deregulation Act specifies that no additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings should be set in Local Plans other than the nationally described space standard, with an optional requirement for water usage and optional requirements for adaptable/accessible dwellings. Whilst we acknowledge that Policy E5 does seek to "encourage" rather than "require" provision of photovoltaic collectors, following the advice of paragraph 173 of the NPPF the Parish Council will have to demonstrate that such provision will not adversely affect the viability of housing development. There may also need to be a reasonable transition period following the adoption of the policy to enable developers to factor the cost of the standards into future land acquisitions.	The comment is noted.	The provisions in these policies are aspirational and the village will discuss with developers what aspects of these policies can be implemented. We do not see that new developments should stick slavishly to what has been decided nationally although it is easy to see why developers want to!
Page 22	Respondent 35 - Pp 22 "77% of respondents chose 'being rural' as most important. How can justify this aspiration with a potential of increasing the village size by up to 45%? Being rural means keeping limits on development.	<i>Our response to the issues raised here is given in point 1.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 1.2 of the Compiled Responses.</i>
Page 23	Respondent 35 - Pp 23. You state respondents walk or cycle within the village. This is mainly for recreation/leisure; not as a means to shopping. This will remain so especially for new residents who will have further to travel to the local amenities than the current denizens.	We note the comment.	No change required.
Policy E2 & following Paragraph	Respondent 38 - Including reserve site 4 goes against this policy as the results of the questionnaire showed that more than 75% of respondents valued rurality and the rural nature of Houghton and its diverse flora and fauna. Yet included in the plan is an area which is designated as a wildlife conservation area with a high number of different species of birds nesting in the hedgerows not to mention skylarks, hares, foxes and badgers. We need to be preserving such areas not giving them up to development	<i>Our response to the issues raised here is given in point 2.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as point 2.2 of the Compiled Responses.</i>
Policy E3	Respondent 41 - Look forward to cycling improvements.	Comment noted.	No action required

Policy E4	Respondent 66 - Rather than encouraging rainwater harvesting or the provision of solar panels on new dwellings, the Parish may wish to give greater emphasis to building energy efficient housing using the 'fabric first' approach from the outset.	Comment noted.	Present building regulations require a degree of 'fabric first' measures but in the longer term these will not be enough to ensure sustainability.
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SECTION 8: Community Projects to be considered

Total Respondents	3
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	Comments	Response	Proposed Amendment
8.1.1 8.1.2 8.1.3 8.1.4	Respondent 16 - Again, excellent. Most important to give 'incomers' every opportunity to 'belong' to the village. Excellent. Again, worth pursuing. A most interesting option – positive in every way.	Thanks	No changes required.
8.1.2 8.1.5	Respondent 20 – Community wood – to include simple tree house, children's play/investigation area, stepping tree trunks, simple trim trail etc. Facilities for young persons – all weather surface with basketball hoop and 1 goal.	Good ideas – thanks.	NP can be edited to include some of these aspirations.
8.1.5	Respondent 46 – Facilities for Young People: The recreation ground serves the village well but some facilities, perhaps on St Catherine's Green would provide for the other end of the village. Many places have outdoor table tennis tables for example.	Good ideas – thanks.	NP can include this aspiration.

SECTION Appendices: Village Design Statement

Total Respondents	8
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	Comments	Response	Proposed Amendment
Page 35 1.6.1c	Respondent 26 - Note duplication of sentence starting – roof design Plus Roof tiles.... (pure typo's)	Thanks	NP will be edited to remove.

Page 28 1.2 3 rd para	Respondent 29 - There is no mention of the Solar Farm off Ingarsby Lane which falls within the plan area. There is no indication of its existence in figure 3.1 on Page 5	Point noted	Not sure how relevant it would be to include this which is a private facility and some way from the village.
Page 35 1.6.1c	Respondent 29 - The sentence 'Roof tiles should follow... St Catherine's Way area' is repeated as the next but one sentence.	Thanks	Will be edited out.
Page 42 1.1.4	Respondent 29 - The Methodist Chapel was built in 1830 as a Baptist Chapel. The wall plaque commemorates when the Chapel passed into Methodist ownership.	Thanks	NP will be corrected.
Page 29-30 1.4.1.1	Respondent 41 - The comment about volume of traffic on Linwal Avenue. This appears to have missed the marked effect of traffic calming measures on Main Street. This had the (unexpected?) consequence of diverting a proportion of traffic passing through the village along St Catherine's Way and Linwal Avenue, which has now become an established short cut.	<i>Our response to the issues raised here is given in points 5.1 & 6.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 & 6.2 of the Compiled Responses.</i>
Page 35 Para 12	Respondent 44 - Last half of text not needed also 1.6.1c second half repeats.	Thanks	Will edit NP appropriately
Page 39 1.8.1	Respondent 45 - Car parking is a severe problem currently and the solution to this seems a difficult one. Safety however could be markedly improved by the introduction of reduced and enforceable speed limits. i.e. 20mph max through main Street. 30mph max on the A47 within the village boundaries.	<i>Our response to the issues raised here is given in points 5.1 to 7.1 of the Compiled Responses.</i>	<i>How we propose to deal with the issues raised is given as points 5.2 to 7.2 of the Compiled Responses.</i>
Page 31 1.5.1	Respondent 55 - <u>Desirable features for new housing development</u> With reference to the 12 principles as laid out in the Building for Life 12 document, having read the 12 principles together with the NDP responses and comments, I would endorse the above as is.	Thanks	No changes required.

Compiled Responses to issues common to many Respondents

Respondents to the NDP consultation had many different views, but there were a small number of points which attracted most attention. In this document we provide a general response to these main topics of interest, which we hope will be a useful reference for much of the community. In our response to specific individual consultation respondents, we will refer to these compiled comments to avoid much repetition.

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1 Overall Housing Numbers required by the Neighbourhood Development Plan

1.1 Compiled Response to Responders

In parallel with the production of our Houghton Neighbourhood Development Plan (NDP), Harborough DC is producing its Local Plan, which provides an over-arching link of all the NDP's in Harborough area. The Local Plan is required to provide for housing numbers specified by central government. Similarly, any NDP is required to fulfil at least the housing numbers specified in the relevant Local Plan. Harborough Local Plan is due to specify the definitive housing numbers required from each parish when published for review and comment at some date during Summer 2017. In Autumn 2016 the recommendation from HDC officers specified a minimum housing number for Houghton NDP of 154. Supplementary advice has suggested that numbers are being revised upward with an advisory estimate of some 15%. To allow progress with our own NDP the Working Group has taken a view to work on the basis of a housing number of 170. If this is approved, then our NDP must provide for at least this level of housing development over the 15-year planning period.

This number (170) includes developments already having outline planning permission but not yet started. Houghton has such sites belonging to Davidsons (70 houses) and Hazleton homes (17 houses). The number thus left to be assigned is a minimum of 83 houses.

Currently William Davis are appealing against the refusal of their applications for developing a site off Winckley Close which is not favoured by the community and excluded from the NDP.

- If one of the Davis applications succeeds, then the residual number of houses will be 83 minus about 45, which leaves roughly 40. While there will be gradual "minor" building development through infill in the NDP area this generally runs at 1 or 2 houses each year. Thus, the attitude of HDC is likely to be that an additional nominated site will be required, since the required number will not be accommodated by gradual minor development.
- If the Davis appeal is rejected, then a further site will be needed with a capacity of about 70 homes.

Those respondents who preferred that there be no more housing development in Houghton are in denial of the Local Plan requirements and their views cannot be satisfied within the remit of the NDP.

It is clear that parts of the draft NDP were badly worded and were interpreted by some as supporting development of over 200 new houses. This was not the intention of the NPWP. A particular confusion was the addition of retirement homes. There was an error in that these were stated to be additional to other housing development proposals, whereas they should have been stated to be included within the other housing proposals. The NPWP apologises for the error.

Given the major influence of the decision over the Winckley Close development on the requirement for other housing within the NDP, then the NPWP has agreed that a final submission of the NDP is not viable until the result of the appeal decision is known, and plans can be made to accommodate the decision within a NDP document which satisfies the requirements of the Local Plan.

1.2 Proposed amendment to the Neighbourhood Development Plan

- Delay completion of the final housing site allocation until the results of the Davis appeal are known
- Clarify the statement of required housing numbers following confirmation of Local Plan requirements by HDC (expected mid-late October).

- Edit the existing text on retirement housing requirements to make clear that this is included within the overall total numbers.
- Also, refer to section 2 concerning Sites 3 and 4.

2 Proposal for Development at Sites 3 and 4

2.1 Compiled Response to Responders

The area containing sites 3 and 4 was clearly identified in the NDP community consultation questionnaire results as the most favoured for future housing development. Several responders have opined that this was affected by the SHLAA diagram included in the questionnaire and which labelled the area as only likely for development in the long-term, and responders opted for it purely on the basis of delaying any development. The derivation of the SHLAA diagrams and the protocols which determine the designation of particular areas on them is not directly related to current HDC planning policies. An explanation of the production of SHLAA diagrams has been produced by HDC officers at the request of NPWP and is displayed on the Houghton NPWP web-site.

At the time of preparing the draft NDP for consultation (May 2016), HDC were promoting two specific points to the NPWP which affect the proposal of new housing sites.

- The allocation of housebuilding numbers is continuously under review by central government and is likely to increase in the long term, and would immediately affect both the local plan and all NDP's such that they would need major revision. This could potentially return HDC to a situation as at present where they did not have a 5-year land supply and usual planning restrictions would be suspended. A safety margin of at least 15% in excess of the current numbers in the draft Local Plan options was recommended.
- That since there was no established mechanism for amending a NDP, the implication was that the whole NDP process would have to be repeated. In this case, it was prudent to specify reserve sites which there was no intention to develop within the lifetime of the NDP, but which would provide flexibility if more house-building was imposed by central government.

This was the context in which Site 4 was included in the draft NDP. Further relevant developments since that date are:

- The HDC Local Plan is approaching decisions which will remove a great deal of uncertainty from proposed housing numbers (see Section 1).
- Central government has announced consideration of procedures which would define the process for periodic review of NDP's and their subsequent modification. A review period of 5 years has always been referred to in the documentation of NDP's but a mechanism is not yet defined.
- There is a level of opinion from responders that nominating reserve sites is opening a door to invite more interest from developers.

In response to all of these, the NPWP has removed Site 4 from the NDP.

Site 3 currently remains a development option. Most, but not all, objections by respondents to Site 3 related to the linking of its development to the re-routing of Ingarsby Lane. The NPWP now proposes that any development of Site 3 is considered separately from the issue of Ingarsby Lane (discussed in more detail in section 3). The area of Site 3 has a higher Landscape Capacity rating than many other areas immediately adjoining the present village.

2.2 Proposed amendment to the Neighbourhood Development Plan

- Site 4 and associated Policy H7 will be deleted from the Plan.
- Policy referring to retirement homes will be amended to clearly indicate that these should lie within the overall housing numbers discussed in section 1 above.
- Site 3 proposal will be modified with respect to diversion of Ingarsby Lane as described in Section 3 of this document.

3 Proposal for diversion of Ingarsby Lane

3.1 Compiled Response to Responders

The issue of simplifying the cross-roads at the junction of A47 and Main Street by diverting Ingarsby Lane came to prominence at the NDP stakeholders meeting in March 2016. A small number of stakeholders promoted strong views that the cross-roads were increasingly dangerous as traffic flow increases and that this was a priority for the NDP. The developer's representatives at the meeting heard these statements and took the view that incorporating a simplification of the cross-roads into a housing development plan would be attractive to the community.

The planning consultants for Parkers thus came up with outline proposals for developing the land east of Ingarsby Lane incorporating a diversion of the traffic flow from Ingarsby Lane through the development to a new T-junction with the A47 east of Firs Road.

Such a road diversion scheme is not an essential component of development of that land area (Site 3), but if it was incorporated, would influence the shape of the development, making it extend down the slope beyond the current limit of housing. Conversely to minimise the visual intrusion on the landscape caused by development at Site 3, the development should be contained on the plateau area adjacent to the A47, and avoid spreading down the slope to the north where it would be much more visible (see HDC Landscape Capacity survey).

It has been stated that LCC Highways, who have major input to design of access routes to new developments, would oppose having a separate entry to a development from the A47 in addition to the cross-roads. NPWP have repeatedly requested advice from LCC Highways, but currently have received no formal opinion or comment.

Thus, the current view of the NPWP is to treat the issue of diversion of Ingarsby Lane as a separate issue from the development of Site 3, while accepting that there are constraints which link the two together.

- Site 3 is regarded as a viable site for development, if needed, either by having independent access from the A47 (as the Heights estate does on the opposite south side of A47), or by incorporating some form of link to Ingarsby Lane.
- The predominate view as recorded by respondents to the consultation is that local residents do not want to see the cross-roads changed and Ingarsby Road converted to a Cul-de-sac. They express a view that the safety hazard for motorists or pedestrians at the cross-roads would not be significantly reduced by such measures.
- If LCC Highways were to produce a definitive and objective argument on safety or traffic management grounds for one option or the other, this would have to be respected since they hold responsibility for traffic advice to HDC for their Local Plan.

3.2 Proposed amendment to the Neighbourhood Development Plan

- The NDP will be amended to express the separation of the two issues of development of Site 3 and the diversion of Ingarsby Lane.
- This may need to be further modified if definitive advice from LCC Highways is delivered.

4 Proposal for building of a Golf Course

4.1 Compiled Response to Responders

There were numerous responders to the two options of Policy S6 concerning the potential construction of a Golf Course. The majority commented that it was hard to form a judgement due to the lack of detail available. On balance the opinions tend to a view that the positive potential of long-term prevention of housing development to the east of the village, and the potential for some employment opportunities could outweigh concerns about increased traffic in the area.

Some responders suggested that the Golf Course should be built on the areas of Sites 3 and 4 to prevent housing development there. However, the area concerned is far too small for a Golf course, and less suitable topographically.

On balance the NPWP proposes to take the view that it is not opposed to the possible development of a golf course, but would wish to impose a number of conditions to preserve the rural aspect of the area, and mitigate any adverse effects on the existing community.

4.2 Proposed amendment to the Neighbourhood Development Plan

The NPWP will amend Policy S6 to express the view that the community on the whole does not oppose the construction of a Golf course, but sets a series of conditions which are aimed to:

- preserve the rural aspect of the area and access to the area for recreational walkers
- Prevent any building development except that essential to the normal operation of a Golf Club

5 Traffic management along the A47 through the village

5.1 Compiled Response to Responders

Many responders emphasized a wide range of concerns about the impact of proposed developments on road safety along the A47. Expansion of housing to the North of the A47 would inevitably lead to more necessity for crossing the A47 to visit facilities on the south of the road, while at the same time increasing traffic movements on the road itself. Proposals in the NDP affect the whole length of the A47 through the village, up to and indeed beyond the limits currently marked by the 40 mph signs.

Outline planning permission already granted to developments to the northwest of the present village will require two new turnings off the A47 to the north, ghost lanes to protect right-turning vehicles, light-controlled pedestrian crossings and probable extension of the 40-mph limit to the west. Development of Site 3, and the building of a golf course would both produce similar effects to the eastern side of the village.

LCC Highways department have the responsibility to promote traffic management in terms of providing free-flowing traffic routes, balanced with the considerations of safety for both traffic, pedestrians and residents. Despite approaches to LCC from both PC and NPWP they have not yet provided a coherent view on the proposal of our NDP.

One criterion which is essential for all NDP Policies is that they be deliverable. This presents a difficulty in relation to traffic management, since all actions which affect traffic must have approval from either (or possibly both) HDC and LCC. Thus, while the NDP can express aspirations for traffic management, it does not have the legal power to determine such issues, or the financial ability to execute them. Nevertheless, NPWP wishes to respond to the community view by adding a policy.

5.2 Proposed amendment to the Neighbourhood Development Plan

Add a policy to the Traffic and Transport section relating specifically to the provision for adequate safety measures for pedestrians, cyclists and motorists on, and adjacent to, the A47 through the village. These would include:

- Complete review of the traffic management and safety consideration along the A47 in the light of the multiple new access points to the A47 through and adjacent to the village due to proposed developments, including:
 - Light controlled pedestrian crossings allowing safe pedestrian access across the road to facilities on either side.
 - Adequate ghost lanes in the road centre allowing safe right turns as appropriate
 - Traffic calming measures at both east and west portals to the village to slow vehicles entering the speed-limit area, including radar speed signs
 - Installation of a phased 40 to 30 speed limit restriction at both ends of the village

6 Traffic management through the village centre

6.1 Compiled Response to Responders

Results from the NDP consultation questionnaire indicate a clear preference from the community for development north of the A47 often related to avoiding increased traffic flow through the village. The draft NDP consequently states that one of the main objectives guiding location of new development is to avoid increasing traffic flow through the village centre.

Respondents agreed with this objective, but point out that any development, even north of the A47, will inevitably increase traffic within the village centre as people access the central facilities. This is of course a valid point and respondents complained that it was not addressed in the draft plan. The general problems of traffic management and parking within the village centre were addressed by the PC traffic Management report (2012). The PC has recently (2016) invited LCC to review possible solutions, but despite meetings, consultative walks through the village, and traffic observation exercises by LCC no written comment or advice has so far been provided by LCC.

These issues are directly related to the parking considerations reviewed in section 7, and to some extent also the A47 situation discussed in section 5. Some possible solutions offered by respondents are unlikely to be viable. For instance, LCC Highways oppose the creation of one-way systems since the usual result is increased traffic speeds and accidents. The most practical approach might be to develop a series of small measures to test their effectiveness.

- Respondents requested improved footpaths in terms of width, surface quality and accessibility by dropped kerbs and clearance of obstructing street furniture. Such changes can also improve the quality of the experience of walking, encouraging exercise and well-being.
- The village has a good network of off-road connecting pathways (jitties) but these could be improved in standard by better maintenance, and extended to provide new links, ideally from Main Street across to St-Catharine's Way.
- Provision of seats so that less-mobile people could rest at points along a walk.
- Provision of cycle racks in significant locations was also supported by some respondents.

Such relatively small actions could encourage more walking and cycling through the village and reduce short car journeys.

Several respondents raised the issue of promoting the building of a by-pass from the A47 to Stretton Lane thus relieving the through traffic from Main Street.

6.2 Proposed amendment to the Neighbourhood Development Plan

Add a policy promoting the improvement of walkways and related facilities in strategic locations.

Add an aspiration for the benefits of a bypass as a long-term possibility to provide a substantial benefit to the sustainability of the village community.

7 Management of public parking within the village

7.1 Compiled Response to Responders

There is a clear and longstanding view in the village that there is inadequate parking provision. This was documented in the PC traffic Management review (2012). The combination of the following factors produces specifically acute problems for this community:

- a large proportion of the population being over 55,
- the narrow and winding street layout in the old section of the village,
- the high levels of community activity (particularly for the senior members),
- the poor level of public transport to exit the village
- the use of the main street as a rat-run between the A47 and A6 arterial routes

These problems affect both safety and quality of life and are thus an issue for “sustainability” within a NDP.

The PC has recently (2016) invited LCC to review possible solutions, but despite meetings, consultative walks through the village, and traffic observation exercises by LCC no written comment or advice has so far been provided by LCC.

Very many respondents expressed their views that these problems need to be addressed. One solution is to seek out areas where additional safe parking could realistically be provided. This is made difficult by the lack of free space within the village itself. Despite accepting this, respondents did indicate that the NDP should address this issue.

One component of a solution would be to provide parking on the outskirts of the village, with good access to facilities within. An opportunity to do this was proposed by a villager a number of years ago, to address the parking issues around the school, church and village hall. This would be to build a car park on Stretton Lane opposite the cricket field. This would be nearer to the school than any other parking, linked to the school and Main Street by a footpath through the rear of the cricket field. Such a facility would serve the school (and the cricket club) very well and has the support of the school. It would also be very convenient for the church for large congregations at weddings and funerals, and certainly useful for larger village events using the village hall, such as craft-fair, Remembrance Day and large fund-raising or private events.

Similar opportunities may arise through careful consideration of areas near the Coop such as the under-used garages on Weir Lane, or the HFA Weir Lane car park.

7.2 Proposed amendment to the Neighbourhood Development Plan

Add a policy to promote the construction of public car parks in areas of identified need.