

**Harborough Local Plan 2011-2031
Examination Matter 2 Hearing Statement
(Housing Requirement and its Delivery)
Catesby Estates Plc**

September 2018

Turley

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Client

Catesby Estates plc

Our reference

CATQ3016

September 2018

1. Introduction

- 1.1 This hearing statement has been prepared on behalf of Catesby Estates Plc (Catesby) in response to Matter 2 of the Harborough Local Plan 2011-2031 examination.
- 1.2 Catesby is promoting seven hectares of land to the south of Kilby Road, Fleckney, which represents a sustainable and deliverable residential opportunity for approximately 150 market and affordable dwellings and public open space. Representations promoting the site were submitted to the Submission Draft Local Plan in November 2017. A site location plan is enclosed at **Appendix 1** and submitted Vision Framework for the land south of Kilby Road, Fleckney is enclosed at **Appendix 2**.
- 1.3 There are no physical or other impediments to the delivery of the site.
- 1.4 This hearing statement provides written responses to Q2.4 only.
- 1.5 Catesby welcomes the opportunity to participate in the Matter 2 hearing session.

2. Response to Inspector's Questions

- 2.1 This section sets out our response on behalf of Catesby to the questions that have been raised by the Inspector in his matters and issues paper issued on 15 August 2018. We provided a written response to Q2.4 only. We have no comment on Q2.1 to Q2.3 and Q2.5.

Q2.4 Is it sound to rely on the headroom provided by the currently calculated supply of 12,948 dwellings (IC3) to cater for both unmet need from Leicester and any contingency allowance for slower than anticipated delivery from allocated and committed sites?

- 2.2 No, it is not. Appendix Figure 1 of the Council's Five Year Housing Land Supply report (published 17 August) demonstrates that the district has only been able to meet its annual housing requirement on two occasions in the last seven years (since the start of the current plan period). As a result there is a cumulative shortfall in the supply of **857 dwellings** at 31 March 2018 against the annual housing requirement of 557 dwellings. The shortfall represents 8% of the district's total requirement.
- 2.3 In the context of this significant shortfall, a 15% supply-side contingency (i.e. 1,660 dwellings) is necessary to provide sufficient flexibility for the plan to meet Harborough's own needs alone, as required by the National Planning Policy Framework published in 2012 (NPPF1), which this plan is being tested against.
- 2.4 In any case, Leicester's shortfall should be dealt with as an entirely separate matter to the contingency buffer in the Council's supply. Indeed this emerging Local Plan has not tested any contribution towards Leicester's shortfall. The plan has tested meeting Harborough's housing needs only.
- 2.5 In the absence of this, there is no evidence as to the level of contingency Harborough should be contributing to Leicester's shortfall. There is nothing at the current time as to what scale of Leicester's shortfall the buffer should plan for. The shortfall will not be clarified until a Memorandum of Understanding between the Leicester and Leicestershire authorities is agreed establishing the extent of Leicester's shortfall and how this is to be distributed (as is the situation in the neighbouring Coventry and Warwickshire Housing Market Area (HMA)); or Leicester's own Local Plan is further advanced and the extent of the shortfall is established.
- 2.6 Leicester consulted on its emerging Local Plan options and development management policies between July and December 2017. Page 10 of the reference document published as part of the consultation indicates that Leicester's shortfall currently stands at approximately **15,000 dwellings**, based on the city's housing need being 33,840 to 2031. This need is taken from the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA), which also underpins the Harborough Local Plan.
- 2.7 The revised NPPF was published in July 2018 (NPPF2). As part of this, the standard method for calculating housing need has been introduced. This is now the starting point for calculating a Local Plan requirement for plans submitted after 24 January 2019, which will be the case for Leicester's emerging Local Plan. The current calculation indicates the city's need as 1,626 dwellings per annum. This represents a 66 dwelling

reduction compared with the HEDNA figure (so a total of 1,320 dwellings). If this were the case, and the standard method figure does not increase as a result of adjustments in September 2018, the shortfall could be slightly reduced to 13,680 dwellings.

- 2.8 This shortfall would need to be distributed between each of the seven Leicestershire authorities. Crudely, if the shortfall was to be distributed evenly, this would represent 1,954 dwellings for each authority. This is before considering the capacity of each of the authorities to accommodate any of the shortfall (given geographical constraints some of the Leicestershire authorities, such as Oadby and Wigston are unlikely to be in a position to make such a significant contribution). Harborough's 15% supply-side contingency would not only fail to address this scale of contribution to the shortfall, it would also result in no flexibility in the supply to meet Harborough's own needs, which is necessary given the District's persistent record of under delivery.
- 2.9 Leicester's shortfall can therefore not be dealt with through the 15% contingency buffer; it has to be addressed through a Local Plan Review with new sites allocated to meet it. Whilst emerging policy IMR1 includes reference to a Local Plan Review and the potential triggers for this, as drafted it is not robust, it provides no specific timescales and ultimately no certainty that any contribution will be made to Leicester's shortfall.
- 2.10 The critical trigger is 2b, relevant need arising from elsewhere in the HMA. According to the policy, firstly it needs to be established by the Council that there is insufficient flexibility already provided in the plan. We have already demonstrated this above. Then (as per part 3 of the policy), the review will then commence "*within 12 months of the need for the review being established*". This is too long a lead in time and leaves the unmet need unresolved for too long. It needs to be addressed through Local Plans as soon as possible to provide certainty, ensuring the plan is positively prepared and meeting objectively assessed development, including unmet needs from neighbouring authorities, as required by NPPF1. It also provides no recourse for if the authority fails to deal with the shortfall expediently.
- 2.11 This is not a unique situation to Harborough; other authorities are addressing this matter also in the same HMA (including North West Leicestershire and Melton). Further afield the Coventry and Warwickshire HMA authorities and the Greater Birmingham HMA authorities are addressing similar issues.
- 2.12 In both the cases of North Leicestershire and Melton, their respective adopted and emerging Local Plans include more robust review mechanisms for addressing the shortfall. North West Leicestershire's Local Plan was adopted in November 2017 and provides a relevant example. Policy S1 (an extract of which is enclosed at **Appendix 3**) states that a Local Plan Review will commence either by the end of January 2018 or within three months of adoption of the Local Plan. It should then be submitted for examination within two years from the commencement of the review. In the event that the reviewed plan is not submitted within two years, than the adopted Local Plan will be deemed out of date.
- 2.13 In accordance with this policy, North West Leicestershire has already commenced its Local Plan Review. The Issues consultation was undertaken between February and April 2018. One of the issues to be considered by the plan is Leicester's unmet needs.

2.14 Whilst we have no objection to the 2c trigger point relating to the Leicester and Leicestershire Strategic Growth Plan, this is an entirely separate matter to Leicester's current unmet needs. The Strategic Growth Plan consultation draft (January 2018) is clear at pages 5 and 6 that the housing needs up to 2031 are based on the HEDNA, the plan therefore will focus on the period 2031-50. As the plan period for Harborough's emerging Local Plan is up to 2031, the Strategic Growth Plan is not a significant material consideration at this stage, rather it will be an important part of the evidence base for any future Local Plan Review.

On the basis of the above, we would therefore propose the below amendment to emerging policy IMR1 so that it is positively prepared and will ensure that Leicester's unmet need is dealt with in a timely manner. This follows the amendment made to North West Leicestershire's Local Plan, which is a very relevant example given it is in the same HMA and is in an adopted plan.

"1. The Council will monitor, through the preparation of its Annual Monitoring Report, the delivery and effectiveness of policies of this Local Plan against specific performance indicators and targets set out in Appendix K: Monitoring Framework.

2. The Council will continue to work collaboratively with the Leicester & Leicestershire Housing Market Area (HMA) authorities to establish the scale and distribution of any additional provision that may be necessary in Harborough District and elsewhere in the HMA as a result of the inability of one or more authority to accommodate its own needs as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment.

3. The Council will commence a review of this Local Plan (defined as being publication of an invitation to make representations in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012) by the end of January 2019 or within 3 months of the adoption of this Local Plan (whichever is later). The Local Plan Review will be submitted for examination within two years from commencement of the review. In the event that the reviewed plan is not submitted within two years then this Local Plan will be deemed to be out of date".

2. The Council will commence a partial or full review of the Local Plan no later than five years from the date of adoption, or earlier where:

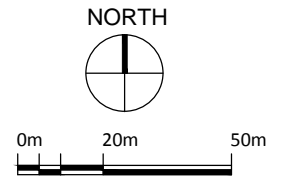
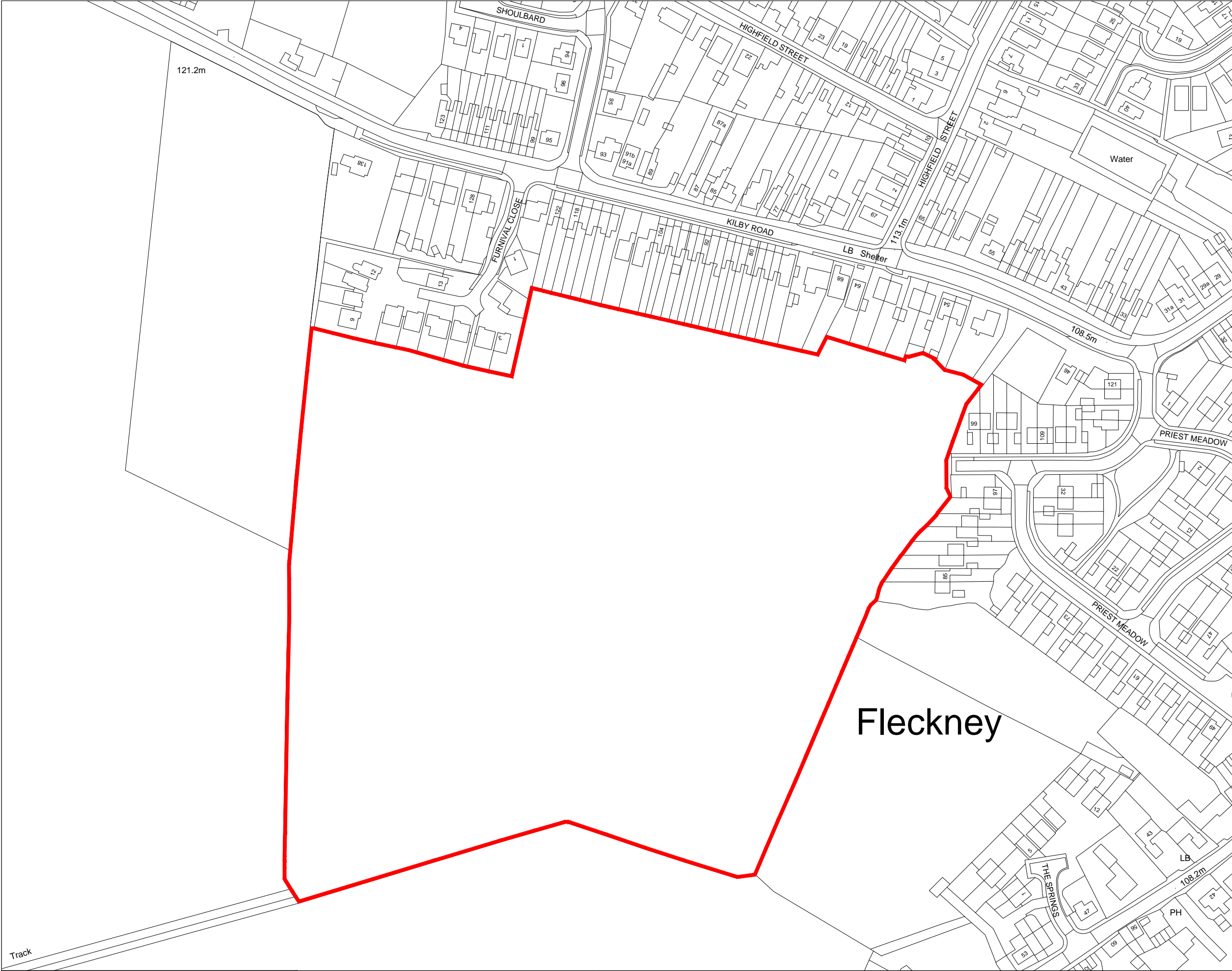
a. specific review trigger points as set out under policies and in the monitoring framework have been, or are likely to be, met;

b. collaborative working with other planning authorities, including those within the Leicester & Leicestershire Housing Market Area (HMA), establishes objectively the need for further provision of housing and/or employment land within the Harborough District and there is insufficient flexibility already provided for within the Plan; or

2.15 ~~*c. the Leicester and Leicestershire Strategic Growth Plan sets out a scale and spatial distribution of development for Harborough District which is significantly different to that set out in the Local Plan and there is insufficient flexibility already provided for within the Plan.*~~

~~2.16—3. Should a review be required under b. or c. above, it will be commenced within 12 months of the need for the review being established”.~~

Appendix 1: Site Location Plan



Fleckney



Project Name:
**LAND SOUTH OF KILBY ROAD
 FLECKNEY, HARBOURHOUGH
 LEICESTERSHIRE**

Drawing Title:
CONTRACT PLAN

Suffix:	Date:	Description:	Drawn:	Checked:

O:\Current Sites\All Viability Sites Only\Fleckney\Technical\LL_001 Fleckney - Contract Plan				
Scale: 1/1250	Media/Orientation: A2L	Drawn: LA	Checked: -	Day/Month/Year: 11/04/17
Project No.:			Drawing No.:	
-			LL/001	

Appendix 2: Vision Framework



LAND SOUTH OF KILBY ROAD FLECKNEY VISION FRAMEWORK

OCTOBER 2017

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1

INTRODUCTION

1.1 OVERVIEW

This Vision Framework has been prepared to accompany representations to the emerging Harborough Local Plan. It presents Catesby Estates vision for new residential development on land south of Kilby Road, Fleckney.

Catesby Estates specialise in the delivery of land through the planning system. As promoters of the land to the south of Kilby Road, Catesby has the expertise and experience to deliver new high quality residential development within the plan period, helping to meet the District's housing needs.



Aerial view of the site



Fleckney has a range of local facilities and services. Good transport links make it an ideal location for sustainable development.

1.2 SCOPE AND STRUCTURE

Section 2.0 - Site and Local Context

Describes the site's location and surrounding context.

Section 3.0 – Planning Context

Provides an overview of the emerging Local Plan and the need for future development.

Section 4.0 – Site Appraisal

Examines the site's context, including how its constraints shape any potential development proposal.

Section 5.0 – Development Principles

Sets out the masterplan concept for the site.

Section 6.0 – Conclusions

Summarises the case for the allocation of the site.



Fleckney Church of England Primary School is situated just 420m away from the centre of site

2

SITE AND LOCAL CONTEXT

2.1 THE SITE

Fleckney is situated approximately 8.6 miles south east of Leicester and 9.5 miles north west of Market Harborough. Located on the western edge of Fleckney, the site is formed of a single agricultural field.

To the north the site is bound by existing residential properties along Kilby Road, Furnival Close and Priest Meadow. Agricultural land adjoins the site's southern and western boundaries.

Fleckney contains key local facilities including a primary school, small supermarket, post office, library, doctors surgery, village hall and sports field.

A frequent bus service operates in the village and there are three railway stations (South Wigstone, Leicester and Market Harborough) within 10 miles of the site.

The good range of local facilities and public transport connections make Fleckney a sustainable location for future development.

The boundary of the site is shown edged in red on the Site Location Plan on the following page. The total site area extends to 7 hectares (17.29 acres).







Viewpoint 1: View towards the north of site from the western boundary



Viewpoint 2: View towards the south east from the western boundary



Viewpoint 3: View towards the north east corner from the south west



Viewpoint 4: View towards the north west from the south east



Viewpoint 5: View towards rear gardens of properties on Kilby Road



Viewpoint 6: View towards the north east from the centre of site

2.2 LOCAL CONTEXT

Development in Fleckney originated at Main Street, High Street and Saddington Road. This original development is in a ribbon strip form addressing the road with a variety of development blocks, build lines, heights and architectural styles.

During the early twentieth century, development in the settlement expanded to Orchard Street, Victoria Street, Gladstone Street, School Street and Kilby Road. These linear formed roads commonly feature narrow fronted two storey terraced or semi-detached blocks with on-street parking. For most properties, generously sized rear gardens make up for the lack of front gardens and driveways.

A high density of post-war development is found to the north and south of the village centre. Predominantly detached (and some semi-detached) homes are featured on main distributor roads such as Coleman Road and Batchelor Road to the north; Edward Road, Elizabeth Road, Western Road, Kibworth Road and Manor Road to the south of the village - all of which serve small cul-de-sacs. Architectural features are of a more standardised style typically found in 1960's and 70's developments.



Victory Gardens development by Bellway Homes



Semi-detached homes at Priest Meadow



Bungalow situated on Leicester Road



Semi-detached homes on Kilby Road



Terraced row on Kilby Road (backs on to the site)



Detached property on Kilby Road

Twenty-first century development in the village is found at Middletons Close, Badcock Way, Furnival Close (north of the site) and The Springs. The most recent housing development is 'Victory Gardens' situated off the High Street which is being built by Bellway Homes. In keeping with the character of the local area, most properties are clad in red facing brick with occasional rendering to break up the street scene and add variety. Dwellings are located close to the road, framing the street and providing a sense of place and surveillance.

Aside from properties at The Meer, most in the village are built in red brick however a number of homes are rendered to a cream / ivory finish applied to all or part of the facade. Dark brown or grey slate gabled roofs are most common and the majority of windows and doors are painted to a white finish.

In summary, the majority of housing within the settlement is established in character, with a variety of architectural styles present. Design elements contributing to the local vernacular include: continual block structure to smaller houses, larger houses set back from the street laid out with front gardens, generous pitches to roofs, broken and varying eaves lines and simple but legible architectural detailing.



Wide fronted house on Manor Road



Two-and-a-half storey dwelling on Badcock Way



Properties at The Meer



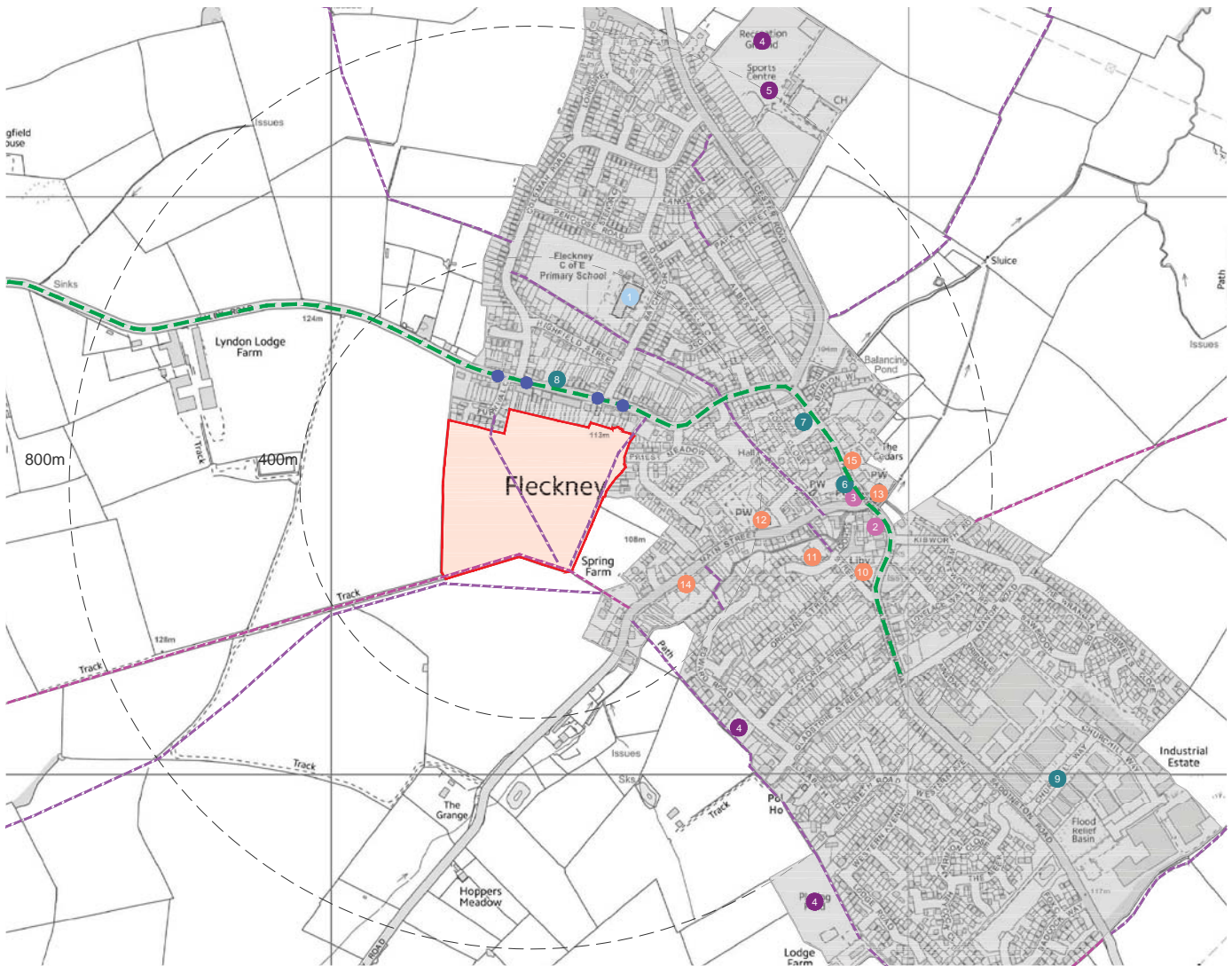
Terraced block on Gladstone Street



The Springs development off Main Street



Detached dwellings off Coleman Road



2.3 LOCAL FACILITIES AND SERVICES

The plan above shows the location of facilities and services in relation to the site, most of which surround the High Street. The majority are located within 800m of the site - equivalent to a 10 minute walk or 5 minute cycle.

Local educational facilities include Fleckney Church of England Primary School (0.4km away from site) and Kibworth High School (5.9km from site). The nearest doctors surgery is found at the High Street (0.6km away) whilst the nearest dental clinic is found 0.6km away at School Street.

- The SITE
 - - - ISOCHRONES SHOWN AT 400 AND 800m SPACINGS
 - - - PUBLIC FOOTPATHS
 - - - PUBLIC BRIDLEWAY
- TRANSPORT LINKS**
- ARRIVA MIDLANDS 49 BUS
Leicester via Kilby and Wigston Magna
Mondays to Fridays (two buses an hour)
Saturdays (three buses an hour)
 - Nearest Bus Stops to site
- EDUCATION**
- 1 Fleckney Church of England Primary School
- HEALTH AND WELFARE**
- 2 The Fleckney Surgery
 - 3 Parade Pharmacy
- RECREATION & LEISURE**
- 4 Recreation Grounds
 - 5 Fleckney Sports Centre
- RETAIL**
- 6 Fleckney Post Office
 - 7 Co-operative Food Supermarket
 - 8 Fleckney General Store
 - 9 Churchill Industrial Estate
- COMMUNITY**
- 10 Fleckney Library
 - 11 Fleckney Village Hall
 - 12 St Nicholas Church
 - 13 Fleckney Baptist Church
 - 14 The Golden Shield P.H
 - 15 The Crown Inn P.H

2.4 ACCESS AND MOVEMENT

The Facilities Plan shows pedestrian and bus links from the site to the surrounding village and beyond.



Bust Stop on Kilby Road

Kilby Road runs in an east-west direction to the north of the site. The road is subject to a 30mph speed limit which increases to the National Speed Limit at the edge of Fleckney to the village of Kilby (0.5 miles). The site offers links to the A6 and the A5199, with wider links to the M1 Junction 20.



Market Harborough Train Station

The Facilities Plan shows local bus routes. The nearest bus stops are located on Kilby Road, approximately 200m from the centre of the site. The stops are served by the 49 bus which regularly runs to Leicester (via Kilby and Wigston Magna) between Mondays and Saturdays.

The nearest Railway Station is located in South Wigston (6.2 miles from the site) and is served by Cross Country Trains which travel to Leicester and Birmingham New Street. Leicester and Market Harborough Train Stations are both within 10 miles of the site and offer more frequent services to numerous destinations - including London St Pancras which is just over an hours journey with trains running every twenty minutes during peak times.



Public footpath which runs along the eastern boundary to Kilby Road



Public footpath linking Furnival Close to the sites northern boundary

Two public footpaths cross the site; one along the eastern boundary which links Main Street to Kilby Road, the other diagonally across the site, linking Main Street to Furnival Close. A byway also crosses the site from east to west, linking Main Street with Fleckney Road to the south west.

Overall, a comprehensive network of footpaths link the village with the surrounding countryside.

3

PLANNING CONTEXT

3.1 LOCAL PLANNING CONTEXT

Harborough District Council is preparing a new Local Plan setting out planning policies in the district for the period to 2031. Once adopted the new Local Plan will replace the Harborough District Core Strategy adopted in November 2011.

The 'Proposed Submission Draft' of the new Local Plan (September 2017) identifies Fleckney as one of seven rural centres described as "*the focus for rural development, to serve both the settlement itself and the surrounding rural area*". The Rural Centres have been identified on the basis of the presence of least four of six key services (GP, library, public house, primary school, food shop, post office) and a minimum of 400 households. Fleckney has a substantial employment provision plus a significant village centre offering a range of shops and service and is one of the largest rural centres in the district.

The emerging Local Plan establishes a minimum of requirement of 12,800 additional new homes during the plan period to 2031, of which a minimum of 295 dwellings (in addition to completions and commitments) will be accommodated in Fleckney. The Local Plan states this level of requirement reflects the strategic importance of the delivery of homes in Fleckney.

To inform the Local Plan, Harborough District Council has undertaken an updated assessment of potential new housing sites in the district. The Strategic Housing Land Availability Assessment (SHLAA) 2015 Update presents the results of an objective assessment of potential housing sites submitted to the council during the 'call for sites' in February 2015, together with sites from the previous SHLAA. It assesses the potential of sites within or adjacent to the District's most sustainable settlements to deliver housing over the next fifteen years. The SHLAA concludes that the land south of Kilby Road is developable for residential development.

NEIGHBOURHOOD PLAN

Fleckney was designated a Neighbourhood Plan Area in March 2016. Work on preparation of the Neighbourhood Plan commenced in spring 2016 and a Neighbourhood Planning Launch Event took place in July 2016.

Public consultation (in the form of a questionnaire issued to local residents and businesses) was undertaken during March 2017. The results of the questionnaire were presented at drop in session held in June 2017 and were subsequently published online in August 2017.

Publication of a draft Neighbourhood Plan is now awaited.



"Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision."

(The Framework, Ministerial foreword)

4

SITE APPRAISAL

4.1 SITE OVERVIEW

This section provides an overview of the site's characteristics and all environmental and technical matters. It confirms there are no significant physical, environmental and technical constraints to developing the site for residential use.

The plan at the end of this section shows the site's physical, technical and environmental constraints and opportunities.



View from the south west towards the north of site

4.2 LANDSCAPE

The site lies within the 'Fleckney Lutterworth Lowlands' Landscape Character Assessment Sub Area identified in Harborough Rural Centres Landscape Character Assessment and Landscape Capacity Study (July 2014). The site comprises a single field of meadow grassland. It's northern and part of its eastern boundary are enclosed by existing residential development. To the east the site is enclosed by a strong hedgerow. The site's south and western boundaries are formed by good quality hedgerows and mature trees.

A network of public rights of way cross the site connecting the surrounding fields to the residential areas in the village.

The site is considered to have high capacity to accommodate development, which would form a natural extension to the existing residential areas to the north and east.

Careful consideration has been given to the indicative development layout to ensure that harm to the site's rural character is minimised and views to the surrounding countryside are protected and enhanced. In order to create a sympathetic and appropriate urban edge with the adjoining countryside, a generous level of public open

space and green infrastructure is proposed. This will help provide a buffer to the site's sensitive boundaries, break up the massing of the built form, and create a sympathetic urban fringe that reduces harm to the adjoining countryside.

4.3 ARBORICULTURE

The perimeters of the site are characteristically defined by hedgerow and occasional trees along the majority of its perimeters. The quality and health of the trees on site will be determined through further detailed investigation.

A small section of hedgerow on both the northern and eastern boundaries may need to be removed to facilitate emergency and vehicular access however replacement planting will be provided to mitigate any loss.



View from the Public Right of Way looking down towards the south east corner of site



Top: existing field gate to the north; Bottom: existing field gate to the south east corner of site

4.4 TECHNICAL CONSIDERATIONS

4.4.1 HIGHWAYS AND ACCESS

The site is accessed from Kilby Road to the north, and Main Street to the east. The primary vehicular access into the site is proposed to the east of the site from the existing hammerhead at Priest Meadow to form a continuation of the street. Suitable site access can be achieved by a 5.5m wide carriageway.

Pedestrian access will be provided by 2m wide footways either side of the principle access into the site. A second pedestrian access will be situated further west of the vehicular access which provides a shortened walking distance to the local facilities within the village.

Secondary access shall be along shared surface streets. Parking will need to be provided in accordance with Supplementary Planning Guidance.

Further surveys, assessments and consultation with the Local Highway Authority will be undertaken to ensure that any impact from the development on the local highway network is sufficiently mitigated.



Proposed access - hammerhead off Priest Meadow

4.4.2 GROUND CONDITIONS

The site does not have any significant geotechnical constraints in relation to strata or contamination given its greenfield nature.

BGS mapping shows mudstone of the Blue Lias and Charmouth Mudstone Formations with superficial deposits of Diamicton (till).

Historically the site has been in agricultural use. As such, the risk of significant contamination being present is considered low; however prior to development, a ground investigation will be required.

4.4.3 FLOOD RISK AND DRAINAGE

The whole of the site falls within Environment Agency Flood Map for Planning (Rivers and Seas), Flood Zone 1 'low probability'.

Development surface water will outfall into the Brook, south of Main Street through either the existing system in Main Street or via newly constructed system through additional farmland or a combination of the both. Surface water would be restricted to a greenfield run off rate of approximately 5l/s per ha.

On site storage will be provided within attenuation basins, which will ensure surface water treatment is provided. A surface water management strategy would manage surface water runoff sustainably, with key features potentially providing areas of ecological and amenity value

4.4.4 UTILITIES

Mains gas, water, electricity and BT will all need to be installed to serve the site.

Confirmation will be sought from each network operator to determine whether reinforcement to existing infrastructure will be required to serve the development proposals.

4.4.5 NOISE AND VIBRATION

A baseline noise level survey and an assessment of the site to examine the extent of the current noise environment and determine the suitability of the site for residential development, will be carried out based on the

guidance contained within British Standard (BS) 8233:2014 "Guidance on sound insulation and noise reduction for buildings".

The results of the assessment will include any requirements for mitigation measures to ensure that internal and external noise levels are within guideline values.

4.5 ECOLOGY

Habitats of elevated value within the site, including hedgerows and semi-mature / mature trees will be retained.

Overall, the site is considered to provide only minor opportunities for protected species. Notwithstanding any species will be safeguarded and enhanced under a sensitively designed masterplan.

Significant opportunities for biodiversity enhancement exist following the removal of land from agricultural use. In addition, the creation and reinforcement of green infrastructure, such as hedgerows and mature trees, will give rise to significant potential gains.

4.6 CONSTRAINTS AND OPPORTUNITIES

The plan below shows the site's physical, technical and environmental constraints, along with all opportunities for development (explained in more detail in the following section).



5

DEVELOPMENT PRINCIPLES

5.1 OPPORTUNITIES

The key opportunities for new development include:

- the potential to create a high-quality sustainable residential development with a strong emphasis on good design and “place-making”
- the potential to integrate the development proposals within the existing village fabric
- the potential to provide new homes with a mix of typology, scale, mass and size, contributing towards an interesting street scene avoiding repetition, echoing the character and identity of the local area while meeting the needs of local people
- opportunity to provide much needed affordable housing
- opportunities to create appropriate and accessible public open space and green networks through the site
- opportunity to provide strong links to the local pedestrian, cycle and highway infrastructure network within the surrounding village context
- providing attenuation features on the site to control the discharge of surface water run-off from the development offering betterment to the surrounding area.

5.2 PROPOSAL

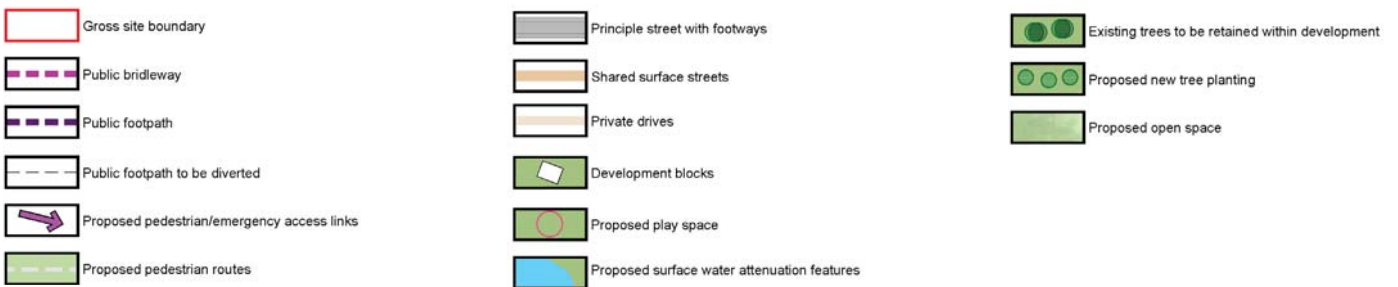
The proposal (shown on the following page) is an illustrative representation considering the key features and associated constraints, while suitably accommodating the key opportunities previously identified.

The proposal illustrates residential development with a capacity of up to 150 houses.

The configuration of housing blocks can be planned to reflect the local setting, so the development integrates seamlessly into the site and the village.

The indicative proposals for the site are underpinned by key design principles:

- an achievable, well-structured housing layout which uses the site’s natural features with key character areas throughout, creating a positive ‘sense of place’
- pedestrian routes are proposed around the development perimeters which link to all existing Public Rights of Way, increasing permeability and choice of route within the development. A green corridor feature is proposed where the existing public footpath diagonally crosses the site, which will retain views to the south and create an improved walkway towards the south east of the site.
- tree/hedgerow retention will be maximised wherever possible and enhanced through new planting. The planned development facade will address all green infrastructure, ensuring that all retained trees and hedgerows positively contribute to the scheme design, provide positive features in that they are functional and form ‘social’ spaces, while helping to integrate the development within the surrounding context
- publicly accessible open space will help the health and welfare needs of future occupants of the development. A large proportion of the development will be public and semi-natural open space, which is predominantly located to the eastern and southern edges of the site
- an easy-to-read hierarchy of primary and secondary movement corridors are proposed to maximise connectivity and aid permeability. Streets shall be faced by development resulting in a visually strong street scene
- the provision of a sustainable drainage system will ensure that the impact of development upon the local surface water drainage network can provide a betterment to existing greenfield run-off rates.



5.3 DESIGN STRATEGY

When considering the design context for any development, it is important to draw inspiration from the character of the local area to ensure the development integrates well into its surroundings.

Our study of Fleckney concluded that it has a rich and varied character, which helps to create a comprehensive pattern book to work with when selecting the right block structure, scale and architectural styles for a design strategy.

New development on the site should have smaller houses (1, 2 and 3 bedroom) ranging to medium or medium-large houses (4 and 5 bedroom). Such a mix of property sizes will ensure that the land is used efficiently.

Development should be up to two-and-a-half storey, with generously pitched roofs and gables.

Block structure should vary to help people navigate the site and create streets and spaces with character.

At the core of the site, block structure could be more continual with building facades close to the street. At the site's fringes, block structure can be less continual and more relaxed with blocks in varied configurations, set at differing angles to avoid uniformity along the street.

This relaxed configuration can help to soften the transition between the newly built-form and retained open space to the eastern edge of the site. Landscape will be prioritised over structure, with the existing green infrastructure and other green enhancement able to contain development.

Variation in the massing of detached blocks set back from the green edge at various depths will ensure that the development edge avoids repetition and allows the landscape to organically contain development.

Development should address both key spaces and open green spaces to help give the right level of natural surveillance and spaces that are functional, safe and social.

Concerning the style of architecture, development should include aspects of the following:

- Multi stock facing brick or rendered walls (either smooth or medium texture finish) finished in traditional organic colours such as ivory, cream and white;
- Roofs shall be mostly gabled with some occasional hips, valleys and dormers to add variety.
- Feature gables occasionally clad with treated timber waney edge boards;
- Red/mixed red plain tiles (sand faced/smooth) to roof coverings in the majority with occasional natural slates.
- Chimneys will feature regularly atop the ridge line, and to larger dwellings, along the gable end;
- Mainly, verges shall be clipped with cut masonry. Bargeboards occasionally feature to gables.
- White painted joinery, windows and door frames;
- Head and sill detailing will be be simplistic. Timber lintels will be detailed to heads. To rendered plots, heads will be finished with over-sized bell-cast stop beads. Occasional brick detailed heads and stone dressings to sills will feature;
- Front entrance door styles, simply vertically boarded with/without small glazed lights.
- Front gardens enclosed where possible eg: rail fencing to contain development at the green edge, railings at the site core.
- Where front gardens cannot be enclosed, allow for a generous scheme of landscaping.
- Private drives will directly abut the landscape ie: associated green infrastructure and open space. Field boundaries will be enhanced with new tree and hedgerow planting where gaps or thinning is present. This will help to alleviate any potential appearance of the development edge at ground level.
- Hard surfacing and edgings to streets and driveways to encourage a 'shared surface' arrangement (so the design promotes low speeds, so pedestrians and cyclists feel safe).

Fundamentally, "good design" should be the backbone of the proposed development which will create a strong "sense of place", one where people will want to live.

6

CONCLUSION

6.0 CONCLUSION

The land to the south of Kilby Road, Fleckney has been robustly assessed in terms of its planning, environmental and physical context. It has been shown that the site is suitable to accommodate future housing development to meet the council's identified needs.

The analysis of the site and the illustrative proposal presented within this document demonstrates how a well-designed, high-quality development of up to 150 homes can be achieved to respond to the context of the site.

The site is readily available, deliverable and suitable for development. It would make a sustainable and appropriate opportunity for new housing to assist in meeting the council's needs.



The land to the south of Kilby Road, Fleckney represents an opportunity to deliver a well designed scheme, responding to the local context.

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**Appendix 3: North West Leicestershire Local
Plan Extract – Policy S1**

5 STRATEGY

INTRODUCTION

5.1 This chapter sets out the main components of our strategy

HOW MUCH NEW DEVELOPMENT IS REQUIRED?

5.2 People are living longer, birth rates are increasing and more people are moving into the district. As a result we have a growing and changing community who need homes, jobs, shops and services.

5.3 A key aspect of the Local Plan is to identify the amount of new jobs and homes needed in the district and then translating these in to the provision of sufficient land.

Business Needs

5.4 A Housing and Economic Needs Development Assessment (HEDNA) has been undertaken for the Leicester and Leicestershire Housing Market Area (HMA) which identifies the future housing and employment needs for the district. Whilst the HEDNA was completed towards the end of the process of preparing this Plan it was considered and subjected to public consultation as part of the evidence base and provides the basis for the housing and employment provision made in this plan.

5.5 The HEDNA has identified a need for 66 hectares of employment land (comprising those uses which fall within Class B1, B2 and B8 of less than 9,000sq metres (as defined by the Use Classes Order 2015)). A study¹ in respect of the need for additional provision for distribution uses (Class B8) of more than 9,000sq metres has identified a need for both additional road and rail connected sites across the HMA but it does not identify any specific requirements for individual districts/boroughs. Within North West Leicestershire such provision has already been made through a Strategic Rail Freight Interchange (SRFI) near to East Midlands Airport/M1 Junction 24 (referred to as Roxhill), which was approved by the Secretary of State in January 2016.

Housing Needs

5.6 For North West Leicestershire the HEDNA identified an Objectively Assessed Need (OAN) of 481 dwellings each year for the period 2011-2031. This equates to a total of 9,620 dwellings.

5.7 Having regard to this evidence this Local Plan makes provision sufficient to ensure that a minimum of 9,620 dwellings will be delivered over the plan period 2011-31.

¹ Leicester and Leicestershire Strategic Distribution Study

- 5.8 Policy S1 recognises that there is a need to undertake an early review of the Local Plan. This is because whilst the current total provision of employment land is about 291 hectares, there is a mismatch between the type of land identified as being required in the HEDNA and the actual provision. There is a shortfall of about 29 hectares when compared to the HEDNA requirement for Class B1, B2 and B8 of less than 9,000sq metres. This reflects the fact that the HEDNA was completed towards the end of the process of preparing this plan. In addition, it is apparent that not all of the other HMA authorities will be able to accommodate their housing needs within their boundaries. The Council is committed to working with the other HMA authorities to agree how and where this unmet need will be accommodated. It may, therefore, be necessary for additional provision to be made for housing (and/or employment) when this work is completed.

Shopping Needs

- 5.9 As the population grows it is necessary to ensure that as much of the shopping needs of local people as possible can be met within the district.
- 5.10 A Retail Capacity Study was undertaken in late 2014 which assessed the need for additional shopping provision (both convenience (food) and comparison (non-food) goods). This study took into account projections of population growth, spending projections and non-traditional forms of shopping as well as sites with permission for a retail use or where new shops have been developed.
- 5.11 A number of scenarios were used to identify future floorspace requirements, using either a static or increased expenditure retention rate. Overall the study recommended that there is a need for 7,300 sqm of additional comparison retail floorspace in the District for the period to 2031, with the need not arising until after 2016. No additional need for convenience retail floorspace was identified.
- 5.12 Following on from this a further retail study was undertaken in 2016, this time focusing on an assessment of the operator demand for retail property in the town centres of Coalville and Ashby de la Zouch. This has suggested that there is limited demand at this time.

Policy S1 – Future housing and economic development needs

Over the plan period to 2031 provision will be made to meet the housing and employment land needs of the district as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (January 2017).

This means that:

- provision will be made for the development of a minimum of 9,620 dwellings (481 dwellings per annum) which is the Objectively Assessed Need (OAN) and Housing Requirement for the district;
- provision will be made for 66 hectares of land for employment purposes (B1, B2 and B8 of less than 9,000sq metres)

Provision will also be made for 7,300sq metres for shopping purposes.

The Council will continue to work collaboratively with the Leicester & Leicestershire Housing Market Area (HMA) authorities to establish the scale and distribution of any additional provision that may be necessary in North West Leicestershire and elsewhere in the HMA as a result of the inability of one or more authority to accommodate its own needs as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment.

The District Council will commence a review of this Local Plan (defined as being publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) by the end of January 2018 or within 3 months of the adoption of this Local Plan (whichever is the later). The Plan Review will be submitted for examination within two years from the commencement of the review. In the event that the reviewed plan is not submitted within two years then this Local Plan will be deemed to be out of date.

WHERE SHOULD DEVELOPMENT GO?

- 5.13 A core principle of the NPPF is to “focus significant development in locations which are or can be made sustainable”. To help do this we define a settlement hierarchy to distinguish between the roles and functions of different settlements and to guide the location of future development, although it should be appreciated that the scale and location of most new development that is needed is already committed.

Policy S2 – Settlement Hierarchy

The following Settlement Hierarchy will be used when assessing the suitability of a settlement for new development, with the general principle being that those

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