
Report to Harborough District Council

by Jonathan Bore MRTPI

an Inspector appointed by the Secretary of State

Date: 08 April 2019

Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the Harborough Local Plan 2011 to 2031

The Plan was submitted for examination on 16 March 2018.

The examination hearings were held between 2 October 2018 and 11 October 2018.

File Ref: PINS/F2415/429/2

Abbreviations used in this report

DIRFT	Daventry International Rail Freight Terminal
dpa	Dwellings per annum
HEDNA	Housing and Economic Development Needs Assessment
LLSDSS	Leicester and Leicestershire Strategic Distribution Sector Study
MM	Main Modification
NPPF	National Planning Policy Framework
OAN	Objectively Assessed Need
PPG	Planning Practice Guidance
SRFI	Strategic Rail Freight Interchange
SSSI	Site of Special Scientific Interest

Non-Technical Summary

This report concludes that the Harborough Local Plan 2011 to 2031 provides an appropriate basis for the planning of the District, provided that a number of main modifications (MMs) are made to it. Harborough District Council has specifically requested me to recommend any MMs necessary to enable the Plan to be adopted.

All the MMs were subject to public consultation over a six-week period and were subject to sustainability appraisal by the Council. In some cases I have amended their detailed wording and added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Modifications to clarify the respective figures for objectively assessed housing need, the minimum housing requirement for the purposes of the 5 year housing land supply calculation, and the overall minimum projected housing provision over the plan period.
- A modification to provide for a partial or full update of the plan in the event that there is a Memorandum of Understanding or Statement of Common Ground proposing a quantity of housing or employment development to 2031 significantly greater than the requirement in the Plan.
- Modifications to ensure the effectiveness of the policies relating to settlement development, rural exception sites, custom and self-build homes and mixed use schemes, to assist with the supply of housing and make the best use of sites in accordance with government policy.
- Modifications to allocate land for strategic distribution at Magna Park supported by evidence of demand and assessments of local and strategic impacts, and to make the policy towards Bruntingthorpe Proving Ground and Bruntingthorpe Industrial Estate effective, positively-prepared and internally consistent.
- Modifications to make the policies on Heritage Assets, Green Infrastructure, Local Green Space, Renewable Energy, Cemeteries, Managing Flood Risk and Sustainable Transport clearer, more effective and consistent with national policy.
- Modifications to the policies for the strategic development areas at Scraptoft North and Lutterworth East to clarify the requirements for the masterplanning of the sites and the thresholds for community facilities, to ensure effective and positively-prepared policies.
- Modifications to the policies for other development allocations to clarify the position regarding development contributions, and to ensure the policies are compliant with national policy.

Introduction

1. This report contains my assessment of the Harborough Local Plan 2011-2031 in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the Duty to Co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework 2012 (paragraph 182) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The revised National Planning Policy Framework (NPPF) was published in July 2018 and further revised in February 2019. It includes a transitional arrangement in paragraph 214 whereby, for the purpose of examining this Plan, the policies in the 2012 Framework will apply. Similarly, where the Planning Practice Guidance (PPG) has been updated to reflect the revised NPPF, the previous versions of the PPG apply for the purposes of this examination under the transitional arrangement. Therefore, unless stated otherwise, references in this report are to the 2012 NPPF and the versions of the PPG which were extant prior to the publication of the 2018 NPPF.
3. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The Harborough Local Plan 2011-2031, dated September 2017 and submitted in March 2018, is the basis for my examination. It is the same document as was published for consultation from 22 September to 17 November 2017.

Main Modifications

4. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any main modifications [MMs] necessary to rectify matters that make the Plan unsound or not legally compliant and thus incapable of being adopted. My report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM1, MM2, MM3** etc, and are set out in full in the Appendix.
5. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report and in this light I have made some amendments to the detailed wording of the main modifications and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken. Where necessary I have highlighted these amendments in the report.

Policies Map

6. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies

map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the set of plans in Document S5.

7. The policies map is not defined in legislation as a development plan document. Its role is to illustrate geographically the application of policies in the plan. If the geographic illustration of a policy is flawed, the policy will be unsound. In such circumstances, therefore, the Council will need to draw up a proposed change to the submission policies map. This is the case in respect of the boundary of the area of local green space south of Lutterworth. This further change to the policies map was published for consultation alongside the MMs.
8. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in the Harborough Local Plan strategy and sites and the further changes published alongside the MMs.

Assessment of Duty to Co-operate

9. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council has complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
10. The Council's Duty to Co-operate Statement sets out the various steps it has taken to cooperate with neighbouring authorities and prescribed bodies at the key stages in the preparation of the Local Plan. The Council has been involved in a number of forums within the Leicester and Leicestershire Housing Market Area to address key strategic priorities such as the delivery of housing, employment and key infrastructure. A considerable amount of joint evidence has been produced including, among other things, the Leicester and Leicestershire Housing and Economic Development Needs Assessment 2017 (HEDNA), the Leicester and Leicestershire Gypsy and Traveller Needs Assessment Update 2017, and the Leicester and Leicestershire Strategic Flood Risk Assessment 2017.
11. A Joint Statement of Co-operation relating to Objectively Assessed Need for Housing (OAN) has been produced. A final Memorandum of Understanding which sets out the OAN and the agreed distribution of any unmet housing need to 2031 cannot be produced until the scale of any unmet need from Leicester City is known. The implications of this are set out in Issue 2.
12. The Council has also consulted more widely than the Leicester and Leicestershire Housing Market Area, particularly in respect of strategic distribution, and has adequately consulted other key stakeholders and Prescribed Bodies.
13. Overall I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the Duty to Cooperate has therefore been met.

Assessment of Soundness

Main Issues

14. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings I have identified 6 main issues upon which the soundness of the Plan depends. Under these headings my report deals with the main matters of soundness rather than responding to every point raised by representors.

Issue 1 – Whether the spatial strategy is sound

The settlement hierarchy and spatial distribution of development

15. Policy SS1 *The spatial strategy* establishes a settlement hierarchy for the District to 2031: first the Leicester Principal Urban Area, including Scraptoft, Thurnby and Bushby; second, Market Harborough, the sub-regional centre; then the Key Centres, Lutterworth and Broughton Astley; then Rural Centres, which include a variety of villages including the Kibworths and Fleckney; then Selected Rural Villages; and finally Other Villages, rural settlements and the countryside. It sets out the total housing provision in the plan, 12,800 homes, and sets out its components, including two key housing allocations of about 1,500 dwellings at the Lutterworth East Strategic Development Area and 1,200 dwellings at the Scraptoft North Strategic Development Area. Homes are distributed among the other settlements in accordance with the hierarchy. Policy SS1 also gives the figure of 7,915 dwellings for existing completions and commitments, which is the most significant component of the housing provision. In addition, the policy includes area and floorspace figures for business and retail development.
16. **MM2** updates Policy SS1 with 2018 figures. The main changes include 8,792 completions and commitments; an adjustment to the housing figure for the Lutterworth East Strategic Development Area from 1,500 to 1,260 homes to reflect realistic delivery expectations, discussed in further detail under Issues 2 and 5 below; adjustments to the figures for allocated and non-allocated sites and completed or committed employment land; and amended text to reflect the additional allocation for strategic distribution at Magna Park, which is discussed later under Issue 3. The modification is required to ensure that this aspect of the plan is up to date and effective.
17. The hierarchy adequately reflects the size and range of facilities within each settlement. Inevitably there are differences in the size and characteristics of settlements in the same group, but the methodology for grouping the settlements is sound. The submitted Plan's spatial strategy is broadly aligned with the settlement hierarchy; it directs the largest amount of development to locations where there is good access to a range of facilities, or where good access can be achieved through public transport improvements, in accordance with the principles of sustainable development. Where no development allocations have been made, such as at Broughton Astley, or where smaller allocations have been made than might be expected from the settlement's position in the hierarchy, such as at Market Harborough and the Kibworths, it is because substantial amounts of development are already committed or have recently been completed.

The strategic development areas

18. Strategic development areas have been identified in the Plan because they are able to deliver a significant amount of housing together with local employment, community uses, leisure and shopping facilities and primary education. A great deal of analysis based on a sound methodology was carried out to investigate the relative merits of potential alternative locations as described in Documents PRE5 to PRE13 and TPC1, and consultation was also undertaken. The strategic development areas at Lutterworth East and Scraptoft North performed better than sites at Kibworth, which does not offer the same range of facilities as Lutterworth and Leicester and is therefore more likely to generate road traffic, and Scraptoft / Thurnby, which had least public support. Despite its position in the hierarchy, Market Harborough is not allocated a strategic development area because one is currently under way, designated by the Core Strategy 2011.
19. Scraptoft North has the ability to satisfy housing needs near Leicester and is well placed to take advantage of the facilities in the city centre provided that public transport routes can be enhanced and local traffic issues can be adequately mitigated. It is not a complicated site to develop and in terms of its market attractiveness it benefits from its location adjacent to the Leicester Principal Urban Area. Lutterworth East would potentially enjoy good access to the town centre provided the significant issue of severance caused by the M1 can be overcome and provided that attractive pedestrian links can be created. The process that led to the selection of these sites is sound, but the ability of the chosen strategic development areas to deliver sustainable development is much dependent on the quality of their detailed masterplanning, and this is discussed in Issue 5.

Transport impacts

20. The spatial distribution of development in the Local Plan is underpinned by the findings of two evidence documents: the Potential Development Options Strategic Transport Assessment (2015) and the Preliminary Traffic Impact Assessment (2016). Both documents assessed the impact of development options on the capacity of the highway network and the evidence was fed into the assessment of alternative housing and employment distribution options. In addition, the Council have been a party to the Traffic Impact Assessment and the South East Leicester Transport Study.
21. The relevant studies indicate that both strategic development areas proposed in the Local Plan would cause local highway impacts, but they would be more beneficial than other spatial options. The Lutterworth East Strategic Development Area would be close to Lutterworth High Street, whilst the Scraptoft North Strategic Development Area would be well located in relation to Leicester, and would be best placed to achieve an increase in sustainable transport use. They would have little impact on each other due to their locations, or on the A6 corridor or Market Harborough town centre. The individual policies set out the local transport requirements necessary to make these developments acceptable in highways terms. The transport

requirements of the Magna Park allocation introduced by **MM15** are discussed below under Issue 3.

22. Elsewhere in the District, the proposed spatial distribution of development can be accommodated without resulting in a severe impact on the highway network. The Market Harborough Transport Strategy includes a number of recommendations for highway improvements; necessary and reasonable contributions would be sought from development on the Market Harborough site allocations.
23. Subject to the transport measures set out in the various policies, the plan would not have a significant adverse effect on the highway network, and the choice of site allocations (subject to the main modifications) would help to encourage the use of sustainable modes of transport.

Development within and contiguous with settlements

24. Policy GD2 *Settlement development* allows for development within or contiguous with Market Harborough, the Key Centres, the Leicester Principal Urban Area, Rural Centres and Selected Rural Villages, subject to, among other things, a requirement that housing development should not cumulatively significantly exceed the target for the delivery of new homes in Policy H1 in the Rural Centres and Selected Rural Villages. This is not a sound policy because, once the target had been reached, it could constrain the development of sustainably-located housing sites within these settlements. It would also constrain housing development in circumstances where development was necessary to meet identified housing need. Both of these elements would be contrary to the NPPF. There is also an element of ambiguity because it is not clear whether it is the global total for all the Rural Centres and Selected Rural Villages that is being referred to, or the individual settlement figures.
25. **MM3** sets out different requirements for development within and development contiguous to settlements. It also applies them to all the settlements referred to at the head of the policy, not just the Rural Centres and Selected Rural Villages. It does not limit new housing development within the settlements. For development adjoining the settlements, it allows for: housing development where it does not disproportionately exceed the minimum housing requirement in Policy H1, taking into account allocations, completions and commitments; minor housing development where there is no target; housing to meet an evidenced housing need; the redevelopment or conversion of redundant or disused buildings; and the development of previously developed land; all subject to various development criteria, including a new criterion relating to landscape impact. This is a clearer, more comprehensive policy that allows for housing development within and adjoining settlements in sustainable locations and in appropriate circumstances without jeopardising the spatial strategy. It would also have the ability to compensate for under-provision (for example in the event that a strategic allocation did not come forward as quickly as expected) or local need (such as for specialist accommodation) subject to the submission of adequate evidence. The MM is required in the interests of effectiveness and to ensure that the policy accords with the NPPF.

Town centres

26. Town and local centres are addressed by Policy RT2. The plan as submitted allowed for housing in town centres but in a relatively restrictive way. **MM17** adopts a more positive approach towards residential development in town and local centres, encouraging mixed use development. The modification brings the policy into accordance with the NPPF which recognises that residential development can play an important role in ensuring the vitality of centres.

Areas of Separation and Green Wedges

27. Policy GD6 *Areas of Separation* designates such areas between, firstly, Great Bowden and Market Harborough, and secondly, Bitteswell, Lutterworth and Magna Park. The policy protects the narrow gaps between large developed areas and smaller villages to ensure that the separate identity of the settlements is preserved. Some neighbourhood plans also include Areas of Separation. Policy GD7 *Green Wedges* refers to the definition on the Policies Map of the Leicester/Scraptoft/Bushby Green Wedge and the Thurnby/Leicester/Oadby Green Wedge. It is a reflection of a longstanding policy which allows Leicester to expand whilst guiding development form, and providing green lungs which penetrate into the urban area. Both policies are soundly based, but changes are required to paragraphs 4.11.3 and 4.13.6 of the explanatory text because the allocation of the Scraptoft North Strategic Development Area involves changes to the Green Wedge, which would effectively supersede much of the area designated as an Area of Separation in the Scraptoft Neighbourhood Plan, 2015. **MM6** and **MM7** explain this situation and are necessary for clarity and hence soundness; they are related to Policy SC1 which is dealt with under Issue 5.

Conclusion

28. Subject to the MMs described above, the plan's spatial strategy is sound, including its settlement hierarchy, the locations for the Strategic Development Areas and allocations, overall transport impact, the approach to settlement development, and the policies designating Areas of Separation and Green Wedges.

Issue 2 – Whether the Plan makes adequate provision for new housing to meet the identified housing needs of all the community

The housing requirement

29. The submitted Plan's overall housing requirement is 557 dwellings per annum (dpa) or a minimum of 11,140 from 2011 to 2031, and it is from this figure that the 5 year housing land supply will be calculated. The total housing supply arising from the requirement is 12,800 dwellings. All these figures are soundly based for the following reasons.
30. The demographic starting point for the calculation of the housing requirement is 422 dwellings per annum (dpa) over the plan period, based on the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA) 2017 approach, using 2014-based household projections updated using the Office for National Statistics 2016 population projections and taking 10 year migration trends. The 2016-based household projections give a figure

of 428 dpa using 10 year migration trends, which does not make a meaningful difference to the outcome. The calculation methodology and the evidence base are sound.

31. To the starting point of 422 dpa, the Council have applied a 26% uplift for market signals, giving a full OAN of 532 dpa, to achieve an absolute increase in the rate of housing delivery relative to that seen historically in the District, the HMA and across the Midlands. Even taking the alternative starting point of 428 dpa (see above), 532 dpa would still represent an uplift of 24%. This is an appropriate response to the District's recent deterioration in housing affordability, with the lower quartile affordability ratio rising from 7.5 in 2013 to 9.75 in 2017, and it can reasonably be expected to improve affordability.
32. To come to a final figure for the housing requirement, the plan makes a further allowance of 25 dpa on top of the OAN of 532 dpa, giving an overall requirement of 557 dpa, to take into account the housing requirement arising from the Council's decision both to grant planning permission for, and to allocate land for, additional strategic distribution development at Magna Park, which is included in Policy BE2 but was not anticipated in the HEDNA. This is a jobs-based adjustment on top of the 26% market signals adjustment and is based on a reasonable and realistic assessment of employment and commuting levels to Magna Park.
33. Housing need arising from general economic growth is less than that arising from the demographic calculation, so no further upward adjustment to the OAN is required in response. If future growth were to arise as a result of the Leicester and Leicestershire Strategic Growth Plan, the appropriate place to consider that should be in the context of a plan review, and this is dealt with below.
34. No upward adjustment is needed to the housing requirement in respect of affordable housing need. Policy H2 seeks 40% affordable housing on sites of (inter alia) more than 10 dwellings and at this rate 448 dpa, less than the plan's housing requirement would be required to meet the District's full affordable housing need of 179 dpa.
35. Finally, no change to the plan's housing requirement is appropriate in this plan to accommodate Leicester's unmet need. Whilst unmet need has been declared, Leicester City Council's local plan has not yet been published, so the number of homes that would need to be accommodated by neighbouring districts, and how that number would be apportioned between them, is some way from being finalised. Since the amount is not yet known, it is not appropriate to add any further allowance to the submitted plan's housing requirement. Nor is it appropriate to regard the headroom – the difference between the housing requirement of 11,140 homes and the total plan provision of 12,800 homes – as Harborough District's contribution towards meeting Leicester's unmet need. This headroom is required to ensure the resilience of the Plan. The most appropriate way of dealing with the matter of unmet need, and any changes arising from the Leicester and Leicestershire Growth Strategy and other factors, is through a review mechanism.
36. A new review mechanism is introduced by **MM28** into Policy IMR1: *Implementation, monitoring and review*. This requires a full or partial update

of the plan to be commenced within 6 months of the adoption by the Council of a Memorandum of Understanding or Statement of Common Ground which proposes a quantity of housing or employment development to 2031 that is significantly greater than the housing requirement or employment need identified in this Local Plan; or 12 months from the date of publication of a Local Plan for Leicester City that includes satisfactory evidence of an unmet local housing need; or the conclusion of a review in response to specific trigger points as set out in the monitoring framework. The plan review is to be submitted for examination within 30 months from the date it commenced. These provisions deal satisfactorily with the potential for unmet need from Leicester, additional housing growth arising from the Leicester and Leicestershire Strategic Growth Plan, or the identification of significant and persistent shortfalls in the delivery or supply of housing against the housing requirement. The timescales are realistic having regard to the practical steps that have to be taken to get a new plan under way and the evidence required to bring a plan to the stage of submission. More severe requirements stipulating that the plan (or aspects of it) will go out of date in certain circumstances are not justified in Harborough District given the Council's clear commitment to adequate housing delivery. The modification is required to ensure the soundness of the plan.

37. Policy SS1 sets out the plan's overall housing supply figure of 12,800, which includes completions and commitments, and Policy H1 establishes the Plan's housing requirement of 11,140 dwellings, and makes provision for the residual amount of a minimum of 4,660 homes. Policy H1 distributes these around a variety of settlements; the spatial strategy that underlies this is discussed under Issue 3. However, the relationships between the Plan's housing supply, its housing requirement, and the OAN starting point, are not set out adequately in the submitted plan. **MM8** explains the position more clearly. It also updates the housing figures in Policy H1; the residual figure is now 3,975 dwellings with commensurate adjustments made to the requirements for the various settlements. MM8 also makes it clear that the housing requirements are expressed as minimums and it clarifies the reason for not assigning a minimum housing requirement to certain settlements (see below). The modification is required for clarity to ensure the effectiveness of the policy and its associated background text.
38. Some settlements such as Broughton Astley are not assigned a minimum housing requirement under Policy H1 because of the substantial number of completions and/or commitments that had already taken place by 31 March 2018 in proportion to the size of the settlement and the level of service provision. This is a sound approach to ensure that development is distributed proportionately around the District in accordance with the spatial strategy, and that excessive development does not occur in locations which could undermine the spatial strategy. Policy GD2 allows for some additional flexibility and is discussed above under Issue 1 under the heading of the Spatial Strategy.

Housing land supply

39. **MM42** incorporates the most up to date housing trajectory into the Plan at Appendix G. The updated trajectory shows that the level of anticipated housing provision is higher than that published in the Plan, at 12,992. This provides over 16% headroom, which is enough to give the plan resilience in

the event that some sites fail to deliver as anticipated. The Plan relies on a broad spread of housing sites, with completions and commitments at that date amounting to around 8,800 dwellings, leaving aside the small allowance for windfalls. The Plan is not over-reliant on expectations from windfalls, or on substantial delivery from neighbourhood plans.

40. Regarding the Strategic Development Areas, the updated trajectory is realistic about their lead-in times, with the Scraptoft North SDA due to deliver small numbers of dwellings from 2021/22 onwards and Lutterworth East SDA from 2023/24 onwards. The delivery requirements for both sites are well known, and a considerable amount of preliminary work and community engagement has been undertaken.
41. In the case of Scraptoft North, the site of the relocated golf course at Houghton on the Hill is secured and is within the ownership of the promoters of site SC1. The programme for completion of the replacement golf course is three years and construction can commence on non-golf course parts of the site in the interim period. Detailed transport modelling is under way and no other significant infrastructure which would affect the start date is required. Pre-application engagement and public consultation have taken place. All these factors enable reasonable confidence to be attached to the predicted lead-in time and delivery rate.
42. As regards Lutterworth East, an outline planning application including details of site access and the spine road, including the M1 bridge, was submitted in February 2019. This followed pre-application discussions with the Council and consultation with statutory bodies, the public and other stakeholders. The Strategic Transport Assessment (Document TRP10) identifies a requirement for a number of junction works, but these do not all need to be completed before development can commence. As regards the new junction of the spine road and the A4304, work is under way on the necessary surveys to support the formal process of obtaining design approval and completing Section 278 and Section 38 Agreements and this is expected to be completed by the start of 2020. Highways England have been engaged throughout the process and have offered their support to help accelerate delivery. There are no utilities issues except the need to expand Lutterworth Waste Recycling Centre during the course of development. Having regard to all these factors, the housing trajectory in MM42 is realistic about the commencement date of the scheme. It also takes a reasonable view of the total number of dwellings that the scheme is expected to deliver during the plan period, revising the total down to 1,260 dwellings, from 1,500 in the submitted Plan.
43. The updated housing trajectory demonstrates that the Plan is not excessively dependent on the Strategic Development Areas, which overall would supply around 19% of the total housing provision. The proportion would increase to 44% by 2026/27, which could theoretically pose some risk to the delivery trajectory, and adequate delivery rates would depend on there being a number of outlets marketing to different sectors and customers. However, there is evidence of strong demand in the District, which gives some confidence regarding build-out rates. In addition, if there appeared to be a likelihood of slippage or under-delivery from these sites, there are two mechanisms that would enable more homes to be brought forward. The first is through Policy GD2 *Settlement development* as modified by MM3 subject to evidence of need,

as discussed under Issue 1, and the second is through the review mechanism contained in Policy IMR1 *Monitoring and review of the Local Plan* as modified by MM28, which was discussed in Issue 2.

44. The updated trajectory appears realistic in its expectation of housing delivery from other allocated sites, and there is no convincing evidence that delays or lapses would cause difficulties in the delivery of the housing requirement. The total provision is in any case adequately in excess of the requirement were any such problems to arise.
45. The Council's calculations for the examination hearings show 5.61 years' supply of housing land in 2018/19 and 6.19 years in 2019/20, factoring in a 5% buffer and applying the Sedgefield methodology, which assigns the accumulated shortfall to the first 5 years of the plan. The 5% buffer is justified; delivery has been above the requirement in the last 3 years and does not point to a persistent shortfall. The 5 year supply calculation cannot be exact and it is always possible to identify factors that could potentially depress delivery, but even if some sites were to under-deliver within the first 5 years, the projected housing land supply would appear to be sufficiently in surplus to remain robust.

Meeting the housing needs of all parts of the community

46. Policy H2 *Affordable housing* seeks 40% affordable housing on housing sites of more than 10 dwellings or 1,000 square metres of floorspace, and sets out the relevant tenure mix. As discussed above, this level of provision should enable the full assessed level of affordable housing need to be met. The submitted policy has a minimum site size threshold which does not comply with Government policy, and the supporting text refers to exemptions which are also not part of Government policy; **MM9** removes these in the interests of soundness.
47. Criterion 1(a) of Policy H3 *Rural exception sites* requires such sites to be physically connected to a settlement, but Policy GD2 also allows general housing in similar positions. Policy H3 would therefore be ineffective since the NPPF definition states that rural exception sites are those which would not normally be permitted for housing. In addition, criterion 1(d) of the submitted policy is excessively prescriptive in relation to local need. **MM10** deletes criteria (a) and (b) and replaces them with appropriate requirements including safe walking distance, character, form and visual impact. It also deletes criterion (d) and replaces it with a requirement that the development should meet clearly evidenced local need, with commensurate explanatory text. This modification is required in order to make the policy effective.
48. Policy H4 *Specialist housing* allows housing such as sheltered and extra care accommodation on sites within existing residential areas, and seeks such housing at a rate of 10% on developments of over 100 dwellings. However, this ignores the potential for specialist accommodation to be provided on other development sites that do not fall into these categories, and is therefore ineffective as a means of ensuring that the needs of different groups in the community are met, in accordance with the NPPF. There is no strong evidence that the market cannot provide such accommodation, or that affordable specialist accommodation cannot be provided as part of the overall affordable

housing component, so specific allocations solely for specialist housing are not justified, nor is it justified or in accordance with the NPPF to introduce a specialist housing policy similar to the rural exceptions policy. Nonetheless, the policy needs to support specialist housing more effectively. **MM11** inserts a new criterion into the policy which is more supportive of specialist accommodation and allows it where it is in accordance with Policy GD2 – which as modified (see Issue 1) allows development in a variety of locations within or adjoining settlements.

49. Policy H5 *Housing density, mix and standards* contains requirements regarding higher water efficiency standards, the mix of house types and the need to meet the accessible and adaptable standards in Part M4(2) of the Building Regulations; these are soundly based on evidence. However, its requirement to meet nationally described space standards is not adequately backed by evidence. In addition, there is not enough encouragement towards custom and self-build homes on smaller sites whilst at the same time there is a blanket requirement for their provision on sites of 250 or more dwellings regardless of evidence or the suitability of the site. **MM12** rectifies this by deleting the requirement to meet nationally described space standards and by encouraging proposals for self-build and custom homes on all housing sites, and by qualifying the requirement for the larger sites by referring to evidence of demand and site suitability. The modification is required to make the policy effective, to ensure it is adequately evidence-based, and to meet Government policy towards custom and self-build homes.
50. Policy H6 *Gypsy, Traveller and Travelling Showpeople accommodation* makes appropriate evidence-based provision for a minimum of 5 Gypsy and Traveller permanent residential pitches and allocates a reserve site to meet potential future accommodation needs in the eventuality that evidence or definition changes result in a greater level of need. The policy also makes appropriate evidence-based provision for 26 plots for Travelling Showpeople including the allocation of a site for 18 plots at Lutterworth. However, in the interests of effectiveness, **MM13** clarifies the position regarding the acceptability of ancillary commercial activity on sites for Travelling Showpeople subject to acceptable traffic impacts.

Conclusion

51. Subject to the main modifications described above, which are all required for soundness, the Plan's housing requirement over the plan period is sound, its housing supply figures are sufficient, deliverable and robust, and the plan satisfactorily meets the housing needs of all the community.

Issue 3 – Whether the Plan provides for an appropriate amount of business development, and whether policies governing strategic distribution at Magna Park, and business development at Bruntingthorpe Proving Ground, are sound

Overall provision of new business development

52. The Housing and Economic Development Needs Assessment (HEDNA) sets out a gross minimum employment land requirement of 44ha to 51 ha for Harborough District employment needs. Using the top end of this range, and taking into account completions and commitments and making an allowance

for anticipated site losses, the residual requirement is 39.3 ha. Policy BE1 *Provision of new business development* provides for a minimum of 59 ha of land for B1 and B2 business uses and B8 non-strategic storage uses and makes appropriate allocations at Market Harborough, Lutterworth, Fleckney and the Kibworths.

53. The submitted Plan does not adequately explain why the level of provision is above the residual amount derived from the HEDNA. **MM14** puts this right; such provision would strengthen Market Harborough's established role as the district's primary economic centre, help achieve a balance between jobs and housing provision and ensure development takes place in sustainable locations attractive to the market. The evidence also indicates that it would allow for an appropriate mix of uses on the Lutterworth Strategic Development Area, and support its viability in the early stages at a time when it is necessary to fund infrastructure work. In addition, it would ensure robustness in employment provision in the event of any delay or failure in the delivery of committed sites. There is no convincing evidence that the proposed level of provision would cause harm to employment provision elsewhere. Subject to the MM, the policy is sound.

Strategic distribution at Magna Park

54. Magna Park is a very large strategic distribution site west of Lutterworth and close to the M1, A5 and A4303, and with 976,000 square metres of distribution floorspace it is said to be the biggest in Europe. Policy BE2 *Strategic distribution* allows, among other things, additional non-rail strategic distribution development of up to 700,000 square metres where it would form an extension of, or be on a site adjoining Magna Park, subject to various requirements relating to impact on Strategic Rail Freight Interchanges, traffic impact and subject to other criteria. There are already two commitments for strategic distribution development in this locality totalling about 380,000 square metres, so around another 320,000 square metres would be permissible under the policy.
55. The Council has identified land north west of Magna Park as suitable for accommodating this amount of development, but the submitted Plan does not identify the land in an allocation. The difficulty with this is that the residual amount of 320,000 square metres is of a size that it should be considered in the wider context as part of the plan-led system rather than being left to development management decisions judged against policy criteria. This is not therefore a sound, plan-led approach.
56. There are a number of matters for consideration. The first is whether this level of additional strategic distribution is appropriate having regard to market conditions. The Leicester and Leicestershire Strategic Distribution Sector Study (LLSDSS) (2014) (EMP6) and its update (EMP7) identify a minimum requirement for 1,445,000 square metres of strategic distribution floorspace for Leicester and Leicestershire to 2031. If all schemes in Leicestershire were to come forward, including the Magna Park extension in MM15, the supply would exceed this figure by about 40%. However, the figures in the LLSDSS are an assessment of future need made at a particular base date, not a cap or limit on the supply of strategic distribution floorspace. To apply them as a limiting factor would run contrary to the NPPF which emphasises that planning

should operate to encourage and not act as an impediment to sustainable growth. The studies make it clear that the amount of land allocated for strategic distribution should always exceed the minimum need figures and that authorities should look to ensure that there are multiple strategic sites with deliverable plots available at different geographical locations at all times.

57. Moreover, the operational needs of the Midlands strategic distribution sector cannot be considered solely in terms of figures for Leicester and Leicestershire or the East Midlands. The site is located within the "narrow Golden Triangle" between the M1, the M45, M6 and M69; this area is regarded by the market as the optimum location for road-based national distribution centres, and includes parts of three local enterprise partnership areas all of which identify logistics as a key growth sector. Within the East Midlands Region itself, there is evidence that over the 2007-2018 period 4.6 million square metres of space was taken up, the largest of any across Great Britain. Development sector analysis (EXAM 13 and Savills Logistics Market Report) finds very strong levels of market demand, with rapid rental growth of 39% in south Leicestershire over the last 6 years. The level of available supply of units greater than 9,290 square metres is low both within the region and within a 50 mile radius of Magna Park, and is particularly limited for larger sized units of over 23,225 square metres, a scale which is increasingly sought by national distribution centre operators. It should be noted also that current floorspace availability on the existing Magna Park site is only 5.8% of the total floorspace on site. The conclusion is that the market is healthy and points to a strong need to bring forward additional large-scale strategic distribution floorspace to maintain a choice of sites in the medium and longer term.
58. The second matter is whether the proposed additional floorspace would have any significantly harmful impacts on other plans or projects. The submitted document *Policy BE2: Evaluation of Need, Demand and Impact* contains an analysis of projects coming forward in other authorities, in terms of housing and employment, and this generally suggests a low impact. Leaving aside Daventry International Rail Freight Terminal (DIRFT) III, which is dealt with below, there are a number of permitted or pipeline sites in Leicestershire including East Midlands Gateway, East Midlands Distribution Centre, Hinckley Park, Appleby Magna and Enderby Logistics Hub; and taking the narrow Golden Triangle, permitted or planned sites include Coventry and Warwickshire Gateway and South West Rugby, and there are likely to be other sites. These would be attractive for strategic distribution space but most are likely to be built out in the short term or medium term whilst the Magna Park extension would assist in meeting demand over the plan period to 2031. Development Consent Order applications have been submitted for SFRIs adjacent to M1 Junction 15 ("Northampton Gateway") and on land near Blisworth ("Rail Central") off the A43 close to M1 Junction 15 and a further SRFI is proposed near Hinckley, but at the time of writing a Development Consent Order had not been submitted. If these sites come forward there would be some competition for occupiers but this is not a reason for limiting growth at Magna Park.
59. There would also be a degree of competition with DIRFT III, which is less than 10 miles south of Magna Park. DIRFT is expected to be built out through the plan period to 2031. The two sites might compete for occupiers in the market, as well as for employees, but to some extent they would serve different needs

and requirements and there is also evidence of an operational relationship between the two facilities with 16% of current HGV trips from Magna Park travelling to the DIRFT rail terminal. This kind of relationship is envisaged by the National Policy Statement for National Networks which sees rail freight interchanges both competing with, and working alongside, road freight to achieve a modal shift to rail. Given the evidence of very healthy demand in the sector within the Golden Triangle, it is unlikely that the proposed additional floorspace at Magna Park would have significantly adverse effects on the roll out of DIRFT III and its associated infrastructure or have a significant impact on housing need in Daventry and there is no evidence that it would frustrate Government policy in respect of the development of SFRIs.

60. Strategic rail freight interchanges such as DIRFT are supported by Government policy, as set out in the National Policy Statement for National Networks, as a means of encouraging a degree of modal shift towards rail, developing a low carbon transport system and managing capacity on the country's strategic movement networks. The National Policy Statement says that to facilitate this modal transfer, a network of SRFIs is needed across the regions, to serve regional, sub-regional and cross-regional markets. But it recognises that the vast majority of freight in the UK is moved by road; it does not refer to SRFIs as supplanting road-based strategic distribution sites such as Magna Park; and neither the National Policy Statement nor the NPPF envisage protecting SRFIs by curbing the growth of road-based strategic distribution sites. On the contrary, the NPPF states that local planning authorities should plan proactively to meet the development needs of businesses, support specific business sectors where these are growing, and identify strategic sites for local and inward investment.
61. The third matter is the appropriateness of the selection of the Magna Park site itself. Document EXAM13 BE2 EV2 explains that amongst the 50 sites assessed by the Strategic Employment Land Availability Assessment (EMP1) for their potential to accommodate B class employment uses, a total of 7 deliverable or developable sites were proposed that could be suitable for strategic distribution use. The assessment considered development capacity, deliverability, suitability for strategic B8 distribution, and potential effects. Of these sites, land north and west of Magna Park was the most suitable, being capable of delivering a substantial floorspace contribution without significant infrastructure, and it did not rate poorly on any of the criteria in the assessment. It is also clear that the proposed site would have the effect of reinforcing the established cluster at Magna Park, which is a very important concentration of distribution operations in a growing sector at an optimum location on the transport network, and which supports both on site employment and broader related employment in small and medium sized enterprises.
62. The fourth matter is whether transport and air quality impacts would be acceptable. The development, being strategic in nature, would inevitably draw commuters in from a wide area in the same manner as the present strategic distribution site, and would generate significant additional heavy goods vehicle trips. However, it is extremely well placed to make use of the strategic road network. The Lutterworth East Strategic Development Area Transport Assessment (TRP10) and the Lutterworth East SDA Junctions Operational Assessment have considered the impacts of the proposed level of growth at

Magna Park in combination with the strategic development area east of Lutterworth allocated in Policy L1 (see Issue 5). In addition, transport assessments have been carried out in respect of the planning application, currently at appeal, for strategic distribution development adjacent to Magna Park. This was not refused on the grounds of transport impact.

63. The Whittle roundabout (A426/A4303) and the Gibbet Hill roundabout (A5/A426) operate over capacity without development, but capacity improvement measures are proposed for both, and these are already partly secured by other schemes.
64. All current HGV movements generated by Magna Park are subject to a strictly applied routing agreement, which as far as practicable ensures that all HGVs avoid sensitive routes through local villages and Lutterworth town centre. Traffic flows on roads immediately adjacent to Magna Park are influenced by the shift changeover, but in the villages of Ullesthorpe, Bitteswell and Ashby Parva there is no evidence of a significant increase in traffic to coincide with the shift changeovers at Magna Park. This indicates that Magna Park employees are not routinely using the minor roads to travel to and from work. There are very few HGVs using the minor road network to the north of Magna Park. There is no evidence to suggest that this position should not continue in respect of the proposed extension to Magna Park.
65. As regards air quality, Doc BE2 ES gii modelled the effects of the application scheme 15/01531/OUT which contains a similar amount of development to that proposed in Policy BE2, and looked also at the effects in combination with Symmetry Park, a further commitment. In the completion year, taken with existing commitments, there would be a moderate adverse impact predicted at three receptors adjacent to the A5, and slight adverse impacts predicted at four other receptors, based on the worst-case sensitivity test. There would be an increase in concentrations of nitrogen dioxide in Lutterworth Town Centre, but all concentrations are predicted to be below the air quality objective. Overall the air quality effects of the allocation would not be significant.
66. The fifth matter concerns the impact of the site development on landscape, biodiversity and heritage assets. The site lies within the Upper Soar Landscape Character Area, defined as low lying clay vale farmland with gentle ridges, and Soar tributary flat floodplains and terraces. This area does not have a special landscape designation and some parts consist of large arable fields with limited visual character. However, a small valley runs through the site and within this area there is a more intimate landscape character. The eastern part of the site would in part be seen in the context of the existing Magna Park development and its recently-approved extension. However, the elongated nature of the site means that structures towards the western end would appear as an extension of Magna Park into the countryside along the A5, particularly when seen from north and south. This would be especially apparent from the footpaths and bridleway that lead southwards from Ullesthorpe and Claybrooke Parva. There would also be an impact on the High Cross landscape area to south west of the A5. There is no doubt that, from these locations, Magna Park would appear significantly larger than at present.
67. Nonetheless, the site is so large that ample space could be made available to allow for extensive perimeter planting and landscaping which over time would

help to mitigate the impact from external viewpoints, as has occurred with the existing Magna Park development. Even mature landscaping would be unlikely to hide the structures, but their apparent bulk could be lessened by planting and colour schemes. The character of the public rights of way through and near to the site would change, but it would be possible to limit the harm to an extent by landscaping and planting, and to create new accessible open space within the site.

68. There are no internationally or nationally designated biodiversity sites and Document EXAM13 BE2 ESI indicates that hedgerows identified as of local wildlife interest are capable of retention.
69. As regards heritage assets, Bittesby Deserted Medieval Village, which is a scheduled monument, lies in a small valley in the middle of the site. It has been diminished in extent through the construction of a railway embankment in the 19th Century and through later ploughing. The development would largely remove its connection with the wider landscape but there would be no reason for the earthworks or their nearer setting to be directly affected by structures, and the site is so large that adequate provision could be made for open space and landscaping to protect the site and immediate setting of the monument. There would therefore be less than substantial harm. The same applies to the other non-designated heritage assets on and adjacent to the site. The degree of harm would be considerably outweighed by the economic and employment benefits of providing the proposed amount of floorspace in this location.
70. **MM15** addresses the shortcomings of submitted Policy BE2 *Strategic Distribution* in terms of soundness by modifying the policy to allocate a specific site for a further 320,000 square metres of strategic storage and distribution on land north-west of Magna Park and it identifies the committed sites.
71. It addresses highways and air quality impacts in a number of ways. It includes criteria to secure capacity improvements to the Whittle roundabout (A426/A4303) and the Gibbet Hill roundabout (A5/A426) and to extend the dual carriageway of the A5. It also includes a requirement for an HGV routing agreement, to include a monitoring and enforcement scheme. It requires improvements to public transport services, the provision of a Travel Plan, the provision of HGV parking facilities and footpath and cycle provision. It also contains criteria to ensure that air quality impacts on Lutterworth Town Centre are minimised, that construction impacts on air quality are mitigated, and that construction and operational impacts on noise, vibration and sources of contamination are mitigated. Subject to the transport mitigation measures proposed in MM15, the cumulative impact of the developments would have a minor adverse effect on M69 Junction 1 only, with a negligible impact elsewhere. The transport and air quality impacts of the allocation would be acceptable.
72. MM15 among other things also requires a heritage impact assessment and the provision of green space to protect the setting of the Deserted Medieval Village and contains requirements to mitigate impacts on nature conservation and to submit a Biodiversity Management Plan.

73. In conclusion, the Magna Park allocation together with the requirements in MM15 would provide for a form of business development for which there is significant demand in a location which gives excellent access to the strategic road network and helps to limit the length of vehicle journeys to the rest of the country. There would be benefits for economic and employment growth both directly and through support for smaller businesses. The impact on other plans and projects would be relatively limited. Subject to the mitigation measures set out in the policy as modified, the transport impacts would not have significantly adverse effects; air quality impacts would be acceptable; and whilst there would be adverse impacts on landscape and the setting of heritage assets, these could be mitigated to an extent and their effects would be outweighed by the public benefits of the allocation. Whilst the submitted plan's approach to the location of strategic distribution was unsound for the reasons previously given, the allocation made through MM15 is sound.

Bruntingthorpe Proving Ground and Industrial Estate

74. There are several activities on this very large site including a busy vehicle proving ground, an extensive integrated vehicle storage, repair and auction facility and a motor vehicle research and development operation. But the site is in the countryside with small villages nearby, and Policy BE4 aims to strike a balance between enabling commercial activity to thrive on the site and protecting the character and quality of life of the surrounding area. However, by requiring development proposals to be ancillary to existing uses, it is not positive enough towards business and is thus contrary to the NPPF. It also contains an onerous requirement for new development in the Industrial Estate to be part of a masterplan for a comprehensive upgrade to the physical environment of the estate, which could hamper individual development proposals; the estate in any case appears well-maintained and is well-screened.
75. **MM16** removes these requirements, instead stating that new development should fall within the range of existing authorised uses on the site. It also clarifies the requirements concerning highways and traffic; the policy cannot require highway improvements in accordance with the requirements of the highway authority since planning permission is not granted by the highways authority but by the planning authority. The modification also clearly establishes the point of access, the main gate to Bath Lane, to avoid impacts on local communities and unsuitable roads. The modification is necessary to ensure consistency with national policy and to ensure the effectiveness of the policy.

Conclusion

76. Subject to the main modifications described above, the Plan provides for an appropriate amount of business development, and its policies governing strategic distribution at Magna Park, and business development at Bruntingthorpe Proving Ground, are sound.

Issue 4 – Whether the Plan's other development management policies are sound

77. Policy GD4 *New housing in the countryside* contains unnecessarily restrictive criteria relating to the rebuilding or replacement of existing rural dwellings. It

requires the new dwelling to be on the same footprint as the old, whereas moving the position of the dwelling could bring about an improvement to the site layout or reduce visual impact. In addition, the policy prevents an increase in housing numbers but there may be circumstances where subdivision would allow for the best use of the building. The policy requirements therefore work against making the best use of the site, so the policy is not effective. **MM4** alters the policy to allow for the rebuilding or replacement of an existing dwelling providing that the resultant dwelling preserves or enhances the character and appearance of the countryside, and it also allows for the subdivision of an existing dwelling. The modification is required to ensure the effectiveness of the policy.

78. Policy GD5 *Landscape and townscape character* aims to protect landscape, townscape, heritage, wildlife and geology of any significance, as well as public views, landmarks and mitigation. However, the policy attempts to cover too much ground and in doing so its wording does not follow the NPPF in relation to heritage, wildlife or design. **MM5** modifies the policy to take out references to heritage, which is unnecessary here since it is more fully dealt with by Policy HC1; biodiversity and geodiversity, which are covered more fully by Policy GI5; and townscape, since good design is dealt with in Policy GD8. The modification is required to ensure that the Plan's approach to these matters is effective and consistent with national policy.
79. Policy HC1 *Built Heritage* addresses development affecting heritage assets and their settings. However, criterion 2 does not adequately reflect the variety of considerations set out in the NPPF. **MM18** expands criterion 2 to deal with substantial harm or loss of a heritage asset and less than substantial harm; amends criterion 3 to conform with the wording of the duty in s72 of the Listed Buildings and Conservation Areas Act 1990; and adds criterion 4 to explain the approach towards non-designated heritage assets. The policy largely uses the wording of the NPPF and the modification is necessary to ensure that the policy conforms with the NPPF and reflects the statutory duty.
80. Policy GI1 *Green infrastructure networks* aims to safeguard green infrastructure assets and allows for development which supports certain assets. However, the policy is not clear enough as to what is to be safeguarded. **MM19** makes it clear that the river corridors, the Grand Union Canal, dismantled railway lines, reservoirs and cycle routes and long distance footpaths and bridleways are to be safeguarded and where possible enhanced. The modification is required to ensure the effectiveness and soundness of the policy.
81. Policy GI2 *Open space, sport and recreation* indicates that development resulting in a loss or reduction in public and private open spaces and recreational spaces will not be permitted other than in certain circumstances, but the policy appears to relate to all open space, which would be unduly onerous, and does not refer to the protection of sports facilities. **MM20** corrects this by making it clear that the policy applies to defined open spaces, sport and recreation facilities. The modification is required to ensure the effectiveness of the policy.
82. Policy GI3 *Cemeteries* aims to make sufficient burial provision over the plan period. There are shortages of capacity in the Scraptoft, Thurnby and Bushby

area, at Lutterworth, and at Market Harborough. The first two are dealt with through criteria in Policies SC1 and L1 respectively. As regards Market Harborough, the policy allocates land for a new burial site on land to the east of Harborough Road, B6047. However, the allocation has been made without sufficient evidence as to site suitability or an adequate assessment of its effect on the potential for longer term urban expansion in that area, so the policy is unsound because it is not adequately evidence-based. **MM21** identifies a broader location which would be subject to further technical work on site suitability, and states that a site should be provided as a component of the town's future expansion in a Local Plan Review, in the event that other extensions to existing sites and other new sites could not meet the identified need. This modification is required to make the policy sound.

83. Policy GI4 *Local Green Space* does not reflect the relevant policy in the NPPF which states that policies for such space should be consistent with policies for Green Belts. To ensure the policy is sound, **MM22** rewords it to achieve such consistency. The boundary of the River Swift Flood Plain Local Green Space at Lutterworth is also amended to remove a less sensitive part of the site which it would be inappropriate to designate as Local Green Space. The modified boundary appropriately ensures that both banks of the river remain in the Local Green Space.
84. Policy CC2 *Renewable Energy Generation* allows for renewable and low carbon energy subject to certain criteria. These include criteria relating to bird and animal species, heritage assets and local and historic landscape character which are too generalised and hence ineffective; these issues are more fully dealt with under policies GI5 *Biodiversity and Geodiversity*, Policy HC1 *Built Heritage* and Policy GD5 *Landscape Character*, and it is unnecessary to include them in Policy CC2.
85. Regarding wind turbines, Policy CC2 is not precise enough in stating what is and is not appropriate in each of the landscape character areas, although the methodology and general approach is sound. The evidence base is set out in Document LAN5 "Landscape Sensitivity to Renewable Energy in Harborough District". This is in turn based on the landscape character areas together with a study of wind turbine opportunities carried out in 2011 for East Midlands councils. The policy allows for 4 or more turbines up to 125 metres in the Lutterworth Lowlands and Upper Soar landscape areas. Both areas, whilst partly rural, have significant urban and industrial influences including Lutterworth, Bruntingthorpe Proving Ground and Magna Park, the M1 motorway and the A5 and there are fewer distinctive features. The policy also allows for one to three turbines up to 65 metres in the Welland Valley which, whilst it has the urban influence of Market Harborough, is generally a more sensitive rural landscape. In the High Leicestershire and Laughton Hills Landscape Character Areas the policy allows for small scale single wind turbines less than 30m high, which reflects the more sensitive character of these areas.
86. **MM23** deletes the references to bird and animal species, heritage assets and local and historic landscape character, since these are dealt with more appropriately under policies GI5, HC1 and GD5 respectively. It expresses the policy relating to wind turbines much more precisely. In making these changes and in identifying areas suitable for wind energy development, MM23 ensures

that Policy CC2 is effective and in accordance with the Written Ministerial Statement of 18 June 2015 (and footnote 49 of the 2018 NPPF).

87. Policy CC3 *Managing flood risk* is not precise enough and leaves some ambiguity as regards the requirements for Flood Zones 1 and 2. **MM24** provides much greater clarity. The modification is required to ensure that the policy is effective.
88. Turning to transport policies, Key issue 8: *Transport*, is very specific in referring to road infrastructure constraints at the Leicester urban fringe, South West Leicestershire, Lutterworth and The Kibworths, but it does not address itself to the impact of the Plan's proposals. **MM1** amends Key Issue 8 so that it refers to mitigating the highways and transportation impacts of new development within and, where necessary, beyond the District. The MM is required to ensure that the Plan's text is consistent with national policy and is effective.
89. Policy IN2 *Sustainable Transport* requires development to support the transport policies of the local transport authority, and requires access, servicing and parking arrangements to be in accordance with highway authority guidance and standards. This approach is unsound because these policies, standards and guidance have not been subject to examination, do not form part of the development plan, and do not have the weight conferred on the plan by s38(6) of the Act. **MM25** corrects the policy by stating that proposals should have regard to the highway authority's policies, standards and guidance.
90. On a similar note, each of the Market Harborough site allocation policies MH1 to MH6 requires parking provision in accordance with Leicestershire County Council's guidance. These requirements are not sound because parking standards are not part of the development plan and have not been subject to examination. **MM30, MM31, MM32, MM33, MM34** and **MM35** alter the wording to indicate that development should have regard to, rather than accord with, those standards. The same applies to the business allocation in Policy L2 *Land south of Lutterworth Road / Coventry Road*; Policy F1, *Land off Arnesby Road, Fleckney*; the business allocation in Policy F2, *Land off Marlborough Drive, Fleckney*; and the mixed use allocation in Policy K1, *Land south and west of Priory Business Park, Kibworth Harcourt*. **MM37, MM38, MM39** and **MM40** introduce the wording described above to ensure that the policies are sound.
91. In addition, the Market Harborough allocations referred to above, together with paragraph 11.3.7 of the explanatory text, state that development will be expected to contribute to transport improvement schemes set out in the Market Harborough Transport Strategy. This strategy again does not have the status of the development plan. **MM25** and **MM30 to MM35** (see above) alter the text to refer to fair and reasonable financial contributions where there would be a significantly adverse effect on the transport network, in accordance with the NPPF.
92. Policy IN3 *Electronic connectivity* requires adequate broadband services to be made available in major development, but developers cannot offer broadband

services so **MM26** refers instead to broadband infrastructure. The modification is necessary in the interests of an effective policy.

93. Policy IN4 *Water resources and services* is not precise enough in seeking the enhancement of the water environment if possible and in requiring a grey water and rainwater harvesting system where feasible. In the interests of an effective and sound policy, **MM27** requires schemes to have no adverse impact on, and where possible to contribute to an enhanced water environment, and inserts a viability requirement rather than a feasibility requirement in respect of grey water and rainwater harvesting systems.

Conclusion

94. The Plan's other development management policies are sound subject to the main modifications discussed above.

Issue 5 – Whether Policy SC1: Scraftoft North Strategic Development Area, and Policy L1: East of Lutterworth Strategic Development Area are sound in terms of their design principles, their approach to the provision of community facilities, and their effects on nearby communities, settlement identity, transport networks, biodiversity, heritage assets and access to open space and the countryside.

Policy SC1 Scraftoft North Strategic Development Area

95. Policy SC1 allocates land for 1,200 homes together with community facilities on land north of Scraftoft. Issues relating to the selection of this site as part of the spatial strategy are dealt with under Issue 1 of this report and the housing trajectory and infrastructure requirements are dealt with in Issue 2.
96. Part of the site is occupied by a golf course, and Part 4 of the policy allocates land to the east of Houghton on the Hill for a replacement golf course. The south eastern part of the site is currently designated as the Scraftoft Local Nature Reserve, although it has not been managed as a nature reserve, and the allocation would result in its de-designation. In addition, Green Wedge boundaries would be amended with compensatory Green Wedge provision made through Policy GD7. The allocation raises a number of key issues as set out below.
97. Firstly, as regards landscape and open space designations, the Strategic Development Area would result in the loss of 57 hectares of existing Green Wedge. However, Policy GD7 designates an additional 80 hectares of land, comprising mainly the Thurnby Brook valley northern slopes, in the new Green Wedge. Of this, 26 hectares is already in an Area of Separation in the Scraftoft Neighbourhood Plan, but even allowing for that, the Plan provides adequate compensatory provision. Separation between Scraftoft village and Leicester City would be maintained by retaining the Green Wedge to the west of Hamilton Lane, whilst the separation of Scraftoft village and Bushby would be maintained by the new area of Green Wedge to the south of Covert Lane. The new Green Wedge would have better public access and the opportunity for additional public recreational uses, and it would fulfil the intended roles of Green Wedges by preventing coalescence, guiding future development form, providing opportunities for improved public access and recreation, and safeguarding access to the countryside from urban areas.

98. Secondly, in respect of wildlife and biodiversity issues, the relevant framework is set out in Part 3h of Policy SC1 which requires green corridors and the designation of part of the area as a local wildlife site. However, given that an existing Local Nature Reserve would be de-designated, the policy does not set an adequate framework for the provision of new wildlife areas, which would be contrary to the aims of the NPPF which seeks to minimise effects on biodiversity and provide net gains where possible. **MM29** sets out more clearly that development will be guided by a masterplan which would guide the creation of a network of green infrastructure to maintain and enhance the existing areas of highest ecological value and create new habitats reflecting local Biodiversity Action Plan priorities. MM29 later expands on this, referring to the retention and enhancement of species-rich grassland habitats and the creation of new wetland and grassland habitats, improving habitat connectivity and minimising impacts on protected species. Subject to the modifications in MM29, the allocation would minimise effects on biodiversity and provide net gains where possible, in accordance with the NPPF.
99. Thirdly, in respect of transport issues, evidence to support the allocation is set out in "Land East of Hamilton Lane, Scraptoft: Initial Transport Feasibility Assessment" (Document TRP4) and "Scraptoft, Leicestershire: Updated Transport Scoping Report" (Document TRP17). Document TRP4 indicates that the greatest highway impact of the allocation would be on the eastern end of Keyham Lane West and on New Romney Crescent, both within Leicester. In percentage terms the increase would be high, but at approximately 600 two-way flows would still be relatively low in relation to total flow for these types of roads. As regards local junctions, Covert Lane/Station Lane would be over capacity, and work would be required to amend the existing mini roundabout to remove an entry arm to be an exit only, as part of a proposed re-routing of the Scraptoft village one-way system. There would be some additional impact on some of the A47 junctions and on some other junctions out of the immediate Scraptoft area. Policy SC1 includes a requirement for a package of mitigation measures on the highway network inside and outside the District which are likely to include, among other things, traffic calming near schools, off street parking provision to improve highway flow, and the provision of a link road through the site to help reduce rat-running through Scraptoft. Mitigation measures would be developed in more detail through the transport assessment that would be submitted as part of any planning application.
100. To encourage alternatives to the private car, Policy SC1 seeks a minimum 20 minute bus service into Leicester City Centre, improvements to public transport infrastructure, a travel plan and green travel package and good walking and cycling links. MM29 adds requirements that these measures should be part of a public transport strategy to be agreed with the local planning authority, which would set the proposals within an overall framework, and that transport mitigation measures should be coordinated and designed to minimise disruption to the local community, which is necessary given the proximity of the allocation to Scraptoft and to the edge of Leicester.
101. With all these measures in place, and subject to the modifications in MM29, the traffic impact of the allocation on local communities and residential living conditions would not be severe, and air quality modelling indicates only a slight increase in nitrogen dioxide and negligible changes in other pollutants. Both Leicestershire County Council as Highway Authority and Leicester City

Council as the neighbouring Highway Authority have confirmed that appropriate evidence has been prepared to support the allocation, and they provide assurance that there are no transport impediments to delivery within the plan period. The modifications are required to ensure that Policy SC1 is effective and consistent with national policy.

102. Fourthly, as regards the allocation's design quality and its impact on the character of Scraftoft, the site would lie to the north of the village and would not have an impact on the character of the conservation area at the centre of the village, or its setting, either visually, or (having regard to the conclusions above) in respect of traffic impact. However, the policy does not provide effective control over the future design of the site or adequately address the protection of Scraftoft's identity. MM29 places greater emphasis on the masterplanning of the site to ensure good design, accommodate issues of public access to open space, maintain the separate identity of the village, and protect and enhance biodiversity. It also requires the creation of an area of publicly accessible open space immediately to the north of Scraftoft Brook to enhance the ecological value of this part of the site and to help maintain the village's identity and local distinctiveness. These changes are required to ensure that the policy is effective and consistent with national policy.
103. Fifthly, Policy SC1 seeks a range of facilities to serve the new community. However, the thresholds for the provision of the primary school and the neighbourhood centre, which would provide a social and retail hub, are too prescriptive and do not take into account the practicalities of providing these facilities, which are substantially dependent on the actions of others: the education authority in the case of the school, and retailers, professional practitioners and public bodies in the case of shops and community services. MM29 allows for greater flexibility in the timing of these facilities which is required to ensure that the policy is effective.
104. Subject to MM29, which is required for effectiveness and to ensure consistency with the NPPF, Policy SC1 is sound.

Policy L1 Lutterworth East Strategic Development Area

105. Policy L1 allocates a site for about 2,750 dwellings east of Lutterworth, of which the submitted plan states that about 1,500 dwellings are intended to meet housing requirements in the plan period. This is adjusted to 1,260 dwellings by **MM36** to reflect currently-expected delivery rates and is accounted for in the housing trajectory in MM42 (see Issue 2). Business, educational and community facilities, a community park and a cemetery, among other things, are proposed for the site. Vehicular access to the site would be by means of a spine road between the A426 north of Lutterworth and the A4304 east of M1 junction 20, including a bridge over the M1. The relationship of the Strategic Development Areas to the Spatial Strategy are dealt with in Issue 1 and the housing delivery aspects of Policy L1 are addressed in Issue 2.
106. The site is near Lutterworth town centre, but is separated from it by the M1. The policy refers to the allocation as a largely self-sufficient settlement, but this is inconsistent with one of the reasons for its selection in the first place, which is its sustainable location close to the town centre. For the site to

achieve the degree of sustainability ascribed to it by the selection process it is essential that it functions as a sustainable urban extension to Lutterworth. There would be 5 links across the M1, but the policy does not go far enough to set out the masterplanning and urban design requirements that would encourage the creation of attractive, safe and direct walking and cycling links with Lutterworth town centre across the M1, and is therefore ineffective.

107. The policy includes a requirement for a central green distributor as the principal walking and cycling route towards Lutterworth. Such a route would not provide the natural surveillance necessary to ensure that it remained secure and attractive at all times of the day and evening. The principal routes towards Lutterworth town centre need to be direct, potentially catering for all movements, and fronted with the kind of development that can provide natural surveillance. The policy also includes a requirement for the 10ha of new business development to be located between the spine road and the M1. This could mean that walking and cycling routes would potentially have to cross the spine road, pass through the business area and then cross the M1, introducing a series of barriers which would reduce their attractiveness and would militate against their use. The Lutterworth Connectivity Plan submitted to the examination on behalf of Leicestershire County Council shows a set of indirect routes which are largely defined by field parcels and boundaries rather than urban design principles and it has unattractive pedestrian/cycling routes running parallel to the M1. There is no indication of the nature of the spine road, which will need careful planning, for example by being lined by frontage development to integrate it fully into the new development, and with well-planned crossings, to ensure it does not add to the severance already created by the M1. The approach contained in the policy and interpreted by the Connectivity Plan fails against the urban design considerations in Planning Practice Guidance, and unless it is properly addressed it calls into question the soundness of the strategic site selection process, in which proximity to Lutterworth town centre carried considerable weight.
108. As a first step towards addressing these shortcomings, MM36 refers to the site as a new neighbourhood, and places more emphasis on a masterplan which would be incorporated into a Supplementary Planning Document and/or an outline planning application and supporting section 106 agreement. It requires development to address and overcome the issue of community severance resulting from the presence of the M1, and to create a sustainable urban extension which is permeable and well-connected to Lutterworth via legible walking and cycling routes with good natural surveillance. It requires a minimum of 5 crossings which provide dedicated walking and cycling connections into Lutterworth across the M1, forming part of a network of legible, direct, safe and attractive routes, which will all be well-lit, surfaced, with good natural surveillance and provide connections to Lutterworth town centre. To ensure that a good connection is created at the Lutterworth end of the route, MM36 requires appropriate traffic management and public realm improvements in Lutterworth town centre to facilitate the movement of pedestrians and cyclists, particularly across the High Street.
109. MM36 deletes the requirement for a central green walking route towards Lutterworth, and the requirement for the 10ha of new business development to be located between the spine road and M1 for the reasons given above. To ensure the effectiveness of the policy it also deletes the requirement for the

conversion of the Gilmorton Road crossing over the M1 for use by public transport, cyclists, pedestrians and emergency vehicles. Whilst this may be one design solution, the nature of this route would be better considered at the masterplanning and planning application stages and including it in the development plan could close down the later consideration of detailed options.

110. A development plan policy in itself it will not create a successful community well integrated with Lutterworth, since much will be dependent on subsequent stages of work. However, the policy as modified by MM36 should set the scene for good masterplanning and urban design, in which the interactions between land uses, routes and spaces have been fully considered, and in which the development can be linked to Lutterworth town centre by safe and attractive routes, with the aim of creating an attractive and successful new community. This would ensure that the policy would be effective in creating sustainable development.
111. As regards transport, to enable housing construction to begin it will be necessary to construct a new signalised junction on the A4304 together with the first part of the spine road northwards and to open up additional development parcels in the medium term. This is likely to be undertaken as a package in concert with the improvements to M1 Junction 20 and the Frank Whittle junction. The spine road when finally completed would provide an alternative route between the A426 and the A4304, but the Lutterworth East Strategic Development Area Strategic Transport Assessment (2017) indicates that it is intended primarily to serve that development and is not intended to be a bypass for Lutterworth town centre. It would not be reasonable to seek a full bypass funded by the strategic development area, since this would be in excess of that required to make the development acceptable in transport terms.
112. The transport modelling suggests that the spine road might result in some traffic reduction in the town centre, but the Plan rightly does not see the spine road as a relief road. There are other very important considerations to take into account, including the need to ensure that the spine road is integrated into the design of the new development so that it is attractive and does not create a barrier for pedestrians and cyclists going from the development to Lutterworth town centre. An engineered spine road distributor primarily to serve through traffic would likely result in a design that would create severance within the new development.
113. The transport assessment indicates that the strategic development area and its proposed transport infrastructure and off-site junction improvements can accommodate the forecast traffic demands. Having regard to all the evidence the allocation would not have a significantly adverse effect on the highway network and, subject to MM36, it would be possible to design a scheme that adequately addressed the severance created by the M1 and encouraged sustainable modes of transport.
114. Turning to other aspects of the development, Policy L1 allows for 13 ha of non-strategic storage and distribution uses on the site; the plan elsewhere defines non-strategic as units of less than 9,000 square metres. It is unnecessary to restrict the potential to attract a range of unit sizes, and to assist with flexibility and ensure the effectiveness of the policy MM36 removes

the requirement for the units to be non-strategic. Nonetheless, Policy BE2 provides the overall context for strategic distribution in this area which is intended to be provided at or adjacent to Magna Park. The site in Policy L1 is more appropriate for a mix of smaller units and is in any case unlikely to attract a number of strategic-sized units. MM36 alters the text of paragraph 15.2.13 to include further explanation of the position.

115. Two 2 form entry primary schools are required to support the development but as with Policy SC1, Policy L1 contains an overly prescriptive development threshold of 300 dwellings for the first of these and an unnecessarily prescriptive threshold of 700 dwellings for the provision of the neighbourhood centre. These do not take into account that the provision of these facilities relies on the agreement of other parties. MM36 introduces flexibility into these requirements, allowing discussion of an alternative date in the case of the school and a phasing plan in relation to the neighbourhood centre. It also re-words the requirement regarding the safeguarding of land for a replacement leisure centre to serve Lutterworth to avoid pre-empting the consideration of different options in the future.
116. Historic England raised objection to the allocation on the basis of its potential impact on the setting of the Grade II* listed Church of St Leonard, Misterton. However, as set out in the Statement of Common Ground between Harborough District Council and Historic England dated October 2018, Historic England now consider that the objection can be addressed with site specific criteria within Policy L1. The Statement of Common Ground states that sufficient set back from St Leonards Church can be achieved in the form of a community park, and this together with criteria relating to height, design, layout and scale would meet the concerns of Historic England. MM36 incorporates these requirements into a new criterion in Policy L1 to ensure that the setting of the Grade II* listed church is protected and that the access road is routed to minimise its impact on all heritage assets. Subject to these modifications the development of the site in line with the allocation would not harm the significance of any heritage assets.
117. The allocation site includes the Misterton Marshes Site of Special Scientific Interest (SSSI). The marshes have developed on alluvial deposits adjacent to a tributary of the River Swift and include wet and dry grassland, fen and a diverse breeding bird community. The Misterton Marshes SSSI Feasibility Study (EN15), which was informed by habitat surveys within and outside the boundary of the Site of Special Scientific Interest and a review of existing hydrological information, outlines possible mechanisms to mitigate potential effects which had previously been identified by Natural England. The study concludes that mitigation of the effects of the Strategic Development Area during both construction and operational phases is technically feasible. It confirms that, based on an indicative plan, development within the allocation will not result in land take from the Site of Special Scientific Interest and will not directly affect habitats. Natural England accepts the conclusions and does not object, subject to further hydrological investigation and mitigation/compensation secured through appropriate planning conditions and obligations. The submitted policy requires the conservation, enhancement and adequate mitigation of any impact on the Site of Special Scientific Interest in accordance with a methodology to be agreed by Natural England and is sound in this respect.

Conclusion

118. Subject to the main modifications described above, Policy SC1: Scraftoft North Strategic Development Area, and Policy L1: East of Lutterworth Strategic Development Area are sound in terms of their design principles, their approach to the provision of community facilities, and their effects on nearby communities, settlement identity, transport networks, biodiversity, heritage assets and access to open space and the countryside.

Issue 6 - Whether the Plan's other housing and business site allocations would be effective, whether their local impacts would be acceptable, and whether the allocations would be sound

119. Three housing sites are allocated in Market Harborough, on land at Overstone Park for about 600 homes (Policy MH1); on land east of Blackberry Grange for about 350 homes (Policy MH2); and at Burnmill Farm for about 90 homes (Policy MH3). There are also three business allocations, on land at Airfield Farm (Policy MH4), Airfield Business Park (Policy MH5) and Compass Point Business Park (Policy MH6). The choice of sites and their location is soundly based and in accordance with the overall Spatial Strategy.

120. Policy MH3, *Burnmill Farm*, restricts the number of homes to 90 in order to ensure that the total served off the single access does not significantly exceed the 150 dwellings specified in the Leicestershire County Council Highway Design Guide (TRP5) for developments located off a single access. However, more recently the County Highway Authority have assessed the potential for 128 dwellings, and have concluded that the additional impact of the proposed development, over and above the 90 dwellings as set out in Policy MH3, would result in only an additional 27 two way trips in the morning peak hour, or less than 1 additional trip every 2 minutes, and would be acceptable on highways grounds. The additional movements would not have a significant effect on highway or living conditions. On this basis **MM32** revises the housing capacity of the site to 128 dwellings. In view of the residential character of the access, **MM32** also requires a construction traffic management plan which seeks to maximise use of the existing farm track for construction traffic. These modifications would make the best use of the site and protect residential living conditions and are required to ensure consistency with national policy.

121. Policy MH4 *Land at Airfield Farm* requires access to this allocation to be taken from Gallow Field Road. However, this is too prescriptive and could prevent a more appropriate access point from being used. **MM33** allows the access point to be determined in the future on the basis of evidence in a transport assessment. This modification is required in the interests of effectiveness.

122. Policy F1 *Land off Arnesby Road, Fleckney* is a residential allocation for 130 dwellings. One of the requirements prevents the use of large retention ponds within the site but this is too restrictive and not adequately based on evidence; this is an issue that should be left to detailed design and drainage assessment. **MM38** removes this requirement to ensure that the policy is effective and makes the best use of the site.

123. Policy K1 *Land south and west of Priory Business Park* does not reflect the terms of a planning permission for the site, which includes an element of retail use. **MM41** includes retail use in the policy and is required for effectiveness.

Conclusion

124. Subject to the main modifications described above, the Plan's other allocations are effective, their local impacts are acceptable, and they are sound.

Assessment of Legal Compliance

125. My examination of the legal compliance of the Plan is summarised below.

126. The Local Plan has been prepared in accordance with the Council's Local Development Scheme.

127. Consultation on the Local Plan and the main modifications was carried out in compliance with the Council's Statement of Community Involvement.

128. Sustainability Appraisal has been carried out and is adequate.

129. The scope of the Habitats Regulations Assessment 2017, its methodology and conclusions meet the requirements of the Habitats Directive and associated guidance. Natural England concurs with the report's conclusion that the Plan will not have a likely significant effect on any European Site either alone or in combination with other plans and projects. An Appropriate Assessment is not required.

130. The Local Plan includes policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change.

131. The Local Plan complies with all relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

132. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. The plan takes these aims into account, notably in respect of its policies to meet the housing needs of all sectors of the community.

Overall Conclusion and Recommendation

133. The Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.

134. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix, the Harborough Local Plan 2011 to 2031 satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Jonathan Bore

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Harborough Local Plan 2011-2031



Schedule of Main Modifications

8 April 2019

Table of Contents

Key issue 8: Transport.....	4
SS1: The Spatial Strategy	5
GD2: Settlement development.....	6
GD4: New housing in the countryside.....	8
GD5: Landscape and townscape character	10
GD6: Areas of Separation para 4.11.3.....	11
GD7: Green Wedges para 4.13.6	11
H1: Provision of new housing	12
H2: Affordable Housing.....	16
H3: Rural exception sites.....	17
H4: Specialist housing	18
H5: Housing density, mix and standards.....	20
H6: Gypsy, Traveller and Travelling Showpeople accommodation	22
BE1: Provision of new business development	22
BE2: Strategic Distribution.....	24
BE4: Bruntingthorpe Proving Ground.....	31
RT2: Town and local centres	32
HC1: Built Heritage.....	33
GI1: Green infrastructure networks	35
GI2: Open space, sport and recreation	36
GI3: Cemeteries	36
GI4: Local Green Space	38
CC2: Renewable energy generation	40
CC3: Managing flood risk	43
IN2: Sustainable Transport	44

IN3: Electronic connectivity.....	45
IN4: Water resources and services.....	45
IMR1: Implementation, monitoring and review	46
SC1: Scraftoft North SDA	50
MH1: Overstone Park	55
MH2: East of Blackberry Grange	55
MH3: Burnmill Farm.....	55
MH4: Land at Airfield Farm	57
MH5: Airfield Business Park	57
MH6: Compass Point Business Park	58
L1: Lutterworth East SDA	58
L2: Land south of Lutterworth Road/ Coventry Road	68
K1: Land south and west of Priory Business Park.....	68
K1: Land south and west of Priory Business Park.....	68
Appendix G.....	70
Appendix 1	71
Appendix 2	72
Appendix 3	73

Harborough Local Plan 2011-2031

Schedule of Main Modifications (8 April 2019)

The page, policy / paragraph references refer to the text in the [Proposed Submission version of the Local Plan \(September 2017\)](#).

The main modifications are shown as ~~strikethrough~~ for deletions and **bold underlined** for new text.

Where modifications result in a change to the Policies Map, the change is listed and shown for illustrative purposes below. The modified Policies Map can be accessed via <https://www.harborough.gov.uk/local-plan-examination>.

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
Part A			
MM1	Key issue 8: Transport	16	Replace first bullet point: •addressing road infrastructure constraints affecting the Leicester urban fringe and South West Leicestershire, and traffic congestion affecting Lutterworth and The Kibworths to relieve congestion, aid vitality and viability and support the movement of people and goods; with: <u>mitigating the highways and transportation impacts of new development within and, where necessary, beyond the District;</u>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM2	SS1: The Spatial Strategy	20	<p><u>SS1 (Extract):</u></p> <p>...</p> <p>2. enable housing and commercial development, during the period 2011- 2031, including:</p> <p>a. Housing: provision of land for a minimum of 12,800 dwellings (Use Class C3), including:</p> <p>i. about 7,915 8,792 dwellings already completed or committed, including through planning permissions, resolutions to grant permission and allocations in made neighbourhood plans;</p> <p>ii. about 4,500 1,260 dwellings in a strategic development area (SDA) on land east of Lutterworth ;</p> <p>iii. about 1,200 dwellings in a SDA at Scraftoft North;</p> <p>iv. about 4,170 1,200 dwellings on other sites allocated in this Local Plan;</p> <p>v. about 790 307 dwellings on non-allocated sites or sites to be allocated in neighbourhood plans for Rural Centres and Selected Rural Villages;</p> <p>vi. about 225 dwellings on windfall sites outside Rural Centres and Selected Rural Villages.</p> <p>b. Business: safeguard important existing employment areas, identify sites to meet future economic development needs and replace losses in the stock of employment land for offices (B1(a) and (b)), industry (B1(c) and B2) and non-strategic storage and distribution (B8) as follows:</p> <p>i. about 46.5 18.3 hectares of employment land already completed or committed, including through planning applications, resolutions to grant permissions and allocations in made neighbourhood plans;</p> <p>ii. about 23 hectares of employment land in the East of Lutterworth SDA;</p> <p>iii. about 35.5 hectares of employment land on other sites allocated in this Local Plan.</p> <p>c. Strategic storage and distribution: safeguard existing provision at Magna Park and ensure further sites contribute towards meeting the future requirement enable additional development for non rail-served land across Leicester and Leicestershire in accordance with Policy BE2. <u>strategic storage and</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>distribution (Class B8) use as follows:</u></p> <p><u>i. 380,000sq.m. already committed on two sites through planning applications; and</u></p> <p><u>ii. 320,000sq.m. on land North and West of Magna Park in accordance with Policy BE2.3.</u></p>
MM3	GD2: Settlement development	31	<p>1. In addition to sites allocated by this Local Plan and neighbourhood plans, development within or contiguous with the existing or committed built up area of Market Harborough, Key Centres, the Leicester Principal Urban Area (PUA), Rural Centres and Selected Rural Villages will be permitted where:</p> <p><u>a. it respects the form and character of the existing settlement and, as far as possible, it retains existing natural boundaries within and around the site, particularly trees, hedges and watercourses; or</u></p> <p><u>b. it includes the redevelopment or conversion of redundant or disused buildings, or previously developed land of low environmental value, and enhances its immediate setting.</u></p> <p><u>2. In addition to sites allocated in this Local Plan and neighbourhood plans, development adjoining the existing or committed built up area of Market Harborough, Key Centres, the Leicester Principal Urban Area (PUA), Rural Centres and Selected Rural Villages will be permitted where:</u></p> <p>a. in the case of housing, it does not, cumulatively with other proposals, significantly exceed the target for the delivery of new homes in the Rural Centres and Selected Rural Villages specified in Policy H1 Provision of new housing; <u>it does not disproportionately exceed the settlement's minimum housing requirement in Policy H1, taking into account allocations, completions and commitments (where there is no residual minimum housing requirement due to allocations, completions and commitments, only minor additional residential development</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>will be supported); or</u></p> <p><u>b. it is necessary to meet an identified district-wide housing need, or local housing need as evidenced through a housing needs survey or a neighbourhood plan; or</u></p> <p><u>c. it comprises the redevelopment , or conversion, of redundant or disused buildings, or the development of previously developed land of low environmental value, and enhances its immediate setting;</u></p> <p><u>bd. its scale, individually or cumulatively with existing and committed development, #</u> reflects the size of the settlement concerned and level of service provision within that settlement;</p> <p><u>ee. it is physically and visually connected to and respects the form and character of the existing settlement and landscape;</u></p> <p><u>ef. it retains as far as possible existing natural boundaries within and around the site, and the settlement particularly trees, hedges rivers and streams that have a visual, ecological or cultural significance and watercourses; and</u></p> <p><u>eg. it complies with Policies GD6 and GD7..</u> does not harmfully diminish the physical and/or visual separation of neighbouring settlements.</p> <p>2. Development involving the appropriate and efficient re-development of previously developed land which is not of high environmental value and re-use of buildings will be permitted where such re-use achieves the objectives of sustainable development.</p> <p><u>Explanation (Extract):</u></p> <p>4.3.4 Delivering housing to meet identified need across the District is a vital element of the Local Plan and Policy H1 sets out target figures for the most sustainable settlements in line with Policy SS1. These target figures are linked to ensuring that the District's housing requirements are met and most development is directed to the most sustainable locations in the District. Policy GD2</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>supports the aims of the spatial strategy by ensuring that the settlement housing targets set out in Policy H1 are followed. While the term 'significantly exceed' in criterion a should be interpreted by the decision-maker in the context of local circumstances, as a rule of thumb the target should not normally be exceeded by more than about 10%. <u>Policy GD2 allows for some flexibility where proposals comply with the criteria and other relevant policies but ensures the spatial strategy and the plan-led system are not undermined. Once the minimum housing requirement in Policy H1 has been met (by completions and/or commitments including allocated sites) only minor additional residential development will be supported as set out in GD2.2a above.</u></p> <p>4.3.5 Delivering sites... Criterion <u>2(e)</u>(e) of this Policy will ensure that such sites are appropriately protected if their loss would adversely affect the character and/or form of the settlement.</p> <p>4.3.6 Policy GD6 <u>and neighbourhood plans</u> defines specific Areas of Separation in locations where the potential for settlement coalescence is greatest. <u>As such, development proposals within defined Areas of Separation will be considered in accordance with GD6, and within defined Green Wedges, in accordance with GD7.</u> However, there are other neighbouring settlements where the risk of settlements merging is an issue of local concern. Criterion (e) seeks to safeguard against development that would undermine the physical and visual separation between settlements. In judging this, use will be made of the methodology set out in the Area of Separation Review 2017 which was employed in defining the Areas of Separation in Policy GD6.</p>
MM4	GD4: New housing in the countryside	36	<p>1. Outside Market Harborough, Key Centres, the Principal Urban Area, Rural Centres and Selected Rural Villages, and land adjoining them, but excluding Green Wedges, new residential development will <u>only</u> be permitted <u>either where it is in accordance with Policy GD2, or</u> where it is the following <u>for</u>:</p> <p>a. Housing on small sites of no more than 4 dwellings which are within or physically and visually connected to settlements and which meet a local need for housing of a particular type, including small dwellings for the elderly and starter homes, providing this has been evidenced through a rural housing needs survey or a neighbourhood plan;</p> <p>b. Housing to meet the needs of a rural worker, providing that:</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>i. there is an clearly established existing functional need for a full time worker that is directly related to the commercial enterprise or operation concerned;</p> <p>ii. the need cannot be met by any existing suitable residential accommodation at the business or in the locality which is suitable and available to the worker;</p> <p>iii. the business has been established for at least three years, has been profitable for at least one of them, is financially sound and has a clear prospect of remaining so;</p> <p><u>iii. the need cannot be met by any existing residential accommodation at the business or in the locality which is suitable and available to the worker;</u></p> <p>iv. there are no available dwellings, or buildings that are suitable for conversion to dwellings, that have been recently <u>been</u> sold separately from the rural business unit that could address the need;</p> <p>v. the size of the dwelling is commensurate with the functional <u>financial</u> need and is not unusually large in relation to the agricultural <u>functional</u> needs of the unit;</p> <p>vi. its location is suitable to meet the functional need and well-related to any existing farm buildings, dwellings or other buildings linked to the commercial <u>enterprise or</u> operation concerned; and</p> <p>vii. it will be kept available to meet the functional need in perpetuity through being subject to an appropriate occupancy condition;</p> <p>c. An isolated dwelling of innovative and/or exceptional design quality; or</p> <p>d. The rebuilding or replacement of existing dwellings providing that the resultant dwellings have no adverse impact on the character and appearance of the area, are constructed on the footprint of the existing dwellings and do not result in a net increase in housing numbers.</p> <p><u>c. the re-use of redundant or disused buildings that results in enhancement to their</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>immediate setting;</u></p> <p><u>d. the subdivision of an existing dwelling;</u></p> <p><u>e. a design of exceptional quality, in that it is truly outstanding or innovative and would significantly enhance its immediate setting; or</u></p> <p><u>f. the rebuilding or replacement of an existing dwelling providing that the resultant dwelling preserves or enhances the character and appearance of the countryside.</u></p>
MM5	GD5: Landscape and townscape character	39	<p>Policy GD5: Landscape and townscape character</p> <p>1. Development will should be located and designed in such a way that it is sensitive to its landscape and/or townscape setting and landscape character area and will be permitted where it:</p> <ul style="list-style-type: none"> a. respects and, where possible, enhances local landscape and/or townscape, the landscape setting of settlements, and settlement distinctiveness; b. avoids the loss of, or substantial harm to, features of landscape, townscape, historic/heritage, wildlife or geological importance, whether of national or local significance importance; c. safeguards important public views, skylines and landmarks; and d. restores or provides equivalent mitigation for damaged features and/or landscapes/townscapes that would be damaged in poor or degraded condition as a result of the development. <p><u>Explanation (Extract)</u></p> <p>4.9.1 Harborough is essentially rural in character and the quality of the landscape has a key role to play in maintaining the District's identity. The Local Plan provides a framework for conserving, enhancing and managing the character, distinctiveness and appearance of landscape and townscape alongside providing for development which meets needs and delivers a thriving rural economy. Policy GD5 ensures that development proposals do not result in unacceptable harm to the landscape or townscape.</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM6	GD6: Areas of Separation para 4.11.3	42	<p><u>GD6 Explanation (Extract)</u></p> <p>4.11.3 The prevention of coalescence has already seen the designation of Areas of Separation in 'made' neighbourhood plans. Policy EH2 of the Broughton Astley Neighbourhood Plan, 2014 prevents the merging of Sutton in the Elms and Broughton Astley. Policy S7 of the Scraptoft Neighbourhood Plan, 2015 defines an Area of Separation to ensure Scraptoft retains its identity and prevents coalescence with development to the south, including Thurnby and Bushby. <u>However, although much of this designation is effectively superseded by policy GD7 Green Wedges of this Local Plan which proposes identifies a Green Wedge instead on most of the Area of Separation. Policy GD7 will take precedence in determining planning applications within its boundaries, as the most recently adopted part of the development plan. Outside of the boundaries of the Green Wedge, the Area of Separation (as defined by the Scraptoft Neighbourhood Plan) will continue to apply.</u> A further Area of Separation is included in the Lubenham Neighbourhood Plan to retain separation between Lubenham and Market Harborough. Other Areas of Separation may be added by future neighbourhood plans.</p>
MM7	GD7: Green Wedges para 4.13.6	45	<p><u>GD7 Explanation (Extract)</u></p> <p>4.13.6 Policy GD7 defines an area of Green Wedge, comprising grazing paddocks between Scraptoft village and development within the City of Leicester, together with land to the south of Scraptoft village, incorporating the Edith Cole Memorial Park and the land on the upper slopes of the Thurnby Brook valley. The land was previously identified as part of the Green Wedge and part of the Area of Separation included in the Scraptoft Neighbourhood Plan, 2016. <u>Policy GD7 will take precedence in determining planning applications within its boundaries, as the most recently adopted part of the development plan. Outside of the boundaries of GD7, the Area of Separation (as defined by the Scraptoft Neighbourhood Plan) will continue to apply.</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
Part B			
MM8	H1: Provision of new housing	52	<p><u>H1</u></p> <p>In addition to delivery of existing commitments and completions and the allowance for windfalls, land for a minimum of 4,660 3,975 new homes will be provided during the plan period to 2031 in the following locations:</p> <ol style="list-style-type: none"> 1. at Scraftoft about 1,200 dwellings in a Strategic Development Area on land north of Scraftoft, in accordance with Policy SC1; 2. at Market Harborough a minimum of 1,140 1,078 dwellings, including <u>in</u> the following allocations: <ol style="list-style-type: none"> a. Overstone Park - about 600 dwellings in accordance with Policy MH1; b. East of Blackberry Grange, Northampton Road - about 350 dwellings in accordance with Policy MH2; c. Burnmill Farm - a maximum of 90 128 dwellings in accordance with Policy MH3; 3. at Lutterworth about 1,500 1,260 dwellings in a Strategic Development Area on land east of Lutterworth, in accordance with Policy L1; 4. at Fleckney a minimum of 295 about 130 dwellings, including <u>in an</u> the following allocation: <ol style="list-style-type: none"> a. land at Arnesby Road – about 130 dwellings in accordance with Policy F1; 5. at the following other Rural Centres, a minimum of: <ol style="list-style-type: none"> a. Billesdon -10; b. Great Glen – 35 e.<u>b.</u> Houghton on the Hill – 65 20; 6. at the following Selected Rural Villages, a minimum of: <ol style="list-style-type: none"> a. Bitteswell - 30, b. Church and East Langton -30, c. the Claybrookes – 50 12,

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>d. Dunton Bassett - 40, e. Foxton - 10, f. Gilmorton - 25, g. Great Easton with Brighthurst - 30, h. e. Hallaton - 30, i. f. Lubenham - 35 5, j. g. Medbourne - 30, k. h. South Kilworth 20 19, l. i. Swinford - 35 31, m. j. Tilton on the Hill - 35, n. k. Tugby - 15.</p> <p><u>H1 Explanation (Extracts)</u></p> <p>5.1.3 The full objectively assessed housing need (OAN) for the Leicester and Leicestershire HMA is 4,829 dwellings per annum between 2011 and 2031 (96,580 total) and for Harborough District is 532 dwellings per annum between 2011 and 2031 (HEDNA, Table 89), giving a total plan requirement across the 20 year plan period of 10,640 dwellings <u>giving an OAN for the 20 year plan period of 10,640 dwellings. Taking account of housing needs arising from growth at Magna Park, the housing requirement is 557 dpa, or 11,140 for the plan period, as explained in more detail below. This will be the basis for calculating the five year supply of deliverable housing land. This is a minimum figure. The Plan provides housing land for a minimum of 12,800 dwellings over the plan period. This provides for a contingency and is explained in more detail below.</u></p> <p>5.1.4 Further to the HEDNA, another study was undertaken to consider the potential impact on housing</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification						
			<p>requirements of the strategic storage and distribution growth proposed at Magna Park, in accordance with Policy BE2 <i>Strategic distribution</i>. The Magna Park Employment Growth Sensitivity Study, 2017 concluded that the HEDNA’s objectively assessed housing needs (OAN) remain true and robust both for the Leicester and Leicester HMA and the Harborough District. However, taking account of Objective 2, particularly reducing the need for out-commuting and thereby helping to increase the sustainability and self-containment of communities (from 19% currently to 25% in future), there is a need for a small re-distribution of housing growth across the Leicester and Leicestershire area. This re-distribution would lead to a modest increase in housing requirements in Harborough District over and above the OAN, in order to help house the new workers expected to be employed at Magna Park. The Magna Park Employment Growth Sensitivity Study identified that the 700,000 sq m. of strategic storage and distribution proposed for the plan period within Policy BE2 results in the need for approximately 25 more dwellings per annum. This results in an overall housing requirement for Harborough District of 557 dwellings per annum, <u>which amounts to a total housing requirement for the plan period of 11,140 dwellings.</u></p> <p>5.1.11 Policy H1 therefore makes provision for <u>a minimum of</u> 12,800 dwellings from 2011 to 2031. Of this, about 8,140 <u>8,792</u> dwellings have already been built or committed (through the granting of planning permission, or through allocation in neighbourhood plans) or are <u>with a further 225</u> anticipated on windfall sites. Policy H1 therefore provides housing land for a <u>minimum of a further 4,660</u> <u>3,975</u> dwellings.</p> <p><u>Table B.1 Sources of Housing Land Supply</u></p> <table><tr><th></th><th>Dwellings</th></tr><tr><td>Completions (already built, as at 31 March 2017 8)</td><td>2,458 <u>3,042</u></td></tr><tr><td>Commitments (with planning permission or allocated through neighbourhood plans, as at 31 March 2017 8)</td><td>5,454 <u>5,750</u></td></tr></table>		Dwellings	Completions (already built, as at 31 March 2017 8)	2,458 <u>3,042</u>	Commitments (with planning permission or allocated through neighbourhood plans, as at 31 March 2017 8)	5,454 <u>5,750</u>
	Dwellings								
Completions (already built, as at 31 March 2017 8)	2,458 <u>3,042</u>								
Commitments (with planning permission or allocated through neighbourhood plans, as at 31 March 2017 8)	5,454 <u>5,750</u>								

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification	
			On allocated housing sites (Policy H1, 2, 3 and 4)	3,870 <u>3,668</u>
			To be delivered on non-allocated sites	793 <u>307</u>
			Assumed contribution from unidentified (windfall) sites	225
			Total housing land supply	12,800 <u>12,992</u>
			<p>5.1.13 Housing land supply includes provision of two Strategic Development Areas (SDAs) at:</p> <ul style="list-style-type: none"> land to the east of Lutterworth, delivering approximately 4,500 <u>1,260</u> dwellings within the plan period and a further approximately 4,250 <u>1,490</u> dwellings beyond 2031; land to the north of Scraptoft, delivering approximately 1,200 dwellings within the plan period. <p>5.1.17 The scale of new housing to be provided in individual settlements reflects the roles of different places in the settlement hierarchy (see Policy SS1 <i>The spatial strategy</i>). These roles partly reflect the population size of the settlements and their location in respect of other settlements but also relate to the range of activities and services present and, in relation to primary schools, their ability to expand to accommodate the needs generated by new development. In selecting the scale of housing to be provided in each settlement, account has been taken of fundamental constraints on development, such as flood risk, and the supply of potential development sites in the Strategic Housing Land Availability Assessment (SHLAA). It also included further detailed consideration of villages where the Sustainability Appraisal (SA) of this Local Plan identified potential sensitivity, or where the SHLAA sites were considered to conflict with the criteria in Policy GD2 <i>Settlement development</i>. Each settlement figure is a residual figure <u>(as at 31 March 2018)</u>, taking account of existing commitments and previous completions within the settlement. For this reason there are relatively few dwellings required to be found in Rural Centres, where a large number of planning applications have been recently approved. <u>Some settlements have not been set a minimum housing requirement under Policy H1 because of the substantial number of completions and/or commitments that had already taken place by 31 March 2018 in proportion to the size of the settlement and the level of service provision. Policy GD2 allows for some flexibility in the provision of housing, but prevents a level of growth which could risk overwhelming local</u></p>	

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<u>character and facilities or distorting the spatial strategy.</u>
MM9	H2: Affordable Housing	58	<p>1. 40% affordable housing will be required on relevant housing sites:</p> <ol style="list-style-type: none"> of more than 10 dwellings; or with a combined gross floorspace of more than 1,000 square metres; or of more than 0.5 hectares. <p>2. The tenure split for the affordable housing will be as follows:</p> <ol style="list-style-type: none"> about 75% affordable or socially rented; and about 25% low cost home ownership products; or a variation on the above mix which is shown to be justified by reference to the latest assessment of affordable housing need. <p>3. Where on-site provision is demonstrated to be impractical, off-site commuted sums of an equivalent value will be made in lieu of on-site provision.</p> <p>4. Where small housing developments (of 10 or fewer dwellings or, with a combined gross floorspace of 1,000 square metres gross or less, or 0.5 hectares or less) are proposed within five years of each other on sites that have a spatial relationship (such as a shared access or being located adjacent to each other), or on adjacent sites that are (or have been within the five year period) in the same ownership, affordable housing will be required where a cumulative total of more than 10 dwellings, <u>or a combined gross floorspace of more than</u> 1,000 square metres or 0.5 hectares is proposed.</p> <p>5. Proposals which do not meet the above policy requirements will be acceptable where it is demonstrated to the Council's satisfaction that a different level or mix of affordable housing is required to make the development viable and the approach contributes towards creating mixed and balanced communities.</p> <p><u>H2 Explanation (Extract)</u></p> <p>5.3.3 Policy H2 requires relevant market housing developments to provide a minimum of 40% of the dwellings as affordable housing. Emerging national policy (as set out in 'Fixing our broken housing market', the Housing White Paper published by the Government in February 2017) is expected to set out a number of exemptions, where some types of new market housing will not be required to provide affordable housing, and will therefore not be considered 'relevant'. These are expected to include build to rent schemes, supported housing, custom build schemes and rural exception sites. Such schemes would not be 'relevant' and would therefore fall outside the requirements of this policy.</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM10	H3: Rural exception sites	62	<p>1. Development proposals for affordable housing on small sites in rural areas that would not normally be permitted for housing, will be approved as rural exception sites where:</p> <ul style="list-style-type: none"> a. the site is visually and physically connected to a settlement; b. the scale of the development would be in keeping with the role and function of the settlement c. a. the development would meet clearly evidenced local affordable housing need there is clear evidence of local affordable housing need; d. the development would accommodate households who are either current residents of the parish or have a strong local connection with the local community; and e. b. the housing remains affordable in perpetuity; f. c. the site is proportionate in scale to, closely related to, and in safe and reasonable walking distance of a rural settlement; and g. d. the development respects the character, form and appearance of the immediate vicinity and surrounding rural area. <p>2. Small numbers of market homes may be permitted on rural exception sites where they:</p> <ul style="list-style-type: none"> a. are essential to enable the delivery of affordable units; b. meet an identified and proven element of local need, such as starter homes or units to enable 'downsizing'; and c. constitute no more than 20% of the number of dwellings proposed, the exact percentage being determined by the viability of each scheme. <p><u>Explanation (Extract)</u></p> <p>5.5.2 The letting or ownership of properties delivered on rural exception sites will be confined to</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>existing residents of the relevant Parish, or to those with a local connection. A local connection policy will be agreed per scheme between the relevant Housing Association and the Council. This will ensure that dwellings are let or sold to those who are in need of accommodation and on the Council's housing register and will include lettings and ownership criteria with the following pattern: <u>The Council will ensure that dwellings provided under Policy H3 meet local affordable housing needs through mechanisms such as lettings and ownership criteria with the following pattern:</u></p> <ul style="list-style-type: none"> • A property would usually be released to a household currently living in the Parish who needs an affordable dwelling. Such a household would usually have lived in the Parish for a minimum period of time (e.g. 9 out of the previous 12 months). • If no one who lives in the Parish needs the affordable home, then any person with a strong local connection to the Parish would be considered. Strong local connections include a resident: <ul style="list-style-type: none"> ◦ with immediate family living in the Parish; ◦ who previously lived in the Parish; ◦ who works in the Parish; or ◦ who needs to move to the Parish to provide care or receive care.
MM11	H4: Specialist housing	65	<p><u>1. The provision of well-designed specialist forms of accommodation in appropriate locations will be supported, taking into account housing needs.</u></p> <p>24. <u>Specialist accommodation</u> housing development, such as sheltered and extra care accommodation, will be:</p> <ol style="list-style-type: none"> a. permitted on sites within existing residential areas; and b. <u>permitted where it is in accordance with Policy GD2;</u> <p>b. c. <u>sought as an integral part of all residential developments of over 100 dwellings at a rate of at least 10% of all dwellings proposed, where:</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>i. the site offers a suitable location for the provision of specialist housing; and</p> <p>ii. provision of specialist housing would not have an adverse impact upon the deliverability and/or viability of the scheme.</p> <p><u>32. Any proposal for specialist accommodation development will be permitted where should demonstrate that it:</u></p> <p>a. is conveniently situated in relation to local retail and community services; and</p> <p>b. has a design, layout and access suitable for occupation by people with disabilities and the elderly <u>the particular specialist group for whom it is intended.-</u></p> <p><u>H4 Explanation (Extracts)</u></p> <p>5.7.3 The <u>District's</u> need for specialist housing <u>for older people</u> to 2031 in the District has been estimated to be 54 <u>63</u> dwellings per annum or 1,267 dwellings over the plan period.....</p> <p>5.7.4 The call for sites to be included in the Strategic Housing Land Availability Assessment (SHLAA) did not identify any specific specialist housing sites and the Council has very little land of its own that may be suitable. New provision often arises on previously unidentified / redevelopment sites. However specialist housing can also be appropriately located as part of a larger general purpose residential scheme and will be sought by the Council on sites delivering more than 100 dwellings that offer a suitable location. Provision of at least 10% of units on sites of 100 or more dwellings would yield approximately 280 <u>400</u> specialist housing units throughout the plan period. In combination with the provision of specialist housing on dedicated sites, this requirement will make a significant contribution to meeting identified needs. <u>This will be in addition to the 154 specialist unit completions since 2011 and the 217 units currently with planning permission.</u></p> <p>5.7.5 <u>Provision of</u> tThe remaining approximately 600 <u>900</u> units will <u>be encouraged</u> need to be provided on <u>suitably located</u> windfall sites in accordance with the <u>spatial strategy and Policy GD2</u> criteria in part 2 of the policy. The provision of properties suitable for older people in the villages is also important, as many villages have even higher age profiles. Neighbourhood plans are well placed</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>to identify local need and include provision in neighbourhood plan policies.</p> <p>5.7.6 The design of specialist housing should include meeting the needs of those in wheelchairs. The requirements laid out in Building Regulations Part M4(2) Category 2 include wider doorways, step free access to bathroom facilities and wider parking spaces.</p>
MM12	H5: Housing density, mix and standards	67	<p>1. New housing development will be permitted where it:</p> <ul style="list-style-type: none"> a. makes efficient use of land and, while respecting the character of the surrounding area, maximises the density on sites from where a full range of services and facilities is accessible by walking, cycling and public transport; and b. meets the nationally described space standards; <u>c. is designed to meet higher water efficiency standards of 110 litres per person per day as prescribed in Building Regulations, Part G.</u> <p>2. Major housing development should provide a mix of house types that is informed by up to date evidence of housing need.</p> <p>3. Housing development on sites capable of providing 100 dwellings or more, should meet the accessible and adaptable standards in Building Regulations, Part M4(2); Category 2, in 4% of dwellings proposed.</p> <p>4. Housing development on sites capable of providing 250 dwellings or more should provide land for self-build and custom build dwellings to help meet identified local demand for them. <u>Proposals for self-build and custom build housing will be supported in any location suitable for housing, including allocated sites, committed sites, windfall sites and sites which are in accordance with Policy GD2. Where there is clear evidence of demand, and where servicing and site arrangements can be made suitable and attractive for such homes, the Council will seek the provision of land for custom and self-build housing on housing allocations capable of providing 250 or more dwellings, as part of an appropriate mix of dwellings.</u></p> <p><u>H5 Explanation (extracts)</u></p> <p>5.9.3 Minimum construction standards for new buildings are set by Building Regulations. Nationally-described space standards can be applied through the Building Regulations provided there is a policy to</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>do so in the Local Plan. These set minimum gross internal space standards for dwellings in relation to the type of dwelling, numbers of bedrooms and intended occupants, size of bedrooms and ceiling heights. The Local Plan Viability Assessment, 2017 assumed minimum space standards based on the nationally described space standards and so provides evidence of the general viability of meeting these standards. The Housing White Paper has set out the intention to review these standards.</p> <p>Renumber paragraphs 5.9.4 - 5.9.6 as 5.9.3 – 5.9.5</p> <p>5.9.76..... Meeting this need would require a total of 440 homes over the plan period to be built to the accessible and adaptable standard as laid out in Building Regulations, Part M4(2). Category 2 – <u>Accessible and adaptable dwellings.</u></p> <p>.....</p> <p>5.9.87The HEDNA anticipates most new delivery to be on small windfall sites but recognises that there is some potential, through policy, to encourage developers of larger schemes to provide plots for self-build. In assessing whether a site is subject to this criterion, a net density of 35 dwellings per hectare will be used. <u>Policy H5 supports self-build and custom build housing in any location considered suitable for housing in accordance with the spatial strategy and the criteria set out in Policy GD2.</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM13	H6: Gypsy, Traveller and Travelling Showpeople accommodation	70-71	<p>6. Development for new, and extensions/improvements to existing permitted or lawful, Travelling Showpeople sites will be permitted subject to:</p> <p>a. the site meeting criteria 5b – 5g above;</p> <p>b. the site being used exclusively for residential, storage and maintenance purposes only; and <u>any commercial use remaining ancillary;</u></p> <p>c. <u>any ancillary commercial activity,</u> the movement of vehicles to and from the site and the maintenance of equipment on the site not creating unacceptable noise or visual disturbance for occupants of existing land uses within the surrounding area-; <u>and</u></p> <p><u>d. additional traffic movements resulting from commercial uses not being considered detrimental to highway safety or resulting in the residual cumulative impact on the road network being severe.</u></p>
MM14	BE1: Provision of new business development	75	<p>1. <u>Scale and Distribution</u></p> <p>In addition to the delivery of existing commitments, a minimum of 59 hectares for office B1(a) and (b), industrial B1(c) and B2, and non-strategic storage and distribution B8 will be provided in the following locations:</p> <p>.....</p> <p>b. at Lutterworth, a minimum of 26 hectares including the following allocations:</p> <p>i. <u>about</u> 10 hectares of business use within Use Class Orders B1 and B2 as part of the East of Lutterworth Strategic Development Area (SDA) in accordance with Policy L1;</p> <p>.....</p> <p><u>BE1 Explanation (Extract)</u></p> <p>6.1.1....</p> <ul style="list-style-type: none"> • B8 – Storage and distribution, but excluding strategic distribution, namely <u>where for the purposes of this plan units below 9,000sq.m gross are considered non-strategic and</u> units

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>in excess of than 9,000sq.m gross <u>are considered strategic.</u></p> <p>6.1.8 In order to ensure delivery of sufficient land to meet the requirement for employment, Policy BE1 takes the HEDNA future need for different B class uses and factors in the supply side. <u>BE1 therefore provides for a minimum of 59 hectares of employment land. This is more than the minimum 51 hectares of gross need, identified by the HEDNA (using the upper end of the range identified for office use). The additional supply provides for flexibility in order to: strengthen Market Harborough's established role as the District's primary economic centre; achieve a balance between jobs and areas of housing provision; provide for a sustainable distribution of sites; and off-set potential future losses of existing employment sites.</u> This includes the need to replace poorer quality existing employment floor-space which is expected to be lost during the plan period. Further allowance.....</p> <p>6.1.9 Since the start of the plan period (1 April 2011) a net total of 46.5 <u>18.3</u> hectares has been built or committed for B1, B2 and non strategic B8 uses through the granting of planning permission or through allocation in neighbourhood plans. This results in a residual requirement for a minimum of 34.5 <u>32.7</u> hectares based on the upper end of the range for offices. As illustrated in Table B.11 below, the Plan allocates sites in excess of this minimum figure <u>for the reasons outlined in para 6.1.8 above.</u></p> <p>Table B.11 Sources of Employment Land Supply (Hectares) <u>at 31 March 2018</u></p> <p>(For modifications to table B.11 see Appendix 1)</p> <p>6.1.10 Policy BE1 provides for a supply of employment land in accordance with the settlement hierarchy and strategic aims of Policy SS1 <i>The spatial strategy</i>. The preferred strategy is to focus development at Market Harborough and Lutterworth (particularly within the SDAs) as the District's main economic centres, and at Rural Centres all of which are well located, served by infrastructure and are accessible by sustainable modes of travel. In order to support the delivery of allocated sites in the District's main economic centres, further employment delivery would only be supported in accordance with Policy</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			BE1(2). Policy L1 allocates part of the East of Lutterworth SDA for non-strategic B8 storage and distribution use in order to support the viability of the wider Strategic Development Area. ...
MM15	BE2: Strategic Distribution	81	<p>1. Magna Park <u>and adjoining committed or allocated sites</u>, as identified on the Policies Map, is<u>are</u> safeguarded for strategic storage and distribution (Class B8). Proposals for redevelopment at the existing, <u>committed or allocated sites</u> will be permitted where:</p> <p>a. each unit has at least 9,000 sq.m. gross floorspace; and</p> <p>b. any new building or the change of use of an existing building(s) is for Class B8 and ancillary use only; or</p> <p>c. the proposal for any non-strategic storage and distribution use is small-scale, proportionate in scale to the strategic storage and distribution use and ancillary to the use of individual plots <u>or beneficial to the functioning of the area as a strategic storage and distribution park.</u></p> <p>2. Additional development of up to 700,000 sq.m. for non rail-served strategic storage and distribution (Class B8) use will be <u>provided in the District</u>. permitted where it would: <u>Additional development should form an extension of, or be on a site adjoining, Magna Park in the following locations:</u></p> <p><u>a. 380,000 sq.m already committed on two sites, as shown on the Policies Map; and</u></p> <p><u>b. 320,000 sq.m on land North and West of Magna Park, in accordance with Policy BE2.3 below.</u></p> <p><u>3. Land to the North and West of Magna Park, as identified on the Policies Map, is allocated for 320,000 sq.m of strategic storage and distribution (Class B8) floorspace. This development will be guided by a master plan and form an extension to Magna Park that enhances the high quality commercial environment as far as possible. The development will mitigate adverse impacts and deliver net environmental, social and economic gains where possible. Proposals that comply with other relevant policies and meet the following will be permitted:</u></p> <p><u>a. each unit has at least 9,000 sq.m gross floorspace;</u></p>

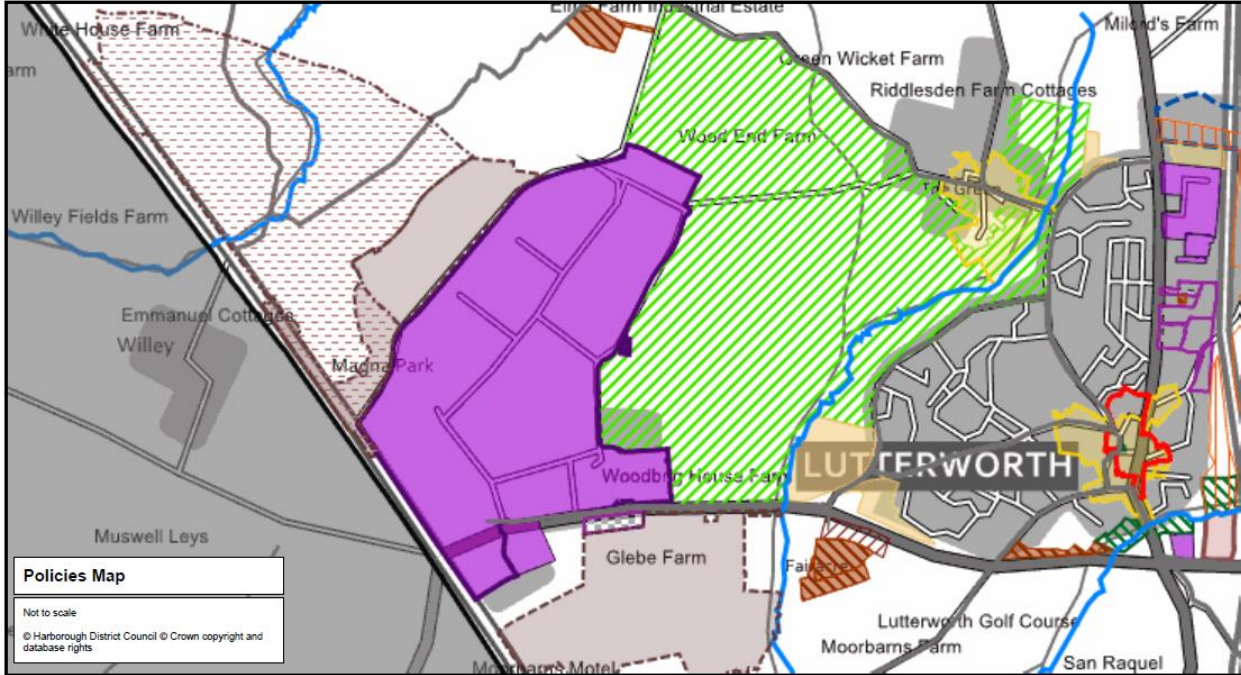
Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>b. proposals for any non-strategic storage and distribution use are small-scale, proportionate in scale to the strategic storage and distribution use and ancillary to the use of individual plots or beneficial to the functioning of the site as a strategic storage and distribution park;</u></p> <p><u>c. heritage assets and their settings are protected and where possible enhanced, including Bittesby Deserted Mediaeval Village (DMV) which is a Scheduled Monument and non-designated heritage assets including Bittesby House which forms part of the setting of the DMV. Any planning application will be informed by a heritage impact assessment, which forms the basis for approaches to design, scale and layout of development. Green space, such as a community park, is to be provided to protect the setting of the DMV;</u></p> <p><u>d. the layout and design is informed by a landscape visual impact assessment to minimise the impact on the character of the immediate and wider landscape;</u></p> <p><u>e. impacts on the highway are mitigated through:</u></p> <ul style="list-style-type: none"> i. <u>junction improvements to the Whittle Roundabout (A4303/A426);</u> ii. <u>junction improvements to the Gibbet Hill Roundabout (A426/A5);</u> iii. <u>an extension to the dual carriageway of the A5;</u> iv. <u>improvements to public transport services, including serving the development at shift changeover times of 6am, 2pm and 10pm;</u> v. <u>provision of a Travel Plan, to incorporate measures and targets for reducing single car occupancy use;</u> vi. <u>provision of HGV parking facilities, including overnight lorry parking facilities; and</u> vii. <u>footpath and cycle provision, linking the development with the existing Magna Park, and the wider footpath and cycle network.</u> <p><u>f. impacts on Lutterworth Air Quality Monitoring Area are minimised and an HGV routing agreement (to include a monitoring and enforcement scheme) is to be submitted to and approved by the Local Planning Authority;</u></p> <p><u>g. impacts of construction on air quality through dust and other emissions are mitigated and a</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>dust management plan is to be submitted to and approved by the Local Planning Authority;</u></p> <p><u>h. impacts on nature conservation are mitigated and a Biodiversity Management Plan (specifying the mitigation requirements) is to be submitted to and approved by the Local Planning Authority;</u></p> <p><u>i. impacts of construction and operation on noise and vibration are mitigated and a Construction Environmental Management Plan is to be submitted to and approved by the Local Planning Authority;</u></p> <p><u>j. impacts on hydrology and flood risk, during both the construction and operational phases, are mitigated in accordance with Policies CC3 and CC4 and to the satisfaction of the Environment Agency and the Lead Local Flood Authority;</u></p> <p><u>k. impacts of construction and future operation on sources of contamination are mitigated and a Risk Based Land Contamination Assessment is to be submitted to and approved by the Local Planning Authority;</u></p> <p><u>l. Provision of a suitable lighting scheme to minimise light pollution from the development;</u></p> <p><u>m. employment opportunities for local residents are increased, including training and apprenticeships, and opportunities for local businesses are improved through a Construction Job and Business Employment Strategy, to be submitted to and approved by the Local Planning Authority; and</u></p> <p><u>n. the development, including 24 hour operations, does not have an unacceptable impact on the immediate and wider surrounding area.</u></p> <p>a. form an extension of, or be on a site adjoining, Magna Park;</p> <p>b. support or at least have no adverse impact on the viability and deliverability of existing or further Strategic Rail Freight Interchanges (SFRIs) within or serving neighbouring authorities and Leicestershire;</p> <p>c. increase employment opportunities for local residents, including training and apprenticeships;</p> <p>d. include measures to enable an increase in the proportion of the workforce commuting from locations</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>within Harborough District;</p> <p>e. not lead to severe traffic congestion anywhere on the nearby strategic and local road network, particularly the A5, whether within Harborough District or outside; and</p> <p>f. ensure 24 hour operations do not have an unacceptable environmental, community or landscape impact in the immediate and wider surrounding area.</p> <p>6.3 BE2 Explanation</p> <p><u>6.3.1 The NPPF 2019 requires planning policies to recognise and address specific locational requirements of different sectors, including provision for storage and distribution operations at a variety of scales and in suitably accessible locations. Policy BE2 therefore sets out the amount of additional development that should be provided, directs development towards sites adjoining Magna Park that best meet the locational requirements of the sector, and allocates a site in this location which can provide strategic distribution operations at a variety of scales.</u></p> <p>6.3.24 This policy contributes towards meeting the requirement for land to support the strategic distribution sector within the Leicester and Leicestershire Housing Market Area (HMA) to 2031, specifically non rail-served provision. It does so without compromising the overall objective of sustainable development and the protection of the quality and diversity of the District's natural and historic environment.</p> <p>6.3.32 The need for further strategic distribution facilities was identified in the Leicester and Leicestershire Strategic Distribution Sector Study (L&L SDSS) 2014, which was updated in 2016. The study considered all existing and planned sites within Leicestershire and the East Midlands. These were as follows:</p> <ul style="list-style-type: none"> • East Midlands Distribution Centre, Castle Donnington, Leicestershire. • East Midlands Gateway, Lockington, Leicestershire. • East Midlands Intermodal Park, Etwell, Derbyshire. • Daventry International Rail Freight Terminal (DIRFT) Phase 3, Lilbourne, Northamptonshire.

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<ul style="list-style-type: none"> • South Northants, Milton Malsor, Northamptonshire. • Corby Eurohub, Corby, Northamptonshire. • Corby International Rail Freight Terminal, Corby, Northamptonshire. <p>6.3.43 The sector and industry is global in its nature and economic drivers and cross-boundary in its effects. The study identified minimum gross land requirements for strategic B8 development across the HMA, including provision for non rail-served sites of 152 hectares by 2031.</p> <p>6.3.54 Harborough District has been a focus of strategic distribution since Magna Park was developed in the early 1990s. Magna Park is a 223 hectare strategic warehousing and distribution park located to the west of Lutterworth. It is located in an area of land bounded by the M1, M6, and M69 motorways; known as the 'Golden Triangle' for its logistically favourable location.</p> <p>6.3.65 Magna Park is the largest single employment centre in the District in terms of land and the number of jobs. It is significant in economic terms at a district and sub-regional level and as a nationally recognised distribution centre. The site is occupied by blue chip multi-national companies who operate their national and regional distribution centres from there.</p> <p>6.3.76 Magna Park is a first generation specialist distribution park, which meets the criteria for a commercially attractive strategic distribution site and will serve the needs of a modern logistics and distribution industry throughout the plan period. Policy BE2.<u>1</u> therefore maintains and safeguards the existing Magna Park as a leading regional and national distribution hub by limiting future development to Class B8 uses only with a minimum floorspace of 9,000 sq.m <u>(this part of the policy will also apply to the committed and allocated sites once they have been developed)</u>. Plots should be re-developed for new strategic distribution buildings once existing units have become either physically or functionally obsolete.</p> <p>6.3.87 The M1 corridor in Harborough District is a key area of opportunity for Leicester and Leicestershire as identified in the L&L SDSS Update, 2016 and is of regional and national significance to the strategic distribution sector. The forecasts of land in the SDSS are minimum levels of provision and there is a strong case that Harborough should continue to make a substantial contribution to long term non-rail served strategic warehouse, logistics and distribution development in Leicester and Leicestershire. There is a need to meet the further requirements for non rail-served B8 strategic</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>distribution by supporting additional development at Magna Park to help maintain and expand the established competitive advantage which Leicester and Leicestershire has in accommodating the sector.</p> <p>6.3.98 Additional development of 380,000 sq.m is already committed through two planning permissions (as shown on the proposals map)Major planning applications have already been made in the Magna Park area which can help deliver this objective (<u>planning application references 15/00919/FUL and 15/00865/OUT</u>). Policy BE2 therefore <u>allocates land to accommodate an additional 320,000 sq.m of strategic distribution floorspace on a site North and West of Magna Park meeting the 700,000 sq.m limit when added to these commitments</u>.provides criteria for assessing these or other potential new sites for strategic distribution. It sets a <u>The</u> limit on the amount of development to be permitted <u>in the District</u> which balances the strategic distribution floorspace with the capacity of the housing provision. <u>Development above this amount would impact upon the distribution of housing in the wider area.</u></p> <p>6.3.109 This figure is based on the Magna Park Employment Growth Sensitivity Study 2017, as already described in paragraph 5.1.4. This looked at the jobs growth associated with three floorspace scenarios for strategic distribution (100,000 sq.m., 400,000 sq. m. and 700,000 sq.m.) and at three levels of 'self-containment' of the workforce (19% commuting within Harborough District as in the 2011 census, 25% and 35%) . It concluded that the highest growth scenario, accompanied by a 25% self-containment target, could be accommodated within the flexibility in housing numbers already being allowed for in the Local Plan and that there would only be a very small increase in housing requirement in two other local authorities (Daventry and Oadby and Wigston), both of which are within the margin of error for the study.</p> <p>6.3.110 In combination with other plan policies, including but not limited to the General Development, Infrastructure, and Climate Change policies, BE2 seeks to minimise and mitigate the environmental, community and landscape impacts of strategic distribution development and improve local economic benefits - by achieving the highest possible standards of design, environmental sustainability and performance in operation.</p> <p>6.3.121 <u>An</u> Environmental and Economic Impact Assessments for additional development schemes will be required to address impacts for the immediate locality and wider surrounding area, the scope of which is to be agreed with the Council at the outset. Development proposals are likely to have significant job creation potential and will be expected prepare an Employment and Training Strategy to demonstrate</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>how the employment and training requirements will be addressed and supported, in addition to meeting the requirements of policy IN2 (Sustainable Transport). This will be agreed by the Council and secured via planning obligation.</p> <p><u>Policies Map:</u></p> <p>BE2 allocation shown on the Policies Map. (Shown below for illustrative purposes as brown dashed lines to the north west of Magna Park and existing commitments)</p>  <p>Harborough District Council</p> <p>© Harborough District Council This PDF was created by OpusMap http://www.opusmap.co.uk/</p> <p>Notes:</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM16	BE4: Bruntingthorpe Proving Ground	89-90	<p>1. Within the area of Bruntingthorpe Proving Ground as defined on the Policies Map, development will be permitted where:</p> <p>a. the proposed use is ancillary to for an existing legal and authorised use, namely <u>including</u> the proving and testing of motor vehicles, vehicle storage, the aircraft museum and related tourism activity, car auctions, and aircraft recycling, maintenance and storage; or</p> <p>. . . .</p> <p>f. traffic to be generated by the development is within the capacity of the highway network <u>would not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network</u> and would not have a significant adverse impact on the amenity of local residents; <u>and</u></p> <p>g. highway <u>mitigation</u> improvements are <u>is</u> provided <u>where necessary</u> in accordance with the requirements of the highway authority taking into account total traffic to be generated by existing and proposed development within the Proving Ground and the Industrial Estate, <u>with all access taken via the main gate to Bath Lane.</u>; and</p> <p>h all access is taken via the main gate to Bath Lane.</p> <p>2. Within the area of Bruntingthorpe Industrial Estate, as defined on the Policies Map, development for Class B1b, B1c, B2 and B8 uses will only be permitted if:</p> <p>a it is ancillary to an existing use, or</p> <p>b. it delivers a comprehensive upgrade or improvement to the physical environment of the estate in accordance with an approved development brief or master plan; and</p> <p><u>a. e</u> the design, materials, massing and bulk of new development would have no unacceptable impact on the character and appearance of the area;</p> <p><u>b. d</u> traffic generated by the development is within the capacity of the highway network <u>would not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>network</u> and would not have a significant adverse impact on the amenity of local residents;</p> <p><u>c. e it is subject to the approval and implementation of a Travel Plan seeking to reduce reliance on access by private car and</u> highway <u>mitigation</u> improvements are <u>is</u> provided <u>where necessary</u>, in accordance with the requirements of the highway authority taking into account total traffic to be generated by existing and proposed development in the Industrial Estate and the Proving Ground <u>and with all access taken via the main gate to Bath Lane; and</u></p> <p>f. it is subject to approval and implementation of a Travel Plan to increase access to the site by modes other than the private car;</p> <p>g. all access is taken via the main gate to Bath Lane; and</p> <p><u>d</u> h any individual unit for Class B8 use does not exceed 500sq.m in gross floorspace.</p> <p><u>BE4 Explanation (Extract)</u></p> <p>6.7.4 Restricting the range of permitted uses will help avoid both disturbance to nearby residents and any wider impacts on the rural character of the area. Also, there is a risk that uses that are dependent on road access here could lead to inappropriate types and volumes of traffic. This could pose a serious risk to highway safety, given the limitations on carriageway width and alignment. It would also reinforce unsustainable travel patterns. <u>Any additional development at either the Proving Ground or the Industrial Estate will be required to use the main gate to Bath Lane for access, with a Travel Plan required to support additional proposals at the Industrial Estate to minimise additional private vehicle trips. Highway mitigation for the surrounding road network will be required where necessary and in consultation with the County Highway Authority.</u></p>
MM17	RT2: Town and local centres	99	<p>.....</p> <p>2. Within the town centres of Market Harborough and Lutterworth, as defined on the Policies Map, development proposals for main town centre uses <u>and residential uses</u> will be permitted provided their scale and design reflects the role, function, distinctive qualities and historic/architectural heritage of the town centre. Development that would harm the vitality and viability of either town centre will not</p>

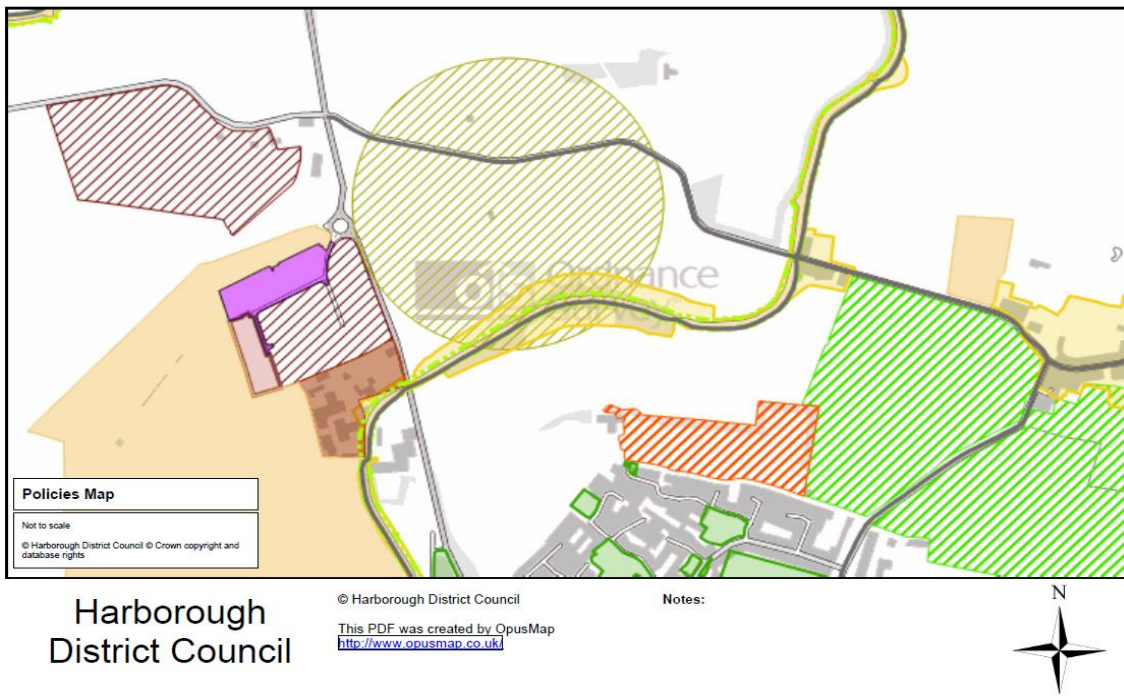
Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>be approved <u>permitted</u>.</p> <p>.....</p> <p>4. Residential development within the defined town centres of Market Harborough and Lutterworth will be permitted, subject to the creation of a satisfactory residential environment and so long as it does not undermine the functionality and heritage of the town centres.</p> <p>(Renumber criteria 5 – 6 as <u>4 – 5</u>)</p> <p>76. Within the local centres of Fleckney, Great Glen and Kibworth Beauchamp, as defined on the Policies Map, proposals for shopping and business uses, <u>including mixed development with residential accommodation</u>, will be permitted provided development proposals do not detract from the character of the area in terms of design, mass, material height or location and the amenity of neighbouring residents is not adversely affected. Proposals outside the defined local centre will need to apply the sequential test and carry out an impact assessment in accordance with the threshold set out above.</p>
MM18	HC1: Built Heritage	110	<p>1. Development affecting heritage assets and their settings will:</p> <ul style="list-style-type: none"> a. be appraised in accordance with national policy; and b. be permitted where it protects, conserves or enhances the significance, character, appearance and setting of the asset, including where possible better revealing the significance of the asset and enabling its interpretation. <p>2. Development will be refused where the proposal would lead to harm to or the loss of significance of a heritage asset and/or its setting, unless it can be demonstrated that the harm or loss is clearly outweighed by the public benefits of the proposal.</p> <p><u>2. Where the proposed development would lead to substantial harm to (or total loss of significance of) a designated heritage asset and/or its setting, planning permission will not be granted unless:</u></p> <ul style="list-style-type: none"> <u>a. The proposed development demonstrates that the substantial harm or total loss is</u>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>necessary to achieve substantial public benefits that outweigh the harm or loss; or</u></p> <p><u>b. The nature of the heritage asset prevents all reasonable uses of the site; and</u></p> <p><u>c. No viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation; and</u></p> <p><u>d. Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and</u></p> <p><u>e. The harm or loss is outweighed by the public benefits of bringing the site back into use.</u></p> <p><u>Where the proposed development would lead to less than substantial harm to the significance of a designated heritage asset and/or its setting, this harm will be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.</u></p> <p>3. Development within or affecting a Conservation Area will be permitted where it reflects and respects the special characteristics of <u>preserves or enhances the character or appearance of</u> the Conservation Area, including local design and materials.</p> <p>4. Development that secures the viable and sustainable future of heritage assets at risk of neglect or loss will be permitted where such development preserves or enhances the significance of the heritage asset; and</p> <p>a. this is demonstrably necessary to secure the future of the asset;</p> <p>b. it does not result in harm to the asset or its setting;</p> <p>c. the public benefit outweighs the harm caused; and</p> <p>d. no other funding is available.</p> <p><u>4. Development affecting the significance of a non-designated heritage asset and/or its setting</u></p>

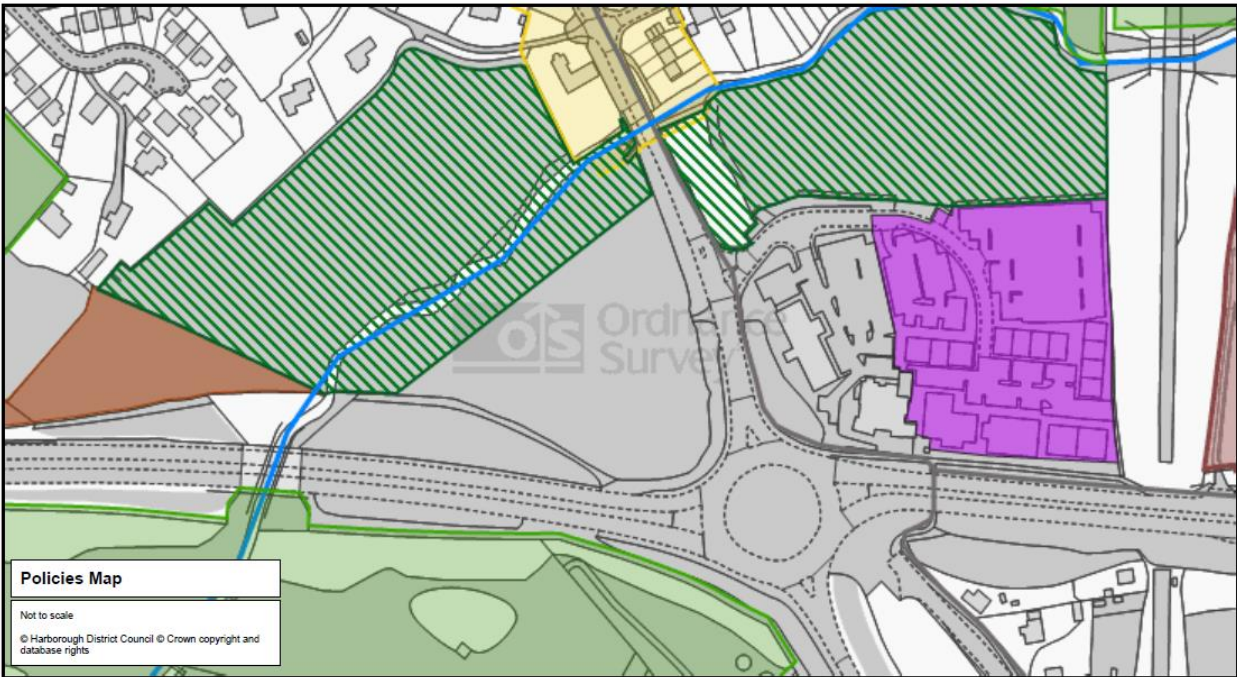
Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>will have regard to the scale of any harm or loss and the significance of the non-designated heritage asset.</u></p> <p>5. Development which enhances the local and regional role of Foxton Locks and the former inclined plane as a tourism and recreational facility and which maintains and enhances the value, importance and integrity of these heritage assets will be permitted.</p>
MM19	GI1: Green infrastructure networks	119	<p>4. Development will be permitted where it ensures green infrastructure is fully integrated into the proposal, maximising existing green assets and creating new green space.</p> <p><u>1. Development which supports the potential of the following strategic green infrastructure assets to contribute to the wider green infrastructure network will be permitted:</u></p> <p><u>a. Welland, Sence, Soar, Swift and Avon river corridors;</u></p> <p><u>b. Grand Union Canal;</u></p> <p><u>c. dismantled railway lines;</u></p> <p><u>d. Saddington, Stanford and Eyebrook reservoirs; and</u></p> <p><u>e. traffic free cycle routes, and long-distance recreational paths and bridleways.</u></p> <p>2. The Ggreen infrastructure assets <u>listed above</u> will be safeguarded <u>and, where possible, enhanced</u> by ensuring that:</p> <p>a. development does not compromise their integrity or value;</p> <p>b. development contributes wherever appropriate to improvements in their quality, use and multi-functionality; and</p> <p>c. opportunities to add to <u>or improve their contribution to</u> the green infrastructure network are maximised through partnership working.</p> <p>3. Development which supports the potential of the following strategic green infrastructure assets to contribute to the aims of the wider green infrastructure network will be permitted:</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<ul style="list-style-type: none"> — a. Welland, Sence, Soar, Swift and Avon river corridors; — b. Grand Union Canal; — c. Dismantled railway lines; — d. Saddington, Stanford and Eyebrook reservoirs; and — e. Traffic free cycle routes, and long-distance recreational paths and bridleways.
MM20	GI2: Open space, sport and recreation	122	<p>2. Development resulting in the loss of or reduction in public and private defined open spaces, sport and recreation spaces facilities will not be permitted unless it can be clearly demonstrated that:</p> <p>.....</p>
MM21	GI3: Cemeteries	128	<p>1. The Council will ensure sufficient burial provision continues to be provided in the District in the following ways:</p> <p>a. Extensions to existing burial sites will be permitted where there is a demonstrable requirement for additional capacity for burials and cremation ashes and this cannot be met within the curtilage of an existing site;</p> <p>b. New burial sites will be permitted where there is a need for additional capacity for burials which cannot be met through extending existing sites, including provision for the East of Lutterworth and Scraftoft North SDAs; new sites should be located as close as possible to the assessed need;</p> <p>c. Land is allocated for a new burial site to serve Market Harborough and surrounding villages to meet identified needs at land to the east of Harborough Road (B6047), Market Harborough, as shown on the Policies Map, providing a minimum of 3,000 burial plots.</p> <p><u>c. The need for a new burial site to serve the needs of Market Harborough and surrounding villages has been identified. A broad location for this new site has been identified on land to the east of Harborough Road (B6047) to the north-west of the town, as shown on the Policies Map. In the event that a new burial site to serve the town is not delivered through b. above beforehand and subject to further technical work to demonstrate the site is suitable, a new burial site in this broad location should be provided as a component of the town's future expansion as part of a Local Plan Review.</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>9.5 GI3 Explanation</p> <p>.....</p> <p>9.5.3 A number of areas of the District have been identified where the shortage of burial/ cremation ash capacity cannot be accommodated by the intensification or extension of existing sites. These areas are:</p> <ul style="list-style-type: none"> • Towards the south of the District around Market Harborough. There is a shortage of capacity within Market Harborough and around Foxton. Lubenham and Great Bowden are also expected to see shortages of capacity in the period between 2031 and 2039. A site is allocated for new cemetery provision at land east of Harborough Road (B6047). This will have a minimum capacity of 3000 burial plots and will be implemented by the Council as burial authority or by, or in partnership with, a private provider. The Council will consider use of its CPO powers if necessary to deliver this project. <u>A broad location for a new cemetery has been identified to the north of Market Harborough as part of a future expansion of the town in this area.</u> <p>Table B.32 Supporting Information: Policy GI3</p> <p>Add following to 'What evidence has informed this policy?' row:</p> <p><u>Market Harborough Cemetery Site Assessments, 2017</u></p> <p><u>Policies Map:</u></p> <p>Cemeteries (GI3): Deletion of cemetery allocation to serve Market Harborough. Inclusion of broad location for cemetery. (Shown below for illustrative purposes as a circle with green stripe hatching.)</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			 <p>Harborough District Council</p> <p>© Harborough District Council This PDF was created by OpusMap http://www.opusmap.co.uk</p> <p>Notes:</p> <p>N</p>
MM22	GI4: Local Green Space	130	<p>.....</p> <p>2. The construction of new buildings on Local Green Space will not be permitted except in very special circumstances where the potential harm to the Local Green Space, including to its openness, special character and significance to the local community, is clearly outweighed by other considerations, such as the benefits of the development in enabling or enhancing public access to and use of the Local Green Space <u>other than:</u></p> <p><u>a) buildings providing appropriate facilities for outdoor, sport, recreation, cemeteries, burial grounds and allotments as long as the facilities preserve the openness of the Local Green Space, or</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>b) replacement buildings, provided the new building is in the same use and not materially larger than the one it replaces; or</u> <u>c) limited affordable housing for local community needs, except in very special circumstances where the potential harm to the Local Green Space, including to its openness, special character, significance to the local community, and any other harm, are clearly outweighed by other considerations.</u></p> <p><u>Explanation (Extract)</u></p> <p>9.7.6 This policy recognises the particular importance of the designated sites and ensures their long term protection. The second part of the policy allows for <u>the construction of buildings for specific uses compatible with a Local Green Space designation and for replacement buildings where specific provisions are met (in accordance with NPPF para 145).</u> development <u>Otherwise the construction of new buildings is not permitted except in very special circumstances</u> where any harm is considered to be clearly outweighed by <u>other considerations</u> its benefits in enabling or enhancing public access to or use of the site. This provides for minor development such as provision of tourism interpretation facilities or footpaths to enhance access to the site.</p> <p><u>Policies Map:</u></p> <p>Local Green Space (GI4): Amendment to boundary of River Swift Flood Plain (ref: LGS/LUTT/05). (Shown below for illustrative purposes in dark green stripe hatching.)</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			 <p>Harborborough District Council</p> <p>© Harborborough District Council</p> <p>This PDF was created by OpusMap http://www.opusmap.co.uk</p> <p>Notes:</p> <p>N</p>
MM23	CC2: Renewable energy generation	137	<p>1. Development for renewable and low carbon energy generation will be permitted where:</p> <ul style="list-style-type: none"> a. it is an appropriate technology for the site; b. it avoids harm to important bird and animal species; c. it avoids substantial harm to any heritage asset, designated or not, and its setting and any less than substantial harm is clearly outweighed by the other benefits of the development;

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>d. it minimises the impact on local and historic landscape character;- be. it does not create a significant noise intrusion for existing dwellings; cf. it includes measures to mitigate against any adverse impacts on the built and natural environment resulting from the construction, operation and decommissioning of any equipment/infrastructure; dg. it does not contribute towards an unacceptable cumulative visual impact from renewable energy developments when considered in conjunction with nearby developments and permitted proposals within the District or adjoining local authority areas; and eh. adequate conditions are imposed and/or a legal agreement is entered into ensuring that once the use ceases operating permanently, it is fully decommissioned and the site appropriately restored.</p> <p>2. Small scale single wind turbines (less than 30m) will be permitted subject to the above criteria. Larger wind turbine developments will only be permitted, subject to the above criteria, in the following areas:</p> <p>a. medium scale development (1-3 turbines up to 65 metres): Welland Valley, Lutterworth Lowlands and Upper Soar landscape areas; b. large wind farms (4 or more turbines up to 125 metres): Lutterworth Lowlands and Upper Soar landscape areas.</p> <p><u>2. Wind energy development involving one or more turbines will not be permitted except as follows:</u></p> <p><u>a. in the High Leicestershire and Laughton Hills Landscape Character Areas, where the height does not exceed 30 metres and no more than three turbines are proposed;</u> <u>b. in the Welland Valley Landscape Character Area, where the height does not exceed 65 metres and no more than three turbines are proposed; and</u> <u>c. in the Lutterworth Lowlands and Upper Soar Landscape Character Areas, where the height does not exceed 125 metres.</u> <u>In all cases, proposals will be considered against the above criteria 1.a to e.</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>10.3 CC2 Explanation</p> <p><u>10.3.5 Detailed assessment was not undertaken in respect of heritage assets and their settings in the Landscape Sensitivity to Renewable Energy report and subsequent definition of areas for small, medium and large scale wind farms. Applications for renewable energy development proposals will need to take account of heritage assets and their settings, and be supported by a detailed heritage assessment that takes into account the criteria of Policy HC1 <i>Built heritage</i>.</u></p> <p>10.3.65 Commercial renewable energy developments are expected to provide an environmental impact assessment and to ensure that important animal and bird species are properly safeguarded. Bird sensitivity should be especially considered to the east of the District, close to Rutland Water which is a Site of Special Scientific Interest (SSSI), a Ramsar site and a European Special Protection Area.</p> <p>10.3.76 Community owned energy is an important means of engaging communities with their own energy generation. Community owned energy projects are encouraged within the District. A local community energy company has been set up as part of the Sustainable Harborough Challenge, called Harborough Energy, specifically to enable community owned renewable energy projects. The first two solar projects were commissioned in 2016.</p> <p>10.3.87 In all cases where planning permission is required for renewable energy projects, any approval shall include a planning condition requiring the removal of equipment/ associated infrastructure and the reinstatement of building or land to original condition or appearance within three years of such equipment becoming permanently non-operational.</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM24	CC3: Managing flood risk	140	<p>1. New development should take place in the areas of lowest risk of flooding, including the potential future risk due to climate change. Development should take place within Flood Zone 1, wherever possible. The Sequential Test and, where necessary, the Exceptions Test should be used to assess the suitability of proposed development. <u>Site-specific flood risk assessments of all sources of flood risk on the site and downstream of the site will be required as appropriate.</u></p> <p>2. Major development in Flood Zone 1, and all development in Flood Zones 2 or 3, will be permitted where:</p> <p>a. it satisfactorily addresses the mitigation, flood management and design requirements identified in a site-specific Flood Risk Assessment of all sources of flood risk on the site and downstream of the site; and</p> <p>b. its design incorporates flood resilience measures to allow for increased risk due to climate change.</p> <p><u>2. Development should take place within Flood Zone 1, wherever possible. Within Flood Zone 1 a site-specific flood risk assessment will be required for proposals relating to:</u></p> <p><u>a. major development;</u></p> <p><u>b. land with critical drainage problems;</u></p> <p><u>c. land at increased flood risk in the future; or</u></p> <p><u>d. a more vulnerable use on land subject to other sources of flooding.</u></p> <p><u>3. All development proposals in Flood Zones 2 or 3 will require a site-specific flood risk assessment.</u></p> <p><u>4. Development proposals subject to a site-specific flood risk assessment will only be permitted where:</u></p> <p><u>a. the mitigation, flood management, flood resilience measures, and design requirements identified are satisfactorily addressed; and</u></p> <p><u>b. the design incorporates flood resilience measures to allow for increased risk due to</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>climate change.</u></p> <p>35. Development in Flood Zone 3, unless meeting the Exceptions Test, will only be permitted as follows:</p> <ul style="list-style-type: none"> a. Flood Zone 3a: 'less vulnerable' uses, including retail and business uses (A and B Use Classes), agriculture and some non-residential institutions (Use Class D1) other than for health services, nurseries and education; and water compatible development; b. Flood Zone 3b: water compatible development <u>where appropriate</u>; this zone will be safeguarded to ensure protection of the functional floodplain.
MM25	IN2: Sustainable Transport	151	<p>1. Development proposals should support <u>have regard to</u> the transport policies of the Local Transport Authority (and where appropriate adjoining transport authorities) and where there are impacts on the national road network be aligned with policies of Highways England</p> <p>2. Residential and commercial development proposals will be permitted, subject to the provision of:</p> <ul style="list-style-type: none"> a. safe access, servicing and parking arrangements in accordance with <u>having regard to</u> highways authority guidance and standards; <p><u>Explanation (extract)</u></p> <p>11.3.7 The approach to transport set out in this Local Plan acknowledges that additional transport infrastructure improvements will be largely developer funded, and that public transport provision, for both new and existing services, will also be developer funded where necessary. Within and adjacent to Market Harborough, development will be expected to contribute to transport improvement schemes set out in the Market Harborough Transport Strategy 2017-2031, with development within and adjacent to Lutterworth and Magna Park expected to contribute towards transport improvement schemes set out in the A5 Strategy and Action Plan. <u>Where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network, the Council will seek measures, including if necessary a financial contribution fairly and reasonably related to the development, to mitigate the impact of the scheme. The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out below.</u></p> <p>(see Appendix 3 for table to be included).</p>
MM26	IN3: Electronic connectivity	155	<p>1. Major development will only be permitted where adequate broadband services are <u>infrastructure is</u> to be made available to all residents and/or users of the development.</p> <p>11.5.5 Applications for major residential and employment development should be supported by a communications strategy that delivers future-proofed infrastructure and supports sustainable communications services. Developers are encouraged to engage with broadband providers at the earliest opportunity to enable <u>infrastructure to support</u> the highest possible internet connection speeds to be provided in new developments.</p>
MM27	IN4: Water resources and services	158	<p>1. Water resources will be protected and water services provided. Development will be permitted where it would:</p> <ol style="list-style-type: none"> not adversely affect the quality of any water course into which the surface water emanating from new development flows; not adversely affect ground water quality by preventing potential sources of water pollution within Source Protection Zones (as identified on the Policies Map); have access to an adequate water supply to support the development proposed; have ready access to adequate foul water treatment and disposal facilities that either already exist or can be provided in time to serve the development; ensure the removal of any contamination from the site and that the development would not result in the migration of any contamination to a location where it could have an adverse affect upon the water environment; and <u>have no adverse impact on and, wherever possible,</u> contribute to an enhanced water environment and its associated ecology wherever possible. <p>2. Major developments, and high or intense water use developments, should include a grey water and rainwater harvesting system, unless demonstrated to the Council's satisfaction that such a system is not <u>viable</u> feasible or practical.</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM28	IMR1: Implementation, monitoring and review	162	<p>1. The Council will monitor and manage, 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 Appendix K: Monitoring Framework.</p> <p>2. <u>A full or partial update of the Local Plan will be commenced (defined as the publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) within 6 months of the following:</u></p> <ul style="list-style-type: none"> a. <u>the adoption by the Council of a Memorandum of Understanding (MOU) or Statement of Common Ground (SoCG) which proposes a quantity of housing or employment development to 2031 that is significantly greater than the housing requirement or employment need identified in this Local Plan; or</u> b. <u>in the absence of an adopted MOU or SoCG, 12 months from the date of publication of a Local Plan for Leicester City (defined as publication of an invitation to make representations in accordance with Regulation 19 of the Town and Country (Local Planning) (England) Regulations 2012) that includes satisfactory evidence of an unmet local housing need; or</u> c. <u>conclusion of a review in response to specific trigger points as set out in the monitoring framework, including identification of significant and persistent shortfalls in the delivery or supply of housing against the housing requirement.</u> <p>3. <u>Any full or partial update of the Local Plan triggered by 2. above will be submitted for examination within 30 months from the date it commenced.</u></p> <p>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:-</p> <ul style="list-style-type: none"> 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

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>housing and/or employment land within the Harborough District and there is insufficient flexibility already provided for within the Plan; or</p> <p>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.</p> <p>3. The 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.</p> <p><u>IMR1 Explanation (Extracts)</u></p> <p>12.1.7 The Council recognises that to be effective the Local Plan needs to be kept up to date. The national Planning Practice Guidance (PPG) indicates that plans will need to be reviewed, either in whole or part, at least every five years. 'Fixing our broken housing market', the Housing White Paper (DCLG February 2017) indicates that this may become a statutory requirement. <u>Policies in the Local Plan, including the spatial strategy, will be reviewed to assess whether they need updating at least five years from adoption and, where necessary, they will be updated. This review process will take account of any significant changes to national policy and changing circumstances affecting the District.</u> The Council will undertake a partial or full Monitoring or review of the Local Plan to take account of significant changes to national policy where relevant and. <u>In addition an early Local Plan update (full or partial) will be initiated</u> in the following circumstances:</p> <p>a. When specific trigger points have been met</p> <p>Specific trigger points for partial or full Monitoring and review of the Local Plan have been set out for relevant key policies in Appendix K <i>Monitoring framework</i>. Where monitoring through the AMR indicates that the trigger point has been reached or will be reached in the near future, the Council will commence a review of appropriate policies.</p> <p>b. Responding to the HEDNA</p> <p>The Council has worked collaboratively with other authorities to establish, objectively, the level of growth</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>that is required through the joint commissioning of a Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. It will continue to work to establish the scale and distribution of any additional provision. In the event that this work identifies the need for further provision of housing and employment land, and there is insufficient flexibility in Policy SS1 <i>The spatial strategy</i>, Policy IMR1 will be invoked.</p> <p>c. Responding to the emerging Leicester & Leicestershire HMA Strategic Growth Plan The joint Strategic Growth Plan will include a vision for the Leicester and Leicestershire HMA to 2050 and will set out the scale and spatial distribution of future development in the HMA between 2031 and 2036, and the quantum and broad areas of search to meet development needs beyond to 2050. Should the Strategic Growth Plan set out a scale and spatial distribution of development for the Harborough District which is significantly different to that set out in the Local Plan, an early review or partial Monitoring and review of the Local Plan will be brought forward.</p> <p><u>a. Adoption of Memorandum of Understanding or Statement of Common Ground</u></p> <p><u>Once there is clarity around the scale of any unmet housing need from Leicester City, the seven Leicestershire local authorities will be in a position to agree how it will be apportioned through the adoption of a Memorandum of Understanding (MOU) or a Statement of Common Ground (SoCG). Should this agreed distribution result in a significantly greater amount of housing or employment development for the District than set out in this Local Plan, this trigger commits the Council to the commencement of a full or partial update of the Local Plan within six months.</u></p> <p><u>b. Publication of Local Plan for Leicester City evidencing unmet housing need</u></p> <p><u>Where no MOU or SoCG has been adopted, this trigger commits the Council to a full or partial review of this Local Plan within 12 months of the date of publication of Leicester City's Local Plan Regulation 19 consultation, providing that it is accompanied by robust evidence of unmet housing need. This is a fall back position to ensure that work on a full or partial update is</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>commenced as soon as Leicester City has quantified any unmet need through its publication Local Plan, in the event that the Leicestershire local authorities have no agreed apportionment of such unmet need at that time.</u></p> <p><u>c. Monitoring identifies that specific trigger points have been met</u></p> <p><u>Specific trigger points, which could initiate a partial or full review of the Local Plan, are set out for relevant key policies in Appendix K <i>Monitoring framework</i>. Where monitoring (including consideration of performance as measured by the Housing Delivery Test) indicates that the trigger point has been reached, or will be reached in the near future, the Council will commence a full or partial update of the Local Plan.</u></p>
Part C			

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM29	SC1: Scraftoft North SDA	167-169	<p><u>SC1 Scraftoft North Strategic Development Area</u></p> <ol style="list-style-type: none"> 1. Land to the north of Scraftoft, as identified on the Policies Map, is allocated as a Strategic Development Area (SDA). 2. This new neighbourhood will be developed comprehensively in accordance with a masterplan, including delivery and phasing arrangements, <u>to be prepared in accordance with masterplanning requirements set out in Appendix L</u> and informed by key design principles, an independent design review and community consultation. This masterplan will be incorporated into a Supplementary Planning Document and/or an outline planning application and <u>a</u> supporting section 106 agreement. 3. The masterplan will <u>guide the creation of</u> create a sustainable and high quality living environment <u>within a network of green infrastructure which maintains and enhances the existing areas of highest ecological value, creates new habitats of local Biodiversity Action Plan priorities, provides recreational opportunities and maintains the distinct identity of Scraftoft village</u> and will provide for: <ol style="list-style-type: none"> a. approximately 1,200 dwellings during the plan period to 2031-; b. affordable and specialist housing in accordance with Policies H2 and H4; c. a mix of house types, including serviced plots for self-build and custom homes, <u>as appropriate</u>, and housing standards in accordance with Policy H5; d. a range of housing densities, with lower densities towards the northern and rural boundaries of the site; <p>Community facilities</p> <ol style="list-style-type: none"> e. a two-form entry primary school to be provided seen after <u>in parallel with the progress of housing development, with at least a one form entry primary school to be open the first</u>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>September before</u> the completion of 300 dwellings, <u>or at a specified date whichever is the later, having regard to the relevant policy of the Local Education Authority;</u></p> <ul style="list-style-type: none"> f. appropriate contributions towards secondary education provision, as determined by the local education authorities; g. a neighbourhood centre as a social and retail hub for the new community to be provided before the completion of 500 dwellings <u>in accordance with a phasing plan to be agreed with the Local Planning Authority;</u> to include some or all of the following: <ul style="list-style-type: none"> i. a supermarket or shops to meet local convenience needs; ii. a public house/café; iii. a doctors' surgery; iv. a community hall; and v. other community facilities or upgrade of existing facilities; h. a multifunctional green infrastructure network, including: <ul style="list-style-type: none"> i. green corridors along Scraptoft Brook to retain its value as an important wildlife corridor, including designation of part of the area as a Local Wildlife Site; ii. open space, sport and recreation facilities including equipped play space and sports pitches in accordance with Policy GI2;₁ and iii. a new cemetery in accordance with Policy GI3; <p>Highways and Transportation</p> <ul style="list-style-type: none"> i. a minimum of two access points to the development, with an east-west connection across the site; j. well connected street patterns that deliver high quality, safe and direct walking, cycling and public

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>transport routes in accordance with Policy IN2;</p> <p>k. improved connections to existing cycle routes in the vicinity of the site in accordance with Policy IN2;</p> <p>l. a minimum 20 minute frequency bus service from the site into Leicester city centre <u>in accordance with a public transport strategy to be agreed with the Local Planning Authority;</u></p> <p>m. on-site provision of and off-site improvements to public transport infrastructure, such as bus priority measures, real time information and bus stop improvements <u>in accordance with a public transport strategy to be agreed with the Local Planning Authority;</u></p> <p>n. a travel plan and a green travel package that provide an attractive alternative to private car use for residents of the new development in accordance with Policy IN2;</p> <p>o. a package of mitigation measures on the existing highway and transport network, both within and outside the District, where adverse impacts are identified, the construction of which shall be co-ordinated and timed to minimise disruption to the local road network <u>and local community;</u></p> <p>p. a parking strategy, including cycle parking, and servicing for each development parcel to determine the location of parked cars to ensure that they can be accommodated without dominating the built environment (and <u>having regard to</u> in accordance with Leicestershire County Council 6Cs-<u>Highway Design Guide</u> design guidance);</p> <p>Environment</p> <p>q. measures to minimise potential visual impact on the nearby Scraftoft Conservation Area in accordance with Policy HC1;</p> <p>r. retention of the area bounded by New Romney Crescent, Hamilton Lane and Scraftoft Lane as Green Wedge to prevent the merging of Leicester and Scraftoft and to provide recreational resource for new and existing residents of the locality;</p> <p>s. retention and enhancement of visually important hedgerows, and boundary trees, particularly along</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>the northern boundary of the site;</p> <p>t. an integrated approach to surface water drainage and multifunctional greenspace, including sustainable drainage measures in accordance with Policies CC3 and CC4;</p> <p>u. facilities for recycling and waste collection, including concealed bin storage;</p> <p>v. consideration of the feasibility of providing decentralised renewable energy in accordance with Policy CC2;</p> <p>w. measures to naturalise the Scraftoft Brook; and</p> <p>x. <u>pursuance of measureable net gains for biodiversity by: retention of habitat connectivity by enhancing or sensitively replacing the habitat value of existing herb-rich grassland, scrub, hedgerows and ponds. retaining and enhancing species-rich grassland habitats of highest value; creating new wetland and grassland habitats to deliver local Biodiversity Action Plan priorities and compensate for any habitat losses; maintaining and improving habitat connectivity; and mitigating impacts on protected species and local Biodiversity Action Plan priority habitats; and</u></p> <p>y. <u>creation of an area of publicly accessible open space immediately to the north of Scraftoft Brook, the design of which shall enhance the ecological value of this part of the site, whilst also creating a setting to help maintain the distinct identity of the existing Scraftoft village. The future management and maintenance of this open space shall be agreed through a planning application, in accordance with Policy GI2.</u></p> <p>4. Land to the east of Houghton on the Hill, as shown on the Policies Map, is allocated for a replacement golf course subject to the following criteria:</p> <p>a. the layout does not sever or severely disrupt the public right of way network;</p> <p>b. a satisfactory access is provided and there is capacity in the local road network to accommodate <u>traffic generated by</u> the development;</p> <p>c. the location and design of the buildings and the landscaping of the course minimise visual impact</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>upon the surrounding open countryside;</p> <p>d. all built facilities proposed are directly related to the use of the land for the proposed golf activities in nature and scale;</p> <p>e. details of the course construction are submitted with the planning application; <u>and</u></p> <p>f. light spillage from any proposed lighting installations is minimised.</p> <p><u>SC1 Explanation (Extracts)</u></p> <p>13.2.4 The development will be guided through by the preparation of a comprehensive masterplan prepared by the promoter in advance of and supporting an application, <u>the preparation of such will include a period of public consultation</u>. The masterplan should be prepared in such a way to enable it to be easily adopted as a Supplementary Planning Document. Further guidance on masterplan requirements is set out in Appendix L <i>Masterplanning requirements</i>. These include phasing which should take account of the 'trigger points' in Policy SC1 identifying when elements of infrastructure are required. If a different phasing is sought, then this will need to be justified with reference to viability or other relevant considerations.</p> <p>13.2.12 The south eastern part of the site is currently designated as the Scruptoft Local Nature Reserve. However, the site has not been managed as a nature reserve and is currently grazed by horses. Evidence shows that the north-eastern parts have declined in value, but that parts to the south and west have value as a herb-rich grassland-scrub mosaic. Development of the site would require the de-declaration of the Local Nature Reserve, but the retention and enhancement of <u>improved management of the best part of this grassland will form the basis of a larger area of restored and created species-rich grassland habitat, which, together with improvements to the wildlife value of the Scruptoft brook corridor and creation of wetlands and other habitats, will compensate for the loss of part of the existing species-rich grassland and scrub</u>, wildlife corridors and the best of the herb-rich grassland and scrub mosaic is required. The process for de-declaration, including the relevant consultation, is being undertaken in parallel with the Local Plan <u>and future planning applications</u>.</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM30	MH1: Overstone Park	175	<p>1. f. a financial contribution to the mitigation measures outlined in the Market Harborough Transport Strategy, 2016 <u>a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;</u></p> <p>l. parking provision, including cycle parking, and servicing for each development parcel to be in accordance with <u>have regard to</u> Leicestershire County Council 6Cs design guidance <u>Highway Design Guide</u>.</p> <p><u>14.2.5 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.</u></p>
MM31	MH2: East of Blackberry Grange	178	<p>1.d. parking provision, including cycle parking, and servicing for each development parcel to be in accordance with <u>have regard to</u> Leicestershire County Council 6Cs design guidance <u>Highway Design Guide</u>.</p> <p>e. a financial contribution towards the mitigation measures outlined in the Market Harborough Transport Strategy, 2016; <u>a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;</u></p> <p><u>14.4.5 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.</u></p>
MM32	MH3: Burnmill Farm	181	<p>1. Land at Burnmill Farm, as shown on the Policies Map, is allocated for the development of up to 90 <u>128</u> dwellings.</p> <p>.....</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>b. a financial contribution towards the mitigation measures outlined in the Market Harborough Transport Strategy, 2016; <u>a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network</u></p> <p>.....</p> <p>g. <u>a construction traffic management plan, including the proposed routing of different sizes of construction vehicles which seeks to maximise use of the existing farm track for construction traffic, to be submitted to and approved by the Local Planning Authority;</u></p> <p>g. <u>h.</u> parking provision, including cycle parking, and servicing to be in accordance with <u>have regard to</u> Leicestershire County Council 6Cs design guidance <u>Highway Design Guide</u>; and</p> <p>h. <u>i.</u> a layout and design, including the ridge height of dwellings to the northern boundary, that is shaped by a landscape and visual impact assessment, and that respects:</p> <p>i. the openness of the landscape and the scarp slope to the north;₁</p> <p>ii. the relationship with the Grand Union Canal;₁ and</p> <p>iii. the views from the land to the north of Market Harborough and from Great Bowden into the site.</p> <p>14.6.1. Burnmill Farm is situated to the north of Market Harborough town centre. It is identified for an allocation of 90 <u>up to 128</u> dwellings.</p> <p><u>14.6.4 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM33	MH4: Land at Airfield Farm	183	<p>1.a. access to the site to be from Gallow Field Road, <u>determined in liaison with the County Highway Authority</u> and subject to <u>following</u> a transport assessment taking into account neighbouring permissions and any improvements required to the Gallow Field Road/ Leicester Road/ Bowden Road crossroads;</p> <p>d. a financial contribution towards the mitigation measures outlined in the Market Harborough Transport Strategy; <u>a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;</u></p> <p>e. parking provision, including cycle parking, and servicing for each development parcel to be in accordance with <u>have regard to</u> Leicestershire County Council-6Cs design guidance <u>Highway Design Guide</u>;</p> <p><u>14.8.4 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.</u></p>
MM34	MH5: Airfield Business Park	186	<p>1. e. a financial contribution towards the mitigation measures outlined in the Market Harborough Transport Strategy, 2016; <u>a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;</u></p> <p>f. parking provision, including cycle parking, and servicing for each development parcel to be in accordance with <u>have regard to</u> Leicestershire County Council-6Cs design guidance <u>Highway Design Guide</u>;</p> <p><u>14.10.5 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM35	MH6: Compass Point Business Park	189	<p>1. d. a financial contribution towards the mitigation measures outlined in the Market Harborough Transport Strategy, 2016; <u>a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;</u></p> <p>e. parking provision, including cycle parking, and servicing for each development parcel to be in accordance with <u>have regard to</u> Leicestershire County Council 6Cs design guidance <u>Highway Design Guide</u>;</p> <p><u>14.12.4 The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out in Policy IN2.</u></p>
MM36	L1: Lutterworth East SDA	194	<p><u>L1 East of Lutterworth Strategic Development Area</u></p> <p>1. Land to the east of Lutterworth, as identified on the Policies Map, is allocated as a Strategic Development Area (SDA).</p> <p>2. This new community <u>neighbourhood</u> will be developed comprehensively in accordance with a masterplan, including delivery and phasing arrangements, <u>to be prepared in accordance with masterplanning requirements set out in Appendix L</u> and informed by key design principles, an independent design review and community consultation. This masterplan will be incorporated into a Supplementary Planning Document and/or an outline planning application and supporting section 106 agreement.</p> <p>3. The masterplan will <u>guide the creation</u> create <u>of a sustainable, high quality and largely self-sufficient settlement</u> <u>sustainable urban extension to Lutterworth</u> and an attractive environment for living, working and recreation. <u>It will address and overcome the issue of community severance resulting from the presence of the M1, to create a sustainable urban extension which is permeable and well-connected to Lutterworth via legible walking and cycling routes with good natural surveillance.</u> It will provide for:</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>Housing</p> <p>a. about 2,750 dwellings of which about 4,500 1,260 dwellings will meet housing requirements in the plan period and the remaining dwellings will meet requirements after 2031, all to be located east of the M1 and north of the A4304;</p> <p>b. affordable and specialist housing in accordance with Policies H2 and H4;</p> <p>c. a mix of house types, including serviced plots for self-build and custom homes, <u>as appropriate</u>, and housing standards in accordance with Policy H5;</p> <p>d. a range of housing densities, with higher densities located near the proposed local centre and along the spine road and lower densities towards the rural boundaries to the north, east and south of the site;</p> <p>Business and employment</p> <p>e. 13 hectares of non-strategic storage and distribution (B8) uses on land to the south of the A4304, subject to:</p> <p>i. access from the A4304 that is separate from that to the rest of the SDA to the north; and</p> <p>ii. a comprehensive landscaping scheme planted in advance so as to provide adequate screening of the development by the time of completion;</p> <p>f. <u>about</u> 10 hectares of business uses within Use Class Orders B1 and B2 on land between the spine road and the M1;</p> <p>Community facilities</p> <p>g. two 2 form entry primary schools to be provided in parallel with the progress of housing development, with at least a one form entry primary school available <u>to be open the first September seen after before</u> the completion of 300 dwellings; <u>or at a specified date whichever is the later, having regard to the relevant policy of the Local Education Authority;</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>h. appropriate contributions towards secondary education provision if necessary;</p> <p>i. a neighbourhood centre as a social and retail hub for the new community to be provided before the completion of 700 dwellings <u>in accordance with a phasing plan to be agreed with the Local Planning Authority,</u> to include some or all of the following:</p> <p>i. a supermarket or shops to meet local convenience needs;</p> <p>ii. a public house/café;</p> <p>iii. a doctors' surgery;</p> <p>iv. a community hall; and</p> <p>v. other community facilities or upgrade of existing facilities;</p> <p>j. a multifunctional green infrastructure network, including:</p> <p>i. greenways for walking, cycling and <u>wheelchair users</u> horse riding, as part of a central green spine distributor route through and beyond the site, to provide structure to the distribution of development and incorporate most existing hedgerows, trees, field ponds, and footpaths;</p> <p>ii. a community park containing outdoor sports facilities to be provided before completion of 300 dwellings or as otherwise agreed by the Council;</p> <p>iii. natural and semi-natural greenspace (including the existing woodland and Misterton Marshes SSSI which is to be protected as non-accessible open space);</p> <p>iv. measures to minimise potential visual impact on nearby heritage assets and their setting, in accordance with Policy HC1;</p> <p>v. a cemetery (in accordance with Policy GI3) and allotments;</p> <p>vi. local public open space, including equipped play space and multi-use games areas, in accordance with Policy GI2 as the residential development progresses <u>and a phasing plan to be</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>agreed with the Local Planning Authority;</u></p> <p>k. <u>safeguard</u> land for a replacement <u>potential new</u> leisure centre to serve Lutterworth, towards the end of the plan period;</p> <p>Highways and transportation</p> <p>l. access to be taken from separate junctions on the A4304 to serve the southern part of the main site and the employment uses to the south of the A4304, from Gilmorton Road, and from the A426 to serve the northern part of the site;</p> <p>m. a spine road providing a clear legible route between the A426 north of Lutterworth and the A4304 east of M1 junction 20, including a bridge over the M1 motorway and a link to the A426 to be constructed before the completion of 1,250 dwellings;</p> <p>n. following completion of the spine road, conversion of the Gilmorton Road crossing over the M1 for use by public transport, cyclists, pedestrians and emergency vehicles only;</p> <p>en. a workable, legible, and easily navigable hierarchy of interconnected primary and secondary streets and shared surface lanes that provide high quality, safe and direct routes within permeable development in accordance with Policy IN2 and the following:</p> <p>i. <u>County Highway Authority's</u> adopted highway standards;</p> <p>ii. sensitive design of the street environment, avoiding 'over engineering' and minimising signage and street clutter;</p> <p>iii. sympathetic traffic calming measures and carefully devised road alignments to help reduce vehicle speeds and create a safe environment;</p> <p>po. a <u>minimum of 5 crossings which provide dedicated walking and cycling connections into Lutterworth across the M1, forming part of a</u> network of <u>legible, convenient direct</u>, safe and attractive walking and cycling routes, <u>which will all be well-lit, surfaced, with good natural surveillance and provide</u> including dedicated connections to <u>Lutterworth town centre</u>, the local centre and employment uses within the SDA, to facilities within Lutterworth across the M1 and to existing cycle</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>routes, bridleways and footpaths, including the National Cycle Network, in accordance with Policy IN2;</p> <p>ep. a regular and frequent bus service to all parts of the SDA as they are developed to meet the needs of the community and employees, together with convenient bus stops and real-time information to encourage its use;</p> <p>fg. travel plans and green travel packages that provide an attractive alternative to private car use for residents of and employees in the new development in accordance with Policy IN2;</p> <p>sr. in addition to junctions on the A4304 and A426 to serve the site, the following off-site highways improvements, the construction of which shall be co-ordinated and timed to minimise disruption to the strategic and local road network:</p> <p>i. traffic signals and other necessary improvements to junction 20 on the M1;</p> <p>ii. reconstruction and signalisation of necessary improvements to the junction of the A426 with the A4303 south of Lutterworth (the 'Frank Whittle roundabout') and a new roundabout to the north;</p> <p>iii. necessary improvements to the junction of the A426 with Bill Crane Way;</p> <p>ts. a parking strategy, including cycle parking, and servicing for each development parcel to determine the location of parked cars to ensure that they can be accommodated without dominating the built environment (and in accordance with having regard to Leicestershire County Council 6Cs design guidance Highway Design Guide);</p> <p>Environment</p> <p>ut. conservation, enhancement and adequate mitigation of any impact on: i. the Misterton Marshes SSSI in accordance with a methodology to be agreed by Natural England before the development commences; and</p> <p>ii. u. nearby heritage assets and their settings in accordance with a methodology to be agreed by Historic England before the development commences; protection and enhancement of heritage assets and their settings, including the grade II* listed Church of St Leonard at Misterton and grade I listed Church of St Mary, Lutterworth and non-designated heritage assets. The master</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>plan will be informed by a heritage impact assessment, which must form the basis for approaches to design, scale and layout of development. Green space, such as a community park, should be provided in the southern part of the site together with height restrictions on buildings in the southern part of the site, in order to protect the setting of the Church of St Leonard. The proposed new access road should be routed to have regard to any undesignated archaeology and minimise its impact on all heritage assets, particularly the inter-visibility between the Church of St Leonard and the Church of St Mary;</u></p> <p>v. sustainable drainage and flood storage measures to be agreed with the Environment Agency and Lead Local Flood Authority to prevent flooding downstream in accordance with Policy CC3 and CC4 and to ensure no adverse impact by flooding on the hydrology which underpins the health of the SSSI;</p> <p>w. facilities for recycling and waste collection, including concealed bin storage;</p> <p>x. consideration of the feasibility of providing decentralised renewable energy in accordance with Policy CC2;</p> <p>y. noise and air quality mitigation measures for proposed dwellings adjoining the M1 to the satisfaction of the Council, and no moderate or worse adverse impact upon air quality within the Lutterworth Air Quality Management Area; and</p> <p>z. structural planting along the northern, eastern and southern boundaries to provide a sympathetic urban-rural transition and relate well to surrounding countryside.</p> <p>4. The area shown on the Policies Map is safeguarded for the provision of the northern access to the site from the A426 via a new bridge over the M1 motorway.</p> <p>5. <u>Appropriate traffic management and public realm improvements in Lutterworth town centre to facilitate the movement of pedestrians and cyclists, particularly across High Street will be agreed and provided for through the planning application and accompanying agreements.</u></p> <p>6. Following completion of the spine road, in partnership with County Highway Authority and the SDA promoters, the Council will develop traffic management measures that remove or minimise the passage of heavy goods vehicles through the centre of Lutterworth, as part of the implementation of an effective</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>air quality mitigation strategy for the Air Quality Management Area in Lutterworth town centre.</p> <p><u>L1 Explanation (Extract)</u></p> <p>15.2.1 The Strategic Development Area (SDA) on the land to the east of Lutterworth provides the opportunity to develop a well-planned community <u>extension to Lutterworth</u> with its own sense of place while also <u>being well integrated and connected to</u> benefiting Lutterworth through additional expenditure to improve the vitality and viability of its town centre and by providing some facilities such as the community park that will also benefit the existing residents of the town.</p> <p>15.2.2 In order that the SDA is developed in a way that complements and enhances the town and does not become an unwelcome accretion, it should be in accordance with a masterplan that is produced with the full engagement of the existing community of Lutterworth and which has the support of the population through a consultation process as part of either a Supplementary Planning Document, a Neighbourhood Plan or a planning application.</p> <p>15.2.3 The masterplan will <u>be the basis for</u> aim to create <u>ing</u> a sustainable, high quality and largely self-sufficient new settlement <u>extension to Lutterworth</u> and an attractive built and green environment in which people will be happy to live, work, recreate and socialise. It will bring with it important new infrastructure, including transport, green infrastructure, primary schools and community facilities, as well as providing sustainable access and additional patronage to the town of Lutterworth, thus maintaining its role as a Key Centre. Further guidance on masterplan requirements is set out in Appendix L Masterplanning requirements. These include phasing which should take account of the 'trigger points' in Policy L1 identifying when elements of infrastructure are required, <u>in accordance with a phasing plan agreed with the Local Planning Authority</u>. If a different phasing is sought, then this will need to be justified with reference to viability or other relevant considerations.</p> <p><u>15.2.4 The SDA will create a sustainable urban extension to Lutterworth, essentially mirroring the existing town to the west of the M1, with new development to the east of the M1. The SDA is expected to be sustainable at the neighbourhood level and to provide for the day-to-day needs of its residents, including provision of primary schools, a local centre and employment within the site. However, its residents will need to access facilities within the existing part of Lutterworth for</u></p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p><u>secondary schools, leisure and health facilities as well as for wider employment opportunities. Whilst the distances from the new development to the town centre and other facilities are suitable for walking and cycling, the presence of the M1 running north and south between the existing town and the new development creates a form of severance between the two parts of the community. The masterplan must address and overcome this; ensuring the new development is well-connected and integrated with the existing town.</u></p> <p><u>15.2.5 Ensuring integration and connection with Lutterworth will be achieved, in part through the creation or substantial upgrading of existing routes across the M1, resulting in a minimum of 5 connections, 4 of which are expected to be bridges, and 1 is expected to be a route under the M1. All of which will provide dedicated, lit, legible, safe and direct walking and cycling routes. These connections across the M1 will be part of a wider network of legible routes, both within the SDA site itself and continuing through into the existing town and providing routes to key facilities within Lutterworth.</u></p> <p>(para numbering changes from this point on)</p> <p>15.2.4 <u>15.2.6</u> The SDA will also provide a new road, linking the A426 to the north of Lutterworth to the A4304 to the east of M1 junction 20 via a new bridge over the M1. This new 'spine road' is predicted to remove some of the through traffic currently travelling through the centre of Lutterworth, helping to improve air quality. The southern part of this spine road, and not Gilmorton Road, should be used as the main means of accessing the site, both for residents and construction traffic, until such time as the link across the motorway from the north is in place.</p> <p>15.2.7 <u>15.2.9</u></p> <ul style="list-style-type: none"> • deliver a relief<u>spine</u> road to alleviate existing pressure upon Lutterworth High Street and the Air Quality Management Area: <p>.....</p> <p>15.2.9 <u>15.2.11</u> The SDA will provide for a range of housing needs, providing affordable homes, self-build plots, specialised care homes and a range of housing types and sizes. While there is a capacity plan submitted as part of the Vision Statement, the location and capacity of each 'plot' (development</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>parcel) may change as the development framework is prepared. This framework will include consideration of the under-grounding or diversion of the high voltage power line where it currently cuts through proposed housing areas. It will also include consideration of appropriate net densities in different parts of the site in pursuance of criterion 3(d) of this policy, within the overall proposed net density of 38 dwellings per hectare and taking account of key design principles, an independent design review and community consultation. <u>Higher densities will be expected to the west of the site, maximising opportunities for connectivity with Lutterworth and reducing reliance on the private car.</u> Housing will not be permitted to the south of the A4304 or to the west of the M1 as part of the SDA.</p> <p>.....</p> <p>15.2.11 <u>15.2.13</u> The site to the south of the A4304 is for business uses within Use Class Order B8, subject to no single unit having a floorspace greater than 9,000sq.m gross. This excludes strategic distribution (logistics) uses which will be more than adequately catered for at Magna Park on sites that meet the criteria in Policy BE2 <i>Strategic Distribution</i>. In any event this site is likely to be too small to accommodate such uses. <u>The masterplan is encouraged to focus the development of this area towards provision for warehousing in units of less than 9,000sq.m. to cater for the non-strategic element of the sector, not otherwise catered for on employment allocations at Lutterworth. Larger units may be acceptable in exceptional circumstances, but strategic distribution (logistics) uses are more appropriately catered for on sites forming an extension to or adjoining Magna Park that meet the criteria in Policy BE2 Strategic Distribution and this site is likely to be too small to accommodate such uses.</u> Although the HEDNA, 2017 does not identify a need for this quantity of non-strategic B8 uses and this site does constitute best and most versatile agricultural land (Grade 2 of the Agricultural Land Classification), the HEDNA, 2017 <u>its</u> figures are not maxima and the development will provide the cash flow needed to fund the road junctions to serve the SDA. This is considered sufficient to justify its allocation. The site would be accessed directly from a new junction with Walcote Road (A4304) and would be subject to a comprehensive scheme of advance landscaping.</p> <p>.....</p> <p>15.2.13 <u>15.2.15</u> The SDA offers the opportunity to provide a range of community facilities and benefits, supplementing the existing provision in the wider area. These would be delivered through an agreement under Section 106 of the Town and Country Planning Act 1990. Overall the development of the site will include a two primary schools and a neighbourhood centre containing shops and community</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>facilities. The Education Authority require that the first new primary school is to serve the SDA is opened by the September after before occupation <u>completion</u> of the 300th dwelling, <u>or at a later date, as agreed, should predicted pupil numbers suggest this is appropriate.</u></p> <p>.....</p> <p>15.2.18 15.2.20 New or upgraded junctions will be provided at:</p> <ul style="list-style-type: none"> • A4304 Lutterworth Road/'spine road' - signalised junction; • A4304 Lutterworth Road/access to B8 employment site -signalised junction; • A426 Leicester Road/'spine road' -roundabout or signalised junction; • M1 Junction 20 -signalisation of all approach arms and widening of circulating lanes; • A4303/A426 Rugby Road ('Frank Whittle <u>roundabout</u>') <u>– necessary improvements</u>; signalised crossroads junction, plus roundabout to the north ; and • A426 Leicester Road/Bill Crane Way - signalised junction plus pedestrian crossing. <p>.....</p> <p>15.2.22 15.2.24 Lutterworth town centre is one of just two Air Quality Management Areas (AQMA) in the District. This is primarily as a consequence of the volume of traffic including HGV's using the A426. Development of the site provides the potential to deliver an eastern relief road for the town <u>a spine road</u> which can deliver significant environmental benefits to the town centre, as well as improving the health and well-being of residents. The policy requires noise and air quality mitigation measures for proposed dwellings adjoining the M1, and no moderate or worse adverse impact upon air quality within the Lutterworth Air Quality Management Area. A moderate adverse impact is defined by Land-Use Planning & Development Control: Planning For Air Quality May 2015 b(v1.1) EPUK & IAQM (or a successor</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			document). <u>Following completion of the spine road, traffic management measures and public realm improvements will be developed to remove or minimize the passage of HGVs through the centre of Lutterworth and to facilitate the movement of pedestrians and cyclists between the SDA, town centre and key facilities within Lutterworth.</u>
MM37	L2: Land south of Lutterworth Road/ Coventry Road	206	1.e. parking provision, including cycle parking, and servicing for each development parcel to be in-accordance with <u>have regard to</u> Leicestershire County Council-6Cs design guidance <u>Highway Design Guide.</u>
MM38	F1: Land off Arnesby Road	210	1. Land off Arnesby Road, as shown on the Policies Map, is allocated for the development of about 130 dwellings..... c. parking provision, including cycle parking, and servicing for each development parcel to be in-accordance with <u>have regard to</u> Leicestershire County Council-6Cs design guidance <u>Highway Design Guide.</u> f. an integrated approach to surface water drainage and multifunctional greenspace, incorporating the Fleckney Brook, the various ponds and smaller watercourses, but avoiding large retention ponds, with appropriate management of surface water run-off during construction and in perpetuity;
MM39	F2: Land off Marlborough Drive	212	1.c. parking provision, including cycle parking, and servicing for each development parcel to be in-accordance with <u>have regard to</u> Leicestershire County Council-6Cs design guidance <u>Highway Design Guide.</u>
MM40	K1: Land south and west of Priory Business Park	215	1.d. parking provision, including cycle parking, and servicing for each development parcel to be in-accordance with <u>have regard to</u> Leicestershire County Council-6Cs design guidance <u>Highway Design Guide.</u>
MM41	K1: Land south and west of Priory Business Park	215	1. The area of land south and west of Priory Business Park, Kibworth Harcourt, as shown on the Policies Map, is allocated for a mix of business, and light industrial <u>and retail</u> development (Use Classes B1a, B1b, B1c, B2 <u>and A1</u>). Development that complies with other relevant policies and meets the following requirements will be permitted:

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<p>17.2 K1 Explanation</p> <p>17.2.1 The site is allocated for business and light industrial development to help meet Policy BE1 Provision of new business development <u>and retail development to help meet the needs of the growing local population</u>. It comprises agricultural land approximately 9.0 hectares in size to the south and west of the existing Priory Business Park, which was not assessed in the Council's Existing Employment Areas Review, 2012. The majority of the site comprises arable fields with some areas of plantation woodland existing hedgerows and an attenuation pond.</p> <p>.....</p> <p>17.2.3 The site would contribute towards meeting the need for economic development land as identified in the Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. <u>Along with the retail development element, it</u> would also help to widen employment opportunities in the District's rural areas outside the key settlements and has the ability to contribute to sustainable economic growth and respond to market trends.</p> <p>.....</p> <p>17.2.5 The site is allocated for a mix of B1a, B1b, B1c, B2 <u>and A1</u> uses with B1c/B2 uses expected to predominate. <u>There is an extant outline planning permission for development on the site for:</u></p> <ul style="list-style-type: none"> • <u>B1b/B1c/B2 commercial/industrial uses (up to 11,368sq.m);</u> • <u>B1a office use (up to 882sq.m); and</u> • <u>A1 retail use (up to 294sq.m).</u> <p><u>17.2.6 Provision of approximately 12,500sq.m of business floorspace, is expected to be in accordance with the approved site phasing plan and indicative master plan</u> in units ranging from 48sq.m to 140sq.m within a developable area of approximately 5.7 hectares <u>and</u>, is envisaged to meet market demand. Ideally units will be flexible in size with the potential for neighbouring units to be joined together to cater for the needs of starter and expanding businesses.</p>

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
MM42	Appendix G	256	<u>Appendix G: Housing Trajectory updated to 31.3.2018</u> (see Appendix 2 below)

Appendix 1

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

	Office B1a/b	Industrial B1c/B2	Non-strategic B8 Storage & Distribution (units > ≤9,000sqm)	Total
Net Completions (already built, as at 31 March 2018)	2.4 <u>4.6</u>	5.3 <u>6.9</u>	-2.9 <u>-3.1</u>	4.8 <u>8.4</u>
Net Commitments (with planning permission or allocated through NDP at 31 March 2018)	5.3 <u>3.9</u>	4.9 <u>3.0</u>	1.4 <u>3.0</u>	11.7 <u>9.9</u>
On allocated employment sites (Policy BE1)	18.6 <u>18.6</u>	18.9 <u>18.9</u>	21.0 <u>21.0</u>	58.5 <u>58.5</u>
Total employment land supply	26.3 <u>27.1</u>	29.1 <u>28.8</u>	49.5 <u>20.9</u>	75 <u>76.8</u>

Appendix 2

Delete existing trajectory

Appendix G –Housing trajectory (as at 31st March 2018)

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total in Plan
Years remaining in Plan Period	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
Completions	240	284	334	496	640	468	580														3042
MH SDA								36	46	74	145	145	170	170	170	170	110	110	64	50	1460
Large Sites with PP								465	476	524	442	382	361	236	142	0	0	0	0	0	3028
Neighbourhood Plan Allocations								189	145	106	123	92	44	36	22	11	0	0	0	0	768
Larges sites awaiting S106								12	49	64	10	22	10	0	0	0	0	0	0	0	167
Small sites with PP								65	65	65	66	66									327
Windfall allowance												25	25	25	25	25	25	25	25	25	225
Total Completions, Commitments and Windfalls	240	284	334	496	640	468	580	767	781	833	786	732	610	467	359	206	135	135	89	75	9017
Lutterworth East SDA													25	95	170	170	190	210	200	200	1260
Scraptoft North SDA											94	108	120	120	120	140	140	140	118	100	1200
Overstone Park, Market Harborough									0	0	50	50	100	100	100	100	100	50	50		600
East of Blackberry Grange, Northampton Rd., MH															14	67	67	67	67	67	350
Burnmill Farm, Market Harborough										34	34	34	26								128
South of Arnesby Rd., Fleckney												15	35	35	35	10					130
Total Allocations										34	128	207	256	350	439	487	497	467	435	367	3668
Total Provision on non-Allocated sites										10	0	23	82	102	80	9	0	0	0	0	307
Projected Annual Total	240	284	334	496	640	468	580	767	781	877	914	962	948	919	878	702	632	602	524	442	12992
Annual Requirement Provision	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	557	11140
Annual shortfall / surplus	-317	-273	-223	-61	83	-89	23	210	224	320	357	405	391	362	321	145	75	45	-33	-115	

Appendix 3

Market Harborough Transport Strategy recommendations

(Source: Market Harborough Transport Strategy, updated recommendations)

Capacity / Congestion Improvements	
R1	With the assistance of micro-simulation ¹ traffic modelling, undertake option appraisals for capacity improvements at the following key junctions: (i) A6 / B6047 (aka McDonalds Roundabout); (ii) The Square / St Mary's Road / Coventry Road (town centre); (iii) Northampton Road / Springfield Street / Welland Park Road; (iv) A4304 St Mary's Road / Kettering Road / Clarence Street; (v) A4304 Rockingham Road / Gores Lane; (vi) A6 / Harborough Road / Dingley Road / A4304; and (vii) Sainsbury's store entrance / Springfield Street.
R2	As part of the refinement of the analysis so far undertaken, the Authority will analyse the extent of the problem of blocking at local junctions which could be mitigated by the provision of yellow box markings.
Recommendations that result in changes to the network and traffic routing	
R3	With the assistance of micro-simulation traffic modelling consider the upgrading of Welland Park Road to become the A4304, with a respective downgrading of Coventry Road. Determine the associated engineering, accommodation and complementary works to facilitate this work.
R4	Consider the principle of providing a relief road between the A508 and A6 to the south-east of the town as a long term aspiration.
Sustainable transport infrastructure / behaviour change initiatives	
R5	Extend and enhance the walking and cycling network.
R6	Make localised public transport infrastructure improvements.
R7	Identify a suite of tailored behaviour change initiatives to encourage modal shift in travel choice towards active and sustainable travel.
R8	Investigate walking / cycling routes connecting Market Harborough and Lubenham, in combination with measures to improve the existing walking and cycling infrastructure.
R9	Undertake further analysis work to determine the suitability of additional pedestrian crossings within the Town Centre.
R10	Enhancement of the infrastructure supporting transport interchanges in the town including the nearby rail and bus terminals thereby increasing the attractiveness of such assets for those on foot or cycle.
Safety Improvements	
R11	Continue to monitor Road Traffic Collisions (RTC) within the study area. If an RTC occurs within, or adjacent to, a proposed improvement scheme proportionate efforts should be made where appropriate to include complementary measures that could reduce further RTCs.
Traffic Management Improvements and Emergency Diversion Routes	
R12	Devise and implement a new strategy for traffic signing across the study area.
R13	Review parking controls in the vicinity of the town centre and rail station, with particular regard to the need/benefit of further permit parking zones.
R14	Sites with recorded speeds in excess of the Association of Chief Police Officers enforcement threshold should be reviewed with a view that, where viable and cost effective, measures will be developed to improve compliance with the stipulated speed limit.
R15	Identify opportunities to divert Highways England emergency diversion routes away from the town centre (e.g. at times of a closure on the A14).
HGV controls	
R16	Identify undesirable routes for HGVs and impose suitable prohibitions. Whilst the promotion of a town wide environmental weight restriction would be preferable, two key routes are particularly vulnerable to exploitation by inappropriate HGV traffic and should be adopted as a minimum: (i) Ashley Road / Kettering Road between the A4304 and the A6 (ii) Bath Street / Western Avenue between the A508 and Farndon Road.

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

R17	Send updated map to 'sat-nav' contacts, advising of HGV controls following on from recommendation R16.
Highway Maintenance	
R18	In light of the size and scope of the study, incorporate / consider maintenance activities in relation to improvement proposals.