

Appendix A

Council changes that go to soundness

The following changes are expressed in the form of ~~strike through~~ for deletions and underlined for additions of text, or by specifying word changes in *italics*.

The page and paragraph references refer to the text in the Core Strategy (CS) as submitted.

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| Overall | | | |
| SC0.1 | | Throughout Core Strategy | Extend timeframe of CS to 2028: Amendments to CS as follows Para 1.3, para 1.7, para 1.8, Policy 1, Policy 1 a), para 5.5, para 5.13, para 5.18, para 5.21, para 5.30, para 5.71, para 6.25, para 6.27, para 6.51, para 6.56, para 6.57, para 6.60, para 6.61, Appendix 2, Appendix 4 |
| Introduction | | | |
| SC0.2 | 6 | Para 1.7 | Amend paragraph 1.7 as follows: The Core Strategy has been prepared by the District Council in partnership with the community. It sets out a long term spatial plan for the District and its communities to 2026 and beyond and explains how change will happen. The Core Strategy takes account of national planning policies <u>As well as taking into account national planning policies, the Core Strategy also has to be in general conformity with the policies set out in the East Midlands Regional Plan or Regional Strategy (RS). This document, which forms part of the Development Plan for Harborough District, was published in March 2009 and provides the regional context for the Core Strategy. It sets out the quantity and broad locations of housing growth in Leicester and Leicestershire at a district level to 2026. At a more local level, the Core Strategy</u> and explains how the spatial elements of the vision and objectives of the District and County Sustainable Community Strategies will be delivered. |

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| Policy 1 – Spatial Strategy | | | |
| SC1.1 | 20 | Para 4.1 | <p>New paragraph after para 4.1:</p> <p><u>The Core Strategy covers the period to 2028. The Core Strategy was prepared on the basis of a period to 2026 in conformity with the Regional Strategy (RS) (2006-2026) and much of the evidence on development needs relates to this period . However to provide at least a 15 year plan period from the date of adoption and to provide sufficient basis for the Allocations DPD to cover at least 15 years as required by Planning Policy Statement 3, the timeframe of the Core Strategy has been extended to 2028 and the RS annual housing figures have been rolled forward by 2 years to reach a requirement to 2028. It is envisaged however that the Core Strategy will be reviewed well before this date and that the Allocations DPD is unlikely to make specific allocations for the very end of the plan period.</u></p> |
| SC1.2 | 20 | Policy 1 | <p>Amend opening paragraph as follows: ... the spatial strategy for Harborough District to 2026-2028 is to: ...</p> <p>Amend part a) as follows: a) Enable the development of <u>at least 7,000 7,700</u> dwellings across the District during the period 2006 - 2026-2028</p> <p>Amend part c) as follows: c) Bring forward a strategic development area immediately to the north west of Market Harborough, including approximately <u>at least 1,000 dwellings</u></p> <p>Amend part d) as follows: d) Ensure that development within and or adjoining adjacent to the Leicester urban fringe <u>Principal Urban Area</u> is appropriate</p> <p>Amend part e) as follows:</p> |

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| | | | <p>e) Continue to support <u>in principle</u> the Green Wedge designations in order to prevent the merging of settlements, <u>guide development form</u> and provide access to strategic green space and recreational opportunities around the Leicester urban area;</p> <p>Amend part f) as follows: f) Develop Lutterworth and Broughton Astley as Key Centres to provide additional <u>housing</u>, employment, retail, leisure and community facilities to serve each settlement and its catchment area;</p> <p>Amend part g) as follows: g)Rural Centres as a focus for rural housing, additional employment, retail and community uses to serve their rural catchment area <u>each settlement and its catchment area</u>;</p> <p>Amend part h) as follows h) Safeguard the individual character of settlements by maintaining <u>in principle</u> the separation between;</p> <p>Amend part i) as follows: i) Give priority to the use of previously developed land, through a sequential approach to the locations of development.</p> |
| SC1.3 | 22 | Para 4.4 | <p>Insert new paragraph after para 4.4: <u>The Spatial Strategy reflects the continuing commitment to the principle of Green Wedges and Areas of Separation across the district. Current boundaries are defined in saved Local Plan policies EV/2 (Green Wedges) and EV/3 (Separation of Settlements). A review of the detailed boundaries of these designations will take place as part of the Allocations DPD.</u></p> |
| SC1.4 | | Various | <p>In addition to specific changes set out in this Schedule, replace Leicester Urban Fringe with <u>Leicester Principal Urban Area</u> in the following paragraphs: Contents page, 2.6, 5.1, 5.58, 5.89 ,5.90 6.2, Policy 15 title, 6.30, 6.35, 6.36, 6.37, Appendix 2</p> |

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| | | | <p>Appendix 3 Appendix 4, Appendix 5, Appendix 6.</p> <p>Amend Title on Diagram on page 92 (refer to Annex 7)</p> |
| Policy 2 - Delivering New Housing | | | |
| SC2.1 | 23 | Para 5.3 – 5.4 | <p>Delete paragraphs 5.3 and 5.4 and replace as follows:</p> <p><u>5.3 In setting the regional policy context for the Core Strategy, the RS makes provision for 7,000 dwellings Harborough District between 2006 and 2026. As well as giving this overall figure, the RSS also gives guidance about where some of this housing should be located. It specifies that at least 40 dwellings per annum should be located within or adjoining the part of Harborough District that lies within the Leicester Principal Urban Area (PUA) and that development in the remainder of the District will be located mainly at Market Harborough, including sustainable urban extensions as necessary. Market Harborough is identified as the District's only sub-regional centre, in recognition of its key role in providing services, employment, shopping, public transport and leisure facilities to the surrounding population.</u></p> <p><u>5.4 In order to ensure that the Core Strategy and the forthcoming Allocations DPD enable continuous delivery of housing for at least 15 years from date of adoption, the plan period has been extended beyond that of the RS to 2028. Housing figures for 2027-2028 have been derived by rolling forward the 350 dwelling annual requirement set out in the RS.</u></p> |
| SC2.2 | 23 | Para 5.5 - 5.6 | <p>Delete paragraphs 5.5 and 5.6 and replace as follows:</p> <p>Replace with new paragraph 5.5:</p> <p><u>5.5 Overall housing provision for 2006-2028 will be met by dwellings already built, existing commitments and further allocations and permissions. The most up to date information on commitments will be used at the time of making site allocations.</u></p> |

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| SC2.3 | 24 | Policy 2 | <p>Amend opening paragraph as follows: The District's total housing requirement of 7,000 dwellings will be provided in a sustainable manner, by: <u>The overall housing provision of at least 7,700 dwellings between 2006-2028 will be distributed as follows:</u></p> <ul style="list-style-type: none"> • <u>Market Harborough at least 3,300 dwellings</u> • <u>Leicester PUA (Scraptoft, Thurnby and Bushby) at least 880 dwellings</u> • <u>Lutterworth at least 700 dwellings</u> • <u>Broughton Astley at least 400 dwellings</u> • <u>Rural Centres and selected rural villages at least 2,420 dwellings</u> <p>Delete parts a), b), c)</p> <p>Delete parts d) and e) and replace with:</p> <p>d) <u>Limits to Development boundaries around settlements will be used to shape their future development as follows:</u></p> <ul style="list-style-type: none"> • <u>Limits to development will be reviewed through the Allocations DPD in order to enable the scale of new housing envisaged to be accommodated; and</u> • <u>Housing development will not be permitted outside Limits to Development (either before or following their review) unless at any point there is less than a five year supply of deliverable housing sites and the proposal is in keeping with the scale and character of the settlement concerned;</u> <p>Amend part f) as follows: f) All housing developments <u>should be of the highest design standard</u> being of the highest design standard (in conformity with Policy 11) and having <u>have</u> a layout that makes the most efficient use of land and is compatible with the built form and character of the area in which it is situated. A mix of housing types will be required <u>on sites of 10 or more dwellings</u>, taking into account the type of</p> |

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| | | | provision that is likely to be required (in conformity with Policy 3), informed by the most up to date Strategic Housing Market Assessment or other local evidence.... |
| SC2.4 | 26 | Para 5,7 | Delete paragraph 5.7 |
| SC2.5 | 24 | Table 2 Table 3 | Delete Table 2 Updated Table 3 in Annex 1 |
| SC2.6 | 26 | Para 5.10 | Amend paragraph 5.10 as follows: The Leicester Urban Fringe area of Harborough District covers the area to the south and east of the built up area of Leicester. This area includes the settlements of Scraftoft, Thurnby and Bushby, together with the rural areas immediately adjacent to the built up part of neighbouring Oadby in the vicinity of the A6 corridor. A small part of the Leicester Principal Urban Area (PUA) (the built up parts of the settlements of Scraftoft and Thurnby/Bushby) is contained within Harborough District. RS Policy Three Cities SRS 3 indicates that Harborough District should make provision for new housing of at least 40 dwellings a year within or adjoining Leicester PUA. The Leicester PUA also includes the built up parts of Oadby which adjoin Harborough District in the vicinity of the A6 corridor and in exploring options for development this area was considered. Having considered options, locations within or adjacent to Scraftoft, Thurnby and Bushby are best able to accommodate the scale of development envisaged. Further explanation of the scale and location of development at Scraftoft, Thurnby and Bushby is set out at policy 15. |
| SC2.7 | 27 | Para 5.11 | Amend para 5.11 as follows: 5.11 The development needs of Lutterworth <u>and</u> Broughton Astley and the District's Rural Centres will also be met <u>in accordance with</u> through the Spatial Strategy. Policy 2 identifies appropriate levels of housing development within these Key Centres <u>in order to reflect and support local services in each Centre respectively.</u> Elsewhere in the District, the Rural Centres will be the focus for housing |

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| | | | <u>development. Given the level of existing commitments additional housing development in Kibworth and Great Glen (other than small scale infill development) is not planned. Development on a smaller scale is envisaged in Selected Rural Villages with services.</u> |
| SC2.8 | 28-31 | Tables 4, 5, 6 | Updated Table 4 in Annex 2 Updated Table 5 in Annex 3 Updated Table 6 in Annex 4 |
| SC2.9 | 28 | Para 5.14 - 5.18 | <p>Amend paragraphs 5.14 – 5.18 as follows:</p> <p>5.14 In order to meet housing need provide for housing over the next 15 years, additional land will need to be identified and sites will need to be developed over and above those currently benefiting from planning permission. It is possible that sites allocated in the forthcoming Allocations Development Plan Document will not have sufficiently progressed through the planning system and construction phase in order to contribute towards meeting need within the next 5 years.</p> <p>5.15The <u>annual</u> Strategic Housing Land Availability Assessment (2010 SHLAA) has tested tests the availability and deliverability of land within and adjacent to the major settlements in the District. The 2010 SHLAA identifies a number of 'potentially deliverable' sites, which could contribute towards meeting housing need within the next 5 years. These 'potentially deliverable' sites are those which are considered suitable for housing in all respects, but for which the intention of the landowner is uncertain. They are all located within existing Limits to Development and are considered suitable for development, in accordance with current Local Plan policies. Four 'potentially deliverable' sites already benefit from full planning permission, however, their landowners or developers are uncertain about future delivery rate. Sites within this category provide more than sufficient capacity to meet the remaining housing need within the next 5 years. It is these 'potentially deliverable' sites which are the priority for meeting need within the next five years.</p> <p>5.16The 2010 SHLAA also identifies specific developable sites to meet outstanding housing need over the remainder of the plan period. The identification of these sites provides evidence of the deliverability</p> |

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| | | | <p>of the Spatial Strategy and will be used as the basis for considering the suitability of sites for formal allocation through the Allocations Development Plan Document. <u>This process will require the boundaries of existing Defined Limits to Development to be reviewed in the Allocations DPD since the levels of potential housing capacity within existing limits is in many cases insufficient to meet future housing needs. In assessing future sites for allocation for housing, priority will be afforded to using sites which have been previously developed, subject to compliance with other policies of the Plan, especially the need to maintain an appropriate supply of land for business, employment and retailing. Beyond such Limits (either before or following a review), housing development will not be permitted unless there is a shortfall in terms of a five year supply of deliverable housing sites and the proposal is in keeping with the scale and character of the settlement. This approach will ensure that the Council is able to meet short term housing supply issues by the granting of planning permissions on appropriate sites, particularly in the period between adoption of the Core Strategy and adoption of the Allocations DPD. Sites identified by the 2010 SHLAA as 'developable' during years 6 onwards are not required to meet housing need during the first 5 years of the plan period. However, it is possible that the 'potentially deliverable' sites will not come forward as anticipated, and may not provide sufficient capacity to deliver against our identified 5 year need. If annual monitoring of housing supply indicates a projected shortfall in meeting the next 5 years' housing need, sites identified by the SHLAA as being delivered from year 6 onwards will need to be brought into the 5 year supply. This will be done through the granting of planning permissions on sites identified by the SHLAA as being developable for housing from year 6 of the plan period. Planning applications submitted on such sites will be considered in accordance with the Spatial Strategy at Policy 1, Policy 2: Delivering New Housing and place-based policies 13-17.</u></p> <p>5.17 The Market Harborough strategic development area is expected to begin to deliver housing from 2015/6, as set out in the Housing Trajectory (Appendix 1). However, the <u>area site</u> could begin to deliver some houses before that date, in accordance with paragraph 5.16 above. Further explanation of this strategic development area is set out in Policy 13: Market Harborough. This area, to the North West of Market Harborough will provide <u>a minimum of approximately 1,000 dwellings</u> and will be the principal area for housing delivery within Market Harborough. However, it is not considered of sufficient scale to require a 'strategic allocation' through the Core Strategy. The precise specific site area for</p> |

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| | | | <p>development <u>(including strategic landscaping, housing, community facilities and transport proposals)</u> and will therefore be identified and allocated in the forthcoming Allocations Development Plan Document. The development area will be expected to deliver a number of basic everyday local services and facilities for its residents, together with significant investment in the provision of cycling / walking routes and public transport, in order to provide attractive alternatives to use of the private car. Detailed requirements will be set out in the Allocations Development Plan Document.</p> <p>The 2010 SHLAA identifies developable sites, which are expected to deliver sufficient housing numbers to meet identified housing need during the plan period to 2026 and beyond. Sites identified by the 2010 SHLAA as providing capacity during years 15 onwards will begin to meet future need beyond 2026.</p> <p>5.18 <u>Other sites will be identified in the Allocations DPD to ensure a supply of specific developable sites to meet housing distribution across the District as shown in Policy 2 , although it is expected that broad locations for growth will be identified in respect of the latter years of the plan period to 2028 rather than site specific allocations.</u></p> |
| SC2.10 | 30 | Para 5.20 | <p>Amend paragraph 5.20 as follows: 5.20: Just 21% of the outstanding committed dwellings within the District are on PDL sites...</p> |
| SC2.11 | 31 | Para 5.22 | <p>Delete paragraphs 5.33 - 5.36 (from Policy 3) and insert them after paragraph 5.21 under heading <u>Mix of Housing Types</u></p> |
| Policy 3 - Delivering Housing Choice and Affordability | | | |
| SC3.1 | 32 | Para 5.26 | <ul style="list-style-type: none"> • Harborough Rural South West housing sub-market area – including the settlements of Husbands Bosworth, Dunton Bassett, Claybrooke Magna, <u>Claybrooke Parva, Ullesthorpe, Frolesworth, Leire, Ashby Parva, Gilmorton, Shearsby, Bruntingthorpe, Mowsley, Loughton, Theddingworth, North Kilworth, South Kilworth, Walton, Kimcote, Shawell, Catthorpe, Peatling Parva and Swinford</u> |

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| | | | <ul style="list-style-type: none"> • Harborough Rural North and Central housing sub-market area – including the settlements of Great Glen, the A47 corridor (Billesdon, Houghton on the Hill, and Leicester Urban Fringe settlements), The Kibworths, The Langtons, Hallaton, <u>Kibworth, Thurnby, Bushby, Scraftoft, Stoughton, Keyham, Hungarton, Lowesby, Cold Newton, Marefield, Owston, Tilton on the Hill, Halstead, Skeffington, Loddington, Launde, Tugby, East Norton, Gaulby, King's Norton, Illston on the Hill, Little Stretton, Newton Harcourt, Burton Overy, Carlton Curlieu, Saddington, Smeeton Westerby, Gumley, Foxton, Shangton, Tur Langton, Church Langton, East Langton, Thorpe Langton, Stonton Wyville, Noseley, Goadby, Rolleston, Glooston, Cranoe, Slawston, Welham, Medbourne, Nevill Holt, Great Easton, Bringham, Blaston, Stockeston, Horninghold and Great Bowden</u> • Market Harborough housing sub-market area – including <u>Market Harborough, Lubenham and Little Bowden</u> • Lutterworth housing sub-market area – including <u>Lutterworth, Bitteswell, Cotesbach, Misterton and Walcote</u> • Blaby Border Settlements housing sub-market area – including the settlements of Broughton Astley, Peatling Magna, Arnesby, Fleckney, <u>Sutton in the Elms</u>, and Willoughby Waterleys. |
| SC3.2 | 33 | Policy 3 | <p>Add to the end of the opening paragraph of Policy 3: <u>This policy applies in all cases where the result is a net increase in dwellings, including changes of use and conversion of existing buildings.</u></p> <p>Amend part a) as follows: a) ... In the remaining three sub-market areas, a minimum of 30% of the total number of dwellings will be affordable. <u>Where it can be demonstrated that these minimum requirements would make the development of a site unviable, a reduced percentage of affordable dwellings and/or a changed tenure split will be negotiated. Implementation of the above requirements will take into account the latest evidence on affordable housing needs, through the Strategic Housing Market Assessment or other evidence of need.</u></p> |

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| | | | <p>Amend part b) as follows: b) Affordable housing will be provided on-site in most cases. However provision of affordable housing on an alternative site or by way of a commuted sum will be allowed in very exceptional circumstances, or where it can be robustly justified. Exceptional circumstances are where a location and/or scheme are not suitable for on site provision, such as due to for example an unsustainable location or where service charges are high <u>site constraints or practical difficulties in servicing/managing affordable dwellings. On sites of 3 or fewer units, an affordable unit will be provided on site, on an alternative site or a commuted payment made based on the equivalent cost of on-site provision which will be used to contribute to other local affordable housing provision. For the avoidance of doubt, on sites of 1 or 2 units provision will be by way of a commuted sum, on sites of 3 or more units provision should be made on site, or exceptionally, on an alternative site or by a commuted sum. Commuted sums will be based on the equivalent cost of on site provision which will be used to contribute to other local affordable housing provision. Commuted sums collected by the Council will be focused on schemes which offer new provision within the same housing sub-market area as the source development. The housing sub-market areas are set out above.</u></p> <p>Amend part e) as follows: e) Affordable housing needs in rural areas will be met in rural centres and other settlements as referenced in Policy 17 through partnerships with landowners, parish councils and housing providers. <u>To enable the provision of affordable housing in small rural settlements, the Council will consider as allocations or as planning applications, proposals for 100% affordable housing units on sites which otherwise would not be released for general market housing (Rural Exception Sites)</u></p> |
| SC3.3 | 34 | Para 5.27 | <p>Amend paragraph 5.27 as follows: ...The assessment recommends that any public grant to help deliver housing be focussed in the lower value sub-markets. <u>The viability of housing developments to provide for the delivery of affordable housing will vary from site to site and across the economic cycle. In addition, the housing needs for all types of households cannot be met if new houses are not being built. The policy therefore allows for the viability of individual site developments to be taken into account in the development management</u></p> |

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| | | | <u>process. The existing Affordable Housing SPD will be updated as part of the Developer Contributions SPD to provide detail on the operation of the policy.</u> |
| SC3.4 | 35 | Para 5.32 | <p>Insert new paragraph after 5.32 as follows: <u>5.33 Rural Exception Sites can help meet rural affordable housing need. These are sites not normally considered suitable for housing development because of policies of restraint, but because of a landowner commitment to provision of 100% affordable housing in perpetuity , evidence of local affordable housing need and a willing housing provider, development may be considered acceptable</u></p> |
| Policy 4 - Providing for Gypsy and Traveller Needs | | | |
| SC4.1 | 38 | Policy 4 | <p>Amend first paragraph as follows: To ensure that Gypsy, Traveller and Travelling Showpeople groups have access to suitable accommodation; the following <u>minimum</u> provision will be made between 2006 and 2016 through a combination of the development control process and the Allocations DPD:</p> <p>Amend third paragraph as follows: Proposals for new and extensions to residential only Gypsy and Traveller sites (including stables) <u>(including transit sites)</u> will be granted planning permission providing the site:</p> <ul style="list-style-type: none"> a) is located within, adjoining or in close proximity to the settlement boundaries of Market Harborough, the Leicester Urban Fringe, Lutterworth, Broughton Astley, a Rural Centre or Selected Rural Village (as defined by Policy 17); a. is located within a reasonable distance to a settlement and has access to a range of services; b. is proportionate to the scale of the nearest settlement, its local services and infrastructure; c. has suitable highway access, and is not detrimental to public safety; d. is located within reasonable distance of all of the following local services: a primary school; food shop; and GP (such services could be located within neighbouring settlements where appropriate); ... |

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| Policy 5 - Providing Sustainable Transport | | | |
| | | | There are no changes to this Policy |
| Policy 6 - Improving Town Centres and Retailing | | | |
| SC6.1 | 46 | Policy 6 | <p>Amend third paragraph as follows: During the plan period additional provision will be made for <u>a minimum</u> of 13,800m² of comparison shopping and <u>a minimum</u> of 7,800m² of convenience shopping principally within the Principal Shopping and Business Areas of existing centres.</p> <p>Insert new paragraph after paragraph 3: <u>The improvement and expansion of retail provision in Broughton Astley will be supported, to enhance its role as a Key Centre and reinforce its place in the retail hierarchy.</u></p> |
| SC6.2 | 48 | Para 5.61 | <p>Amend paragraph 5.61 as follows: ..., only total <u>minimum</u> floorspace requirements for town centres have been included in the policy.</p> |
| SC6.3 | 49 | Para 5.65 | <p>Amend paragraph 5.65 as follows: ...Through its designation as a Key Centre, and this policy to <u>enhance support additional retail development and strengthen</u> its function as a district <u>retail</u> centre, the Council is committed to improving retail and local facilities in Broughton Astley and reducing the reliance on car usage.</p> |
| Policy 7 - Enabling Employment and Business Development | | | |
| SC7.1 | 50 | Para 5.69 | <p>Amend paragraph 5.69 as follows: ...The amount of new (previously un-developed) land proposed for employment development to 20268 is <u>likely to be moderate</u>...</p> <p>....The council will deliver existing commitments, maximise the use of existing employment sites and premises, encourage the re-development and intensification of employment uses <u>on appropriate sites</u>, and <u>depending on particular circumstances</u> propose new land for employment development to meet</p> |

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| | | | identified shortfalls. |
| SC7.2 | 50 | Policy 7 | <p>Delete parts b), i) and k)</p> <p>Amend part g) as follows: g) Support employment development within the countryside, <u>beyond towns and villages</u>, only where it; contributes to the retention and viability of rural services or land based businesses, aids farm diversification, or re-uses vacant / derelict buildings worthy of retention <u>promotes the conversion and re-use of appropriately located and suitably constructed existing buildings (particularly those adjacent or closely related to towns or villages).</u></p> |
| SC7.3 | 52 | Para 5.70 | <p>Amend paragraph 5.70 as follows: ...Overall it concludes <u>The study concludes that, in the context of a strategic approach to employment land in the HMA, Harborough fulfils predominantly local market needs and there is no overall strategic need for additional employment land to be identified. a requirement for additional employment land may arise within Harborough from losses and the need to accommodate other employment generating non-B class to justify a small 5ha mixed use employment site in conjunction with housing growth in Market Harborough toward the end of the plan period, essentially there is a lack of need for additional strategic sites the district. However, existing employment provision will be re-assessed and depending on particular circumstances; additional site allocations will be considered via the Allocations DPD and applications for additional employment sites may be permitted.</u></p> |
| SC7.4 | 53 | Para 5.72 | <p>Amend paragraph 5.72 as follows: ...Subject to detailed assessment these or other proposed sites would be sufficient to deliver the additional 5ha allocation and meet any need for alternative sites – to meet shortfalls....</p> |

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| Policy 8 - Protecting and Enhancing Green Infrastructure | | | |
| SC8.1 | 58 | Policy 8 | <p>Amend part b) as follows:</p> <p>b) Green Wedges are largely undeveloped areas defined with the aim of :</p> <ul style="list-style-type: none"> • Preventing the merging of settlements; • <u>Guiding development form;</u> • Providing access from urban areas into green spaces/countryside; and • Providing recreational opportunities... |
| Policy 9 - Addressing Climate Change | | | |
| SC9.1 | 65 | Policy 9 | <p>Amend part d) ii) as follows:</p> <p>d) ii) non residential development will be required <u>encouraged</u> to meet a BREEAM.....</p> <p>Amend part e) ii) as follows:</p> <p>e) ii) ensures that the siting of development does not result in a significant adverse visual impact upon the District's Listed Buildings, Scheduled Ancient Monuments, Conservation Areas, or Registered Parks and Gardens <u>avoids harm to the significance of a heritage asset, whether designated or not, and its setting;</u></p> <p>Insert new criteria after e) ii):</p> <p><u>Ensures that the impact of the development on local landscape character and historic landscape character is minimised.</u></p> |
| SC9.2 | 66 | Para 5.104 | <p>Amend paragraph 5.104 as follows:</p> <p>5.104Based on the above, broad areas will not be designated as potential sites of renewable energy generation and all proposals will be assessed against Policy 9 <u>and the Harborough Landscape Character Assessment</u>. Any further definitive evidence and guidance relating to minimum distances between turbines and homes (to deal with issues of safety, shadow flicker, noise and visual intrusion) will also be taken into account.</p> |

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| Policy 10 - Addressing Flood Risk | | | |
| | | | There are no changes to this Policy |
| Policy 11 - Promoting Design and our Built Heritage | | | |
| SC11.1 | 72 | Policy 11 | <p>Amend introduction to part d): Heritage assets within the District, <u>and their setting</u>, will be protected, conserved and enhanced, ensuring that residents and visitors can appreciate and enjoy them through....</p> <p>Amend part d) as follows: d) Promoting buildings worthy of special protection for statutory listed status; <u>Supporting proposals for the statutory listing of buildings where it can be demonstrated that the buildings meet the criteria for designation;</u></p> <p>Amend part e) as follows: e) Permitting development to enable historic buildings, parks and gardens to be maintained in good repair, especially where this supports tourism or business development, providing such development is consistent with the historic character <u>Realising and actively seeking opportunities within the planning process to secure the viable and sustainable future of heritage assets at risk of neglect or loss, especially where this supports tourism or business development, providing such development is consistent with the significance of the heritage asset;</u></p> <p>Amend part g) as follows: g) Safeguarding Scheduled ancient Monuments</p> <p>Amend part j) as follows: j) Supporting development which helps to promote visitor accommodation, understanding and appreciation of the Grand Union Canal and Foxton Locks (including the Inclined Plane) and full restoration of the Victorian Boat Lift. <u>Promoting and managing Foxton Locks and the Grand Union Canal as a tourism attraction and key strategic Green Infrastructure corridor in line with the</u></p> |

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| | | | <u>Conservation Plan and Heritage Partnership Agreement.</u> |
| SC11.2 | 71 | Para 5.116 | Amend reference at paras 2.31(line 3) and 5.116 (line 4) as follows:Scheduled Ancient Monuments.... |
| SC11.3 | 71 | 5.118 | Amend paragraph 5.118 as follows: A prominent feature of the canal is the Grade II Grade II* listed Foxton Locks <u>and adjacent scheduled remains of the 'inclined plane'</u> |
| SC11.4 | 74 | Para 5.124 -5.125 | Delete paragraphs 5.124 – 5.125 and replace as follows: 5.124 <u>Where heritage assets are found to be 'at risk' (i.e. heritage assets on the Heritage at Risk Register: English Heritage or on a local register covering Grade II and locally listed heritage assets) or in danger of falling into this category, the strategy promotes the development of creative and sustainable measures to secure the future of such asset, in a manner appropriate to their significance. Much of this work could be achieved through the normal planning process though other measures may at times be a useful addition or be found necessary. For example, the use of developer contributions, including the Community Infrastructure Levy, for the maintenance of a public park or repairs and improvements to heritage assets where they are an infrastructure item as defined by the 2008 Act, such as cultural facilities. In exceptional circumstances, 'enabling development' as defined in English Heritage's guidance and is subject to strict conservation and economic criteria, might be appropriate.</u> 5.125 <u>The national register also includes Conservation Areas at risk, although there are currently none in the District. The Council is however committed to improving the management of the Conservation Areas in the District through the preparation of Conservation Area Appraisals and Management Plans, its development management procedures and the use of Article 4 Directions, where appropriate. There are currently 62 Conservation Areas within the District which need to be kept under review. Between 2005 and 2007 they were all subject to appraisal and boundary modifications where needed. Further areas are being considered at Dunton Bassett, Great Glen, Mowsley, Little Bowden and Peatling Magna subject to full appraisal as resources permit and the involvement of the local community.</u> |

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| SC11.5 | 74 | Para 5.126 | <p>Amend paragraph 5.126 as follows:</p> <p>5.126 Foxton Locks is a nationally significant heritage feature of the District. The Council has worked with British Waterways and its partners to deliver the first phase of improvements to the area. The Foxton Locks Masterplan Report (July 2009) looks to develop Foxton Locks as a regional tourist destination, including a full restoration of the inclined plane boat lift. The policy set out above supports the sensitive promotion of the Foxton Locks area, and the wider canal network, as a tourist destination and is in line with the Council's Economic Development Strategy 2008 – 2013 which seeks to 'encourage the development of the district's tourism assets, attractions and potential in a sustainable way'. The policy sets out the Council's support for further development of the tourism and recreational potential of Foxton Locks, in recognition of its value not only as a designated heritage asset but also as a key strategic Green Infrastructure corridor which presents significant recreational, biodiversity and countryside access opportunities.</p> <p><u>Foxton Locks is a nationally significant heritage feature of the District. It includes the Grade II* flight of locks and other listed buildings associated with the Grand Union Canal and the scheduled Inclined Plane; the site is also a conservation area. The Council has worked with British Waterways and its partners to deliver the first phase of improvements to the area, which included the restoration of the 'at risk' Inclined Plane. In February 2010, the District Council signed a Heritage Partnership Agreement (HPA) with British Waterways, English Heritage and Leicestershire County Council to underpin the future development and management of this site. The Foxton Locks Masterplan Report (July 2009) set out a vision for the development of Foxton Locks as a regional tourist destination, including the replication of the inclined plane boat lift. The appropriateness and feasibility of the proposals set out in the masterplan need to be assessed in the context of the HPA together with the Conservation Plan and PPS 5. The policy set out above supports the sensitive promotion of the Foxton Locks area, and the wider canal network, as a tourist destination and is in line with the Council's Economic Development Strategy 2008 – 2013 which seeks to 'encourage the development of the district's tourism assets, attractions and potential in a sustainable way'. The policy sets out the Council's support for further development of the tourism and recreational potential of Foxton Locks, in recognition of its value not only as a designated heritage asset but also as a key strategic Green Infrastructure corridor which presents significant recreational, biodiversity and countryside access opportunities.</u></p> |

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| Policy 12 - Delivering Development and Supporting Infrastructure and Appendix 2 | | | |
| SC12.1 | 75 | Policy 12 | <p>Amend Policy as follows:</p> <p>The overall levels and distribution of development referred to in strategic policies in this document will require the provision of infrastructure as set out in the Local Infrastructure Schedule contained in Appendix 2.</p> <p>The Schedule will be subject to annual review and updated through liaison with providers.</p> <p>As outlined in the Schedule, where appropriate, development will be required to contribute to funding elements of the Infrastructure Schedule <u>either by means of planning obligations entered into at the time of granting planning permission or in due course through a combination of payment of a Community Infrastructure Levy on commencement of development and planning obligations for site specific measures.</u></p> <p><u>In respect of planning obligations, the effect on the viability of development schemes will be taken into account</u></p> <p>Further guidance will be provided in a Developer Contributions Supplementary Planning Document.</p> <p>Arrangements for developer contributions must guarantee funding is provided at a time to ensure delivery of the relevant facilities.</p> <p>Other community facilities not referenced in the Infrastructure Schedule (including facilities for Burials and Cremation, Places of Worship, Arts and Culture) will be supported subject to compliance with transport and design policies (Policies 5 and 11).</p> |

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| SC12.2 | 76 | 5.131 - 5.134 | <p>Delete paragraphs 5.131 – 5.134 and replace with single paragraph as follows:</p> <p><u>The Council intends to introduce a Community Infrastructure Levy (CIL) during 2012/13 as a means to ensure the necessary pooling of funding from future development to contribute towards the infrastructure requirements identified in the Schedule. Planning obligations will still be used to deliver site specific requirements including affordable housing, but the majority of infrastructure identified in the Schedule is likely to demand the pooling of contributions from multiple developments. The level of CIL will be set taking account of the effect on viability of the development proposals in the Strategy. Until a CIL is implemented, negotiated planning obligations will continue as the means of contributing funding to deliver the identified infrastructure.</u></p> |
| Policy 13 - Market Harborough | | | |
| SC13.1 | 79 | Policy 13 | <p>Delete part a)</p> <p>Amend part b) as follows: b) The principal means of accommodating housing growth on greenfield land in Market Harborough will be in the form of a strategic development area <u>of at least 1000 dwellings</u> to the north west of the town. Development in this area will.....</p> <p>Delete part b) iii) text and replace as follows: <u>iii) not prejudice the provision of a future link road to enable transport movements between A4304 (Lubenham Hill) and B6047 (Leicester Road) as part of a wider package of measures that seek to deal with transport issues predicted to arise in and around the town during the Core Strategy period;</u></p> <p>Amend part c) as follows: c) Transport interventions delivered in association with additional development in and around Market Harborough, will focus on:</p> <p style="margin-left: 40px;">i) Improvements to the capacity and operation of the existing bypass around Market Harborough, discouraging <u>Seeking to discourage peak hour vehicular traffic movement</u></p> |

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| | | | <p>through the town centre, residential areas and through surrounding villages (particularly Foxton, Lubenham and Great Bowden)</p> <p>ii) Encouraging journeys within the town by, walking, cycling and local bus services and making traffic junctions within the town work better for all.</p> <p>iii) The creation and implementation of a town wide cycle network.</p> <p>iv) Improved public transport facilities provision, in particular links to the centre of along the A6 corridor between Leicester and Market Harborough and at Market Harborough Rail Station.</p> <p>v) Traffic calming measures in Foxton, Lubenham, Great Bowden villages and the consideration of extending low speed zones across Market Harborough.</p> <p><u>v) Provision and Management of parking and loading facilities to <u>promote respond to</u> an increased use of Market Harborough town centre by shoppers, traders and visitors and managing provision of on street parking for residents in or near the town centre where needed, <u>whilst at the same time recognising in some case that amounts and types of parking availability can encourage people to travel by car rather than to walk, cycle or use public transport;</u></u></p> <p><u>vi) Not prejudicing the future implementation of further traffic management measures in the town centre as part of the wider package of transport measures, including improvements at Springfield Street/Northampton Road/Welland Park Road junction.</u></p> <p>Amend part e) introduction as follows: e) Market Harborough's role as a focus for employment opportunities within the District will be supported and protected <u>enhanced</u> as follows:...</p> <p>Delete part e ii) text and replace as follows e) ii) <u>Existing employment land provision will be reviewed and the potential for additional sites will be considered through the Allocations DPD. Access by sustainable modes of transport will be a particular consideration in selecting sites.</u></p> <p>Amend part f) as follows: f) <u>The principle of a separation area between Great Bowden and Market Harborough will be maintained</u></p> |

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| | | | and a new separation area will be identified between Lubenham and Market Harborough to ensure the retention of identity and distinctiveness of neighbouring settlements; |
| SC13.2 | 82 | Para 6.10 | Delete paragraph 6.10 |
| SC13.3 | 83 / 84 | Para 6.14 | Amend first sentence of paragraph 6.14 as follows: 6.14 ...Harborough's share of district housing needs and future employment needs... |
| SC13.4 | 84 | Para 6.17 – 6.18 | <p>Amend paragraphs 6.17-6.18 as follows:</p> <p>6.17 Crucial to the success of this new community will be the provision of realistic alternative means of transport to the car for short journeys to town. Provisional Transport modelling work undertaken using the new Leicester and Leicestershire Integrated Transport Model (LLITM) predicts a significant increase in traffic flow <u>levels in the Market Harborough road network irrespective of development proposals due to increased economic activity and population growth elsewhere within the district and more widely across Leicestershire and beyond, a trend that is mirrored in other parts of the County. on Leicester Road in the vicinity of St Luke's Hospital arising from the strategic development area.</u></p> <p>6.18 As such, it is clear that significant mitigation will be required to reduce the need to travel from the strategic development area (through the provision of everyday services on site) and to provide alternative means of transport to the private car for journeys between the proposed site and Market Harborough, Leicester and surrounding villages. <u>Increasing the frequency of bus services, particularly local links, improvements to the cycling and walking network, and a package of Smarter Choices Initiatives which help reduce the level of car commuting to places of employment, reduce the level of car travel to schools and reduce the level of vehicle use in general, will be essential. It is also likely that further traffic management changes will be required in the town. The LLITM work explored the implications of making St. Mary's Road one-way eastbound (i.e. out of The Square), but further work is required to establish what measures might be appropriate to implement. Regardless of what traffic management changes might eventually be made, as part of an overall package of transport measures.</u></p> |

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| | | | <p><u>the potential traffic impacts on Market Harborough of development appear to justify the need to safeguard:</u></p> <ul style="list-style-type: none"> i. <u>potential provision of through link between A4304 Lubenham Hill and B6047 Leicester Road as part of the North West Strategic Development Area development proposals</u> ii. <u>improvements to the Northampton Road, Welland Park Road, Springfield Road junction in the town centre.</u> <p><u>Over the period of the Strategy, traffic conditions will need to be monitored across the town and appropriate transport measures refined, consulted upon and delivered. The costs of monitoring, development and delivery of all transport initiatives will be met through developers making agreements via Section 106 of the Planning Act (or successor) on specific sites and from the potential application of a Community Infrastructure Levy. The Council will work closely with the Transport Authority to help to develop and consult on specific transport schemes and use the Allocations Development Plan Document to identify specific land requirements where necessary. The creation of new links and the upgrading of existing walking, cycling routes and public transport links will be necessary to provide safe and convenient access to Market Harborough town centre and Railway Station. The adaptation or extension of existing bus links to Leicester (currently provided by the X3) or the creation of new services will be necessary.</u></p> |
| Policy 14 - Lutterworth | | | |
| SC14.1 | 87 | Policy 14 | <p>Amend first paragraph as follows: Lutterworth will develop as a Key Centre for the District to provide <u>new housing</u>, employment, retail, leisure and community facilities to serve the settlement and its catchment area, in a manner which seeks to create a more attractive environment for businesses and visitors to the town centre.</p> <p>Amend part a) as follows: a) <u>In the provision of new housing, any extensions to Limits to Development will take place to the north</u></p> |

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| | | | <p>of the town and will be addressed as part of the Allocations DPD. 500 dwellings will be provided at Lutterworth of which at least 150 will be on previously developed land, and at least 30% or 150 dwellings will be subject to affordable tenures. Priority will be given to development in the following broad locations:</p> <ul style="list-style-type: none"> • the redevelopment of previously developed land within the existing Limits to Development for Lutterworth; • development of greenfield land within the existing Limits to Development for Lutterworth; • if necessary, development of Greenfield land to the north of Lutterworth. <p>Amend part e) as follows: e) <u>The principle of a separation area will be maintained between Magna Park, Bitteswell and Lutterworth to ensure the retention of identity and distinctiveness of these nearby places. The boundaries of this extensive area will be reviewed and support given to proposals within it which involve Proposals leading to the formation of accessible natural and semi natural green space, tree planting, improved local routes for walking, horse riding and cycling and to promote the promotion of improved biodiversity will be supported in this area.</u></p> |
| SC14.2 | 89 | Para 6.24 | <p>Amend paragraph 6.24 as follows: 6.24 The latest strategic housing land assessment – draft 2010 SHLAA Update has identified a total maximum capacity of 904 dwellings for Lutterworth. The implications of policies to safeguard separation areas, review employment land and seek to limit transport impacts on the town centre suggests that development of 500 dwellings and limited employment land (at a scale equivalent to replacing any future losses where needed) is appropriate. Such proposals would assist in a positive impact on the Air Quality Monitoring Area (AQMA) and traffic growth on existing junctions along the High Street / Leicester Road route would be limited and should be possible to be accommodated within the existing junction arrangements.</p> |

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| SC14.3 | 90 | Para 6.25 | Amend paragraph 6.25 as follows: 6.25The most favoured approach in terms of development during the period to 2026 is to diversify the employment currently located adjacent to the A426 Leicester Road to reduce heavy goods traffic within the town and to undertake improvements to key junctions on existing routes to the west of the town and improve traffic calming within the town centre. A Study of HGV movement in South West Leicestershire commissioned by the County Council will help to examine the opportunity for routing HGV traffic away from the A426. Areas to the south and west of the town provide the best opportunity to accommodate additional HGV generating employment with the least impact on the town centre. |
| SC14.4 | 107 | Key Diagram | Key Diagram and Lutterworth diagram amended in respect of Area of Separation (see Annex 6 and 8) |
| Policy 15 - Leicester Urban Fringe | | | |
| SC15.1 | 91, 92 | Policy 15 | Title: Leicester Urban Fringe <u>Leicester Principal Urban Area</u> |
| SC15.2 | 91 | Para 6.29 | Delete paragraph 6.29 and insert: <u>6.29 Policy Three Cities SRS1 of the Regional Strategy defines the Principal Urban Areas in the East Midlands. A small part of the Leicester Principal Urban Area (PUA) (the built up parts of the settlements of Scaptoft and Thurnby/Bushby) is contained within Harborough District. Policy Three Cities SRS 3 indicates that Harborough District should make provision for new housing of at least 40 dwellings a year within or adjoining Leicester PUA. The Leicester PUA also includes the built up parts of Oadby which adjoin Harborough District in the vicinity of the A6 corridor.</u> Insert new paragraph after 6.29 as follows <u>In developing the Strategy, larger scale options for development alongside Oadby were explored but would generate the need for joint approaches to transport and development with Oadby and Wigston, Leicestershire County Council and Leicester City. No authority is supportive of earlier transport investment and development in this corridor . Larger levels of development cannot be accommodated</u> |

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| | | | <p><u>in the A47 corridor so options for smaller levels of development were explored. It is considered that the area within and adjoining the Leicester Principal Urban Area at the settlements of Scraftoft, Thurnby and Bushby is suitable for accommodating the level of planned development.</u></p> |
| SC15.3 | 92 | Policy 15 | <p>Amend first paragraph as follows: Development within and adjacent to the Leicester Urban Fringe settlements will be appropriate in scale and type in relation to existing communities, safeguards the identity of the communities of Scraftoft, Thurnby and Bushby and does not undermine regeneration and development objectives in neighbouring Leicester City and Oadby and Wigston Borough. Development within or adjoining the built up parts of Scraftoft, Thurnby and Bushby will be of a scale and type that will safeguard their identity, and not undermine the regeneration and development objectives of Leicester City and of Oadby and Wigston.</p> <p>Delete paragraph 2.</p> <p>Amend paragraph 6 as follows: <u>The principle of Green Wedges in and adjoining the Leicester PUA will be maintained.</u> Green Wedges have been identified as the Leicester/Scraftoft Green Wedge to the north of Scraftoft, and the Thurnby/Leicester/Oadby Green Wedge to the south and west of Thurnby. The latter is part of a more extensive Green Wedge which extends out from Leicester City and Oadby and Wigston Borough. These Green Wedges contribute to the aims of:</p> <ul style="list-style-type: none"> • Preventing the merging of settlements; • <u>Guiding development form;</u> • Providing access from urban areas into green spaces/ countryside; and • Providing recreational opportunities. <p>A detailed review of Green Wedge boundaries will take place as part of the Allocations DPD.</p> <p><u>The principle of a separation area will be maintained to the east of Station Lane and south of Covert</u></p> |

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| | | | Lane..... |
| SC15.4 | 94 | Para 6.36 | Amend paragraph 6.36 as follows: The Transport Assessment assessed the implications of development on the highway network and showed no 'show stopping' issues to development in the Principal Urban Area settlements assuming development was limited. Development levels set out in Policy 2, while having a local impact, will not cause any serious transport issues. While development will impact on local junctions, development in the Principal Urban Area settlements will also contribute to a wider impact on the A47 corridor and in north-east Leicestershire as a result of all development across the County to 2026. |
| SC15.5 | 94 | Para 6.38 | Delete paragraph 6.38 |
| Policy 16 - Broughton Astley | | | |
| SC16.1 | 97 | Policy 16 | Amend first paragraph as follows: Broughton Astley will develop its role as a Key Centre to the local population, <u>providing new housing and</u> offering an improved range of services, facilities, shops and employment opportunities. Delete part a) and replace as follows: a) <u>New housing will be provided at Broughton Astley and locations for development will be set out in the Allocations DPD. In considering future sites for housing development, mixed-use sites which ensure the provision of additional retail, community facilities or employment opportunities to serve Broughton Astley will be supported.</u> Delete part c) and replace as follows c) <u>A Principal Shopping and Business Area will be maintained , retail and service provision in this area supported and proposals resulting in loss of local services resisted. Additional proposals for local retail, service and business development which cannot be accommodated within this area will be</u> |

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| | | | <u>supported elsewhere in Broughton Astley and sites will be allocated (in conjunction with housing development where appropriate) to provide opportunities for the growth of additional local services across the plan period</u> |
| SC16.2 | 99 | Para 6.49 | Amend paragraph 6.49 as follows: 6.49 However, Although the Spatial Strategy (Policy 1) is committed to giving priority to previously developed land through a sequential approach to planning, The draft SHLAA 2010 identified a maximum capacity of 1,420 dwellings for Broughton Astley. However, the vast majority of Broughton Astley's this capacity is on greenfield land (SHLAA 2010 Update) with capacity for only 5 dwellings on previously developed land. |
| SC16.3 | 99 | Para 6.51 | Amend paragraph 6.51 as follows: 6.51 In addition to new housing the strategy for Broughton Astley sets out provision for 300 dwellings up to 2026 and a commitment to supporting the development of additional services and facilities, particularly retailing and employment uses additional employment provision and service development. This strategy reflects the local desire for Broughton Astley to become a more balanced community in terms of community, commercial and employment provision. <u>As such all sites on which additional housing is considered will be examined as to their potential to bring forward land to help expand community, commercial and local employment provision. This process will be facilitated through the Allocations DPD process. Proposals for housing development which help deliver land for new facilities will generally be supported. The strategy</u> It allows for the development |
| Policy 17 - Countryside, Rural Centres and Rural Villages | | | |
| SC17.1 | 101 | Policy 17 | Amend first paragraph as follows: Billesdon, Fleckney, Great Glen, Husbands Bosworth, Kibworth and Ullesthorpe will consolidate their role as Rural Centres and will be the focus for rural affordable and market housing, additional employment, retail and community uses to serve their rural catchment areas. In other selected rural |

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| | | | <p>villages, housing development which contributes to meeting an identified need for affordable dwellings and which helps protect existing services will be provided. Beyond Market Harborough, Lutterworth, Broughton Astley and Leicester PUA, development over the plan period will be focussed on Billesdon, Fleckney, Great Glen, Husbands Bosworth, Kibworth and Ullesthorpe. As Rural Centres they will be the focus for rural affordable and market housing, additional employment, retail and community uses to serve the settlement and its rural catchment area. In other selected rural villages development will be on a lesser scale. In all cases development will be on a scale which reflects the size and character of the village concerned, the level of service provision and takes into account recent development and existing commitments. Outside these rural settlements, new development in the Countryside and other settlements not identified as selected rural villages will be strictly controlled.</p> <p>Delete part a) and replace as follows: a) <u>Billesdon, Fleckney, Husbands Bosworth and Ullesthorpe will be the focus for additional housing beyond that already built or committed. Housing in selected rural villages will be on a lesser scale reflecting their size, character and service provision. Villages not identified, but which have identified Limits to Development, may be suitable to receive very limited small scale infill development.</u></p> <p>Amend part d) as follows: d)Both these will be carried out as part of the Allocations Development Plan Document. Employment development within the countryside will be supported where it contributes to the retention and viability of rural services or land based businesses, aids farm diversification or re-uses vacant / derelict buildings worthy of retention.</p> |
| SC17.2 | 103 | 6.60 | <p>Amend as follows As at March 2010 there were outstanding planning permissions for 1176 dwellings in the Rural Centres and other villages, representing 48% of the District's total commitments. This figure together with completions means that almost 27% of the total housing requirement of 7000 to 2026 will take place in Rural Centres and rural villages. The Strategy for Housing Distribution (policy 2) will reduce the proportion of housing built in the Rural Area over the period 2006-2028 to 31% of total housing provision. The outstanding commitments from the Local Plan allocations at Kibworth and Great Glen</p> |

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| | | | are notable contributors to this figure. For this reason, the Rural Centres of Kibworth and Great Glen are excluded from the list of settlements in the above policy <u>where additional housing is planned</u> . However, this does not preclude limited infill development within currently defined limits to development. |
| SC17.3 | 103 | Para 6.61 | Amend paragraph 6.61 as follows: 6.61 <u>Housing</u> provision for the rural area settlements of 376 dwellings to 2026 <u>2028</u> recognises the need to meet housing need in rural areas and support local services..... |
| Chapter 7 Managing and Monitoring the Strategy | | | |
| | | | No changes to be made |
| Appendix 1 | | | |
| SCA1.3 | | Appendix 1 | Updated trajectory in Annex 5 |
| Appendix 2 | | | |
| SCA2.1 | | Appendix 2 | Column title – Funding source. Sub title – delete 2026 insert 2028 Place titles (shaded) - Delete dwelling number (and employment land figure if stated) . Delete Over period 2010-2026. Insert Over period 2011-2028 |
| SCA2.2 | | Appendix 2 | Amend Market Harborough section as follows: Highways and Transportation Highway works to manage traffic flow within and around the town Encouraging, walking, cycling and local bus services. |

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| | | | <p>Implementation of a town wide cycle network.</p> <p>Public transport facilities on A6 corridor and at Market Harborough Rail Station.</p> <p><u>Increased frequency of bus services and improved bus facilities in the Leicester Road corridor and at the Rail Station</u></p> <p><u>Improved cycling and walking network in the town – a more comprehensive town wide cycle network</u></p> <p><u>A package of Smarter Choices Initiatives which help reduce the level of car commuting to places of employment reduce the level of car travel to schools and reduce the level of vehicle use in general</u></p> <p><u>Measures to discourage peak hour vehicular traffic movement through the town centre, residential areas and through surrounding villages.</u></p> <p><u>Parking management which is responsive to an increased use of Market Harborough town centre balanced against the need to encourage people to walk, cycle and use public transport</u></p> |
| SCA2.3 | | Appendix 2 | <p>Amend Market Harborough requirements as follows:</p> <p>Community Facilities</p> <p>Capacity issues identified</p> <p><u>Additions to main facilities and stand alone provision:</u></p> <p><u>1. Market Harborough North West SDA</u> <u>Minimum two court size village hall as part of wider community hub and land</u></p> <p><u>2. Market Harborough elsewhere – contribute to upgrade existing indoor sports facilities.</u></p> <p>Leicester PUA requirements</p> |

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| | | | <p>Community Facilities</p> <p>Capacity issues identified <u>Provide minimum of two court indoor sports hall or improve facilities serving the northern area of the District. This requirement could be delivered via a new two court hall and land at one of the central locations easily accessible to the rural northern settlements of the District.</u></p> <p>Lutterworth & Broughton Astley requirements Community Facilities</p> <p>Capacity issues identified <u>Provide a minimum of four court indoor sports hall for population of around 10,000 and / or upgrade existing community facility.</u> <u>Broughton Astley – Provide a new four court hall and land to meet current and new growth.</u> <u>Lutterworth – expansion of leisure centre to incorporate community arts and drama provision to serve the community.</u></p> <p>Rural Community Facilities</p> <p>Capacity issues identified</p> <p><u>Look to provide two court indoor sports hall or upgrade community hall facility</u></p> <p><u>Billesdon - village hall is at capacity, upgrade / expand existing facility to accommodate additional requirement.</u></p> <p><u>Fleckney – village hall is at capacity, options to upgrade / expand village hall or Fleckney sports hall to accommodate additional requirement.</u></p> |

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| | | | <p><u>Husbands Bosworth – village hall comfortable for present population, additional growth will require upgrade of existing facilities.</u></p> <p><u>Ullesthorpe – village hall comfortable for present population, additional growth, will require upgrade of existing facilities.</u></p> |
| Appendix 4 | | | |
| SCA4.1 | | <p>Objective 1 - Policy 2</p> <p>Objective 1 - Policy 3</p> <p>Objective 1 - Policy 4</p> <p>Objective 2 - Policy 7</p> <p>Objective 3 - Policies 2, 13, 14, 15, 16 & 17</p> | <p>7,000 <u>At least 7,700</u> dwellings (2006-2026 <u>2028</u>) At least 350 dwellings per annum (2006-2026 <u>2028</u>)</p> <p><u>At least 90</u> dwellings per annum (2010-2026 <u>2028</u>) including delivery from both existing commitments and planned growth</p> <p>- <u>At least 30</u> pitches - <u>At least 10</u> transit pitches - <u>At least 29</u> plots for showpeople (2007- 2016)</p> <p>To meet strategie employment requirements...</p> <p>Total amount of additional employment floorspace by type. Target : 5ha of additional land for employment uses at Market Harborough (2010-2026) <u>To be determined following review of existing employment sites and allocations (as per Policy 7d)</u></p> <p>Housing growth as follows:</p> <ul style="list-style-type: none"> - At least 1,200 <u>3,300</u> dwellings at Market Harborough; - At least 500 <u>700</u> dwellings at Lutterworth; - At least 350 <u>880</u> dwellings at the Leicester Urban Fringe <u>Principal Urban Area</u>; - At least 300 <u>400</u> dwellings at Broughton Astley; - At least 376 <u>2,420</u> dwellings at the Rural Centres and sustainable rural villages |

Harborough District Council Core Strategy DPD Inspector's Report – Appendix A

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| | | <p>Objective 7 - Policy 6</p> <p>Objective 11 - Policies 2, 13, 14, 15, 16 & 17</p> | <p>Comparison shopping: <u>Minimum of 13,800m²</u>, convenience shopping: <u>Minimum of 7,800m²</u> (2006-2026 2028)</p> <p>Housing growth as follows:</p> <ul style="list-style-type: none"> - <u>At least 1,200 3,300</u> dwellings at Market Harborough; - <u>At least 500 700</u> dwellings at Lutterworth; - <u>At least 350 880</u> dwellings at the Leicester Urban Fringe <u>Principal Urban Area</u>; - <u>At least 300 400</u> dwellings at Broughton Astley; - <u>At least 376 2,420</u> dwellings at the Rural Centres and sustainable rural villages |
| SCA4.2 | | Objective 3 - Policy 2 | <p><u>At least 35%</u> (2006-2026-2028)</p> <p><u>At least 16%</u> (2010-2026 2028) including delivery from both existing commitments and planned growth</p> |
| SCA4.3 | | Objective 1 - Policy 2 | <p>5 year milestones (using the start date of the plan i.e. 2006/07):</p> <p><u>By 31 March 2011 at least 1750 dwellings will be provided across the District</u></p> <p><u>By 31 March 2016 at least 3500 dwellings will be provided across the District</u></p> <p><u>By 31 March 2021 at least 5250 dwellings will be provided across the District</u></p> <p><u>By 31 March 2026 at least 7000 dwellings will be provided across the District</u></p> |

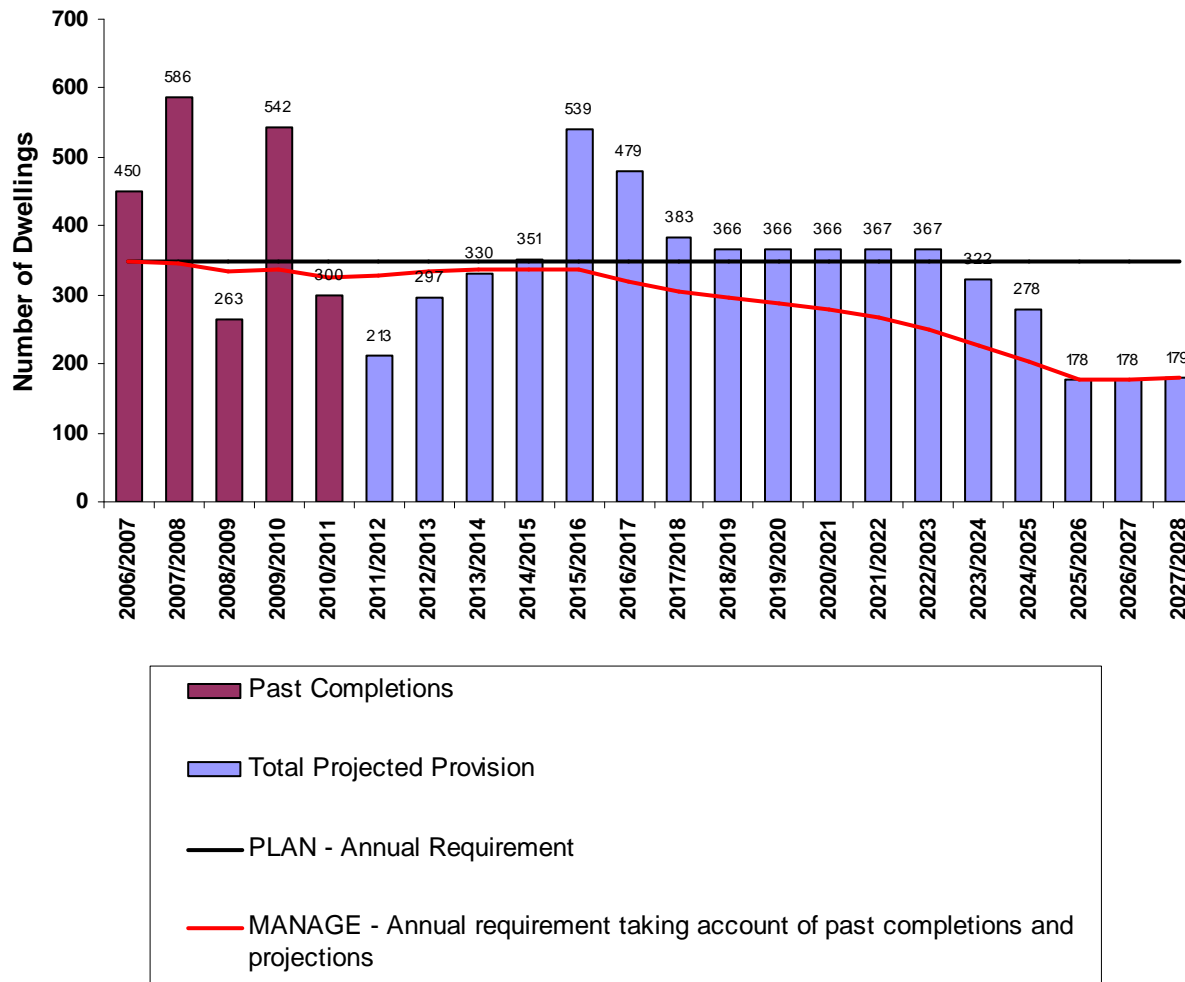
Annex 1

Table 3: District Overall Housing Provision by Settlement between 2006 - 2028 (as at 31 March 2011)

| | | District | Leicester Principal Urban Area | Market Harborough | Lutterworth | Broughton Astley | Rural Centres & Selected Rural Villages |
|----------|--|-------------|--------------------------------------|----------------------|-------------|---------------------|--|
| A | Overall Housing Provision | 7700 | 880 | 3300 | 700 | 400 | 2420 |
| B | Total built | 2141 | 254 | 844 | 132 | 56 | 855 |
| C | Total committed | 2264 | 153 | 1010 | 8 | 61 | 1032 |
| D | Additional dwellings remaining to be planned for as of March 2011 | 3295 | 473 | 1446 | 560 | 283 | 533 |

Annex 2

Table 4: Housing Trajectory Chart to 2028 (as at 31 March 2011)



Annex 3

Table 5: Completions on Previously Developed Land (PDL) 2006-2011

| Year | Gross Completions | Greenfield | Previously Developed Land (PDL) | % PDL |
|--------------|--------------------------|-------------------|--|--------------|
| 2006/07 | 472 | 74 | 398 | 84% |
| 2007/08 | 648 | 61 | 587 | 91% |
| 2008/09 | 267 | 95 | 172 | 64% |
| 2009/10 | 552 | 96 | 456 | 83% |
| 2010/11 | 305 | 97 | 208 | 68% |
| TOTAL | 2244 | 423 | 1821 | 81% |

Annex 4

Table 6: 2010 SHLAA PDL/Greenfield

| Land Type | Number of Sites | Potential Estimated Yield (Dwellings) |
|---------------------------------|------------------------|--|
| Previously Developed Land (PDL) | 33 | 883 |
| Greenfield Land | 48 | 8979 |
| Total | 81 | 9862 |

Source: Harborough District Council Strategic Housing Land Availability Assessment 2010 Update Final Report.

Annex 5

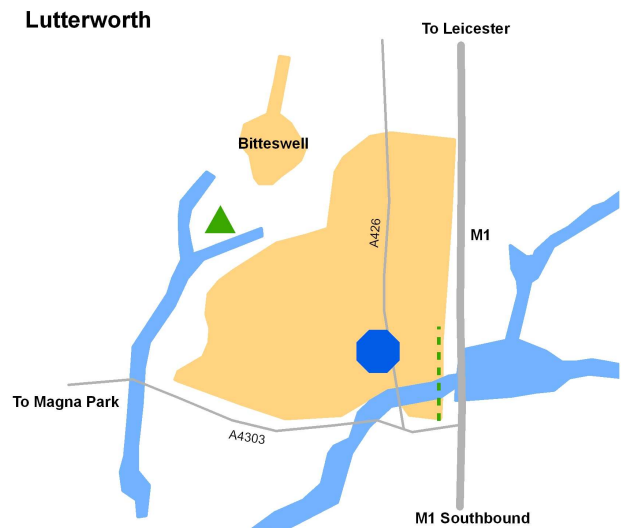
Appendix 1 Harborough District Core Strategy: Housing Trajectory 2006-2028

| Row | | 2006 /07 | 2007 /08 | 2008 /09 | 2009 /10 | 2010 /11 | 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 | Totals |
|-----|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------|
| A | Past Completions | 450 | 586 | 263 | 542 | 300 | | | | | | | | | | | | | | | | | | 2141 |
| B | Allocated Site Commitments | | | | | | 119 | 154 | 157 | 154 | 127 | 118 | 87 | 90 | 90 | 90 | 91 | 91 | 45 | 0 | 0 | 0 | 0 | 1413 |
| C | Large Site Commitments (sites of 5 dwellings or more) | | | | | | 43 | 93 | 124 | 148 | 88 | 86 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 603 |
| D | Small Site Commitments (sites of less than 5 dwellings) | | | | | | 51 | 50 | 49 | 49 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| E | Additional dwellings remaining to be planned for the Strategic Development Area (North west Market Harborough) | | | | | | | | | | | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 0 | 1000 |
| F | Additional dwellings remaining to be planned for Market Harborough | | | | | | | | | | | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 38 | 38 | 446 |
| G | Additional dwellings remaining to be planned for Broughton Astley | | | | | | | | | | | 23 | 23 | 23 | 23 | 23 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 283 |
| H | Additional dwellings remaining to be planned for Lutterworth | | | | | | | | | | | 46 | 46 | 46 | 46 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 47 | 560 |
| I | Additional dwellings remaining to be planned for the Leicester PUA | | | | | | | | | | | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 40 | 40 | 40 | 40 | 40 | 473 |

Harborough District Council Core Strategy DPD Inspector's Report – Appendix A

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| J | Additional dwellings remaining to be planned for the Rural Centres and Selected Villages | | | | | | | | | | | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 45 | 45 | 45 | 45 | 45 | 533 |
| K | Total Projected Provision | | | | | | 213 | 297 | 330 | 351 | 264 | 493 | 397 | 379 | 379 | 380 | 382 | 382 | 338 | 293 | 293 | 194 | 194 | 5559 |
| L | Cumulative Provision | 450 | 1036 | 1299 | 1841 | 2141 | 2354 | 2651 | 2981 | 3332 | 3596 | 4089 | 4486 | 4865 | 5244 | 5624 | 6006 | 6388 | 6726 | 7019 | 7312 | 7506 | 7700 | |
| M | PLAN - Annual Requirement | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 350 | 7700 |
| N | Cumulative Requirement | 350 | 700 | 1050 | 1400 | 1750 | 2100 | 2450 | 2800 | 3150 | 3500 | 3850 | 4200 | 4550 | 4900 | 5250 | 5600 | 5950 | 6300 | 6650 | 7000 | 7350 | 7700 | |
| O | MONITOR - No of dwellings above or below cumulative requirement | 100 | 336 | 249 | 441 | 391 | 254 | 201 | 181 | 182 | 96 | 239 | 286 | 315 | 344 | 374 | 406 | 438 | 426 | 369 | 312 | 156 | 0 | |
| P | MANAGE - Annual requirement taking account of past completions and projections | 350 | 345 | 333 | 337 | 326 | 327 | 334 | 337 | 337 | 336 | 342 | 328 | 321 | 315 | 307 | 297 | 282 | 262 | 244 | 227 | 194 | 194 | |

ANNEX 6 – REVISED POSITION OF AREA OF SEPARATION ON DIAGRAM ON PAGE 87

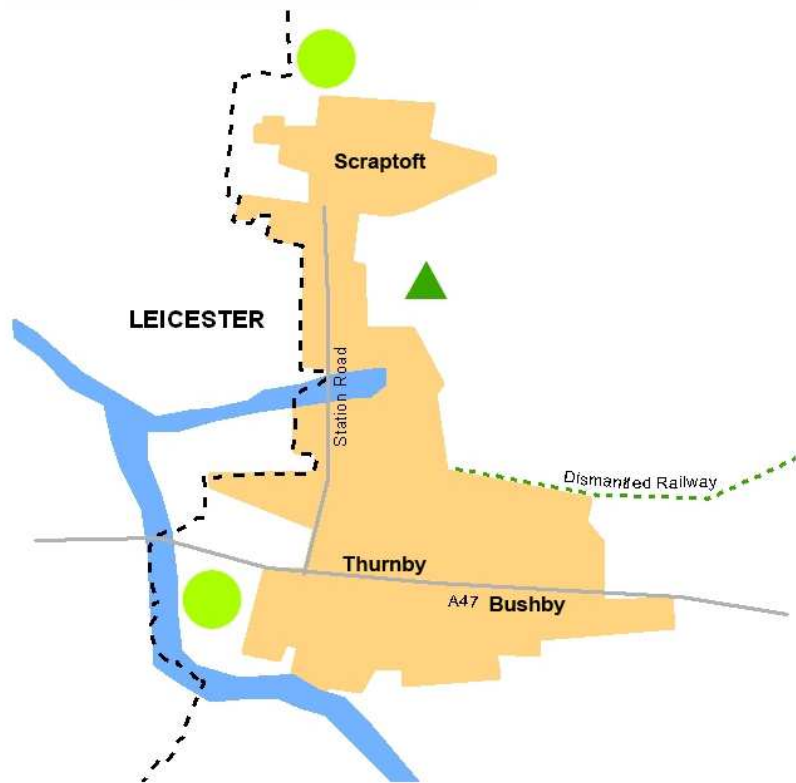


Legend

- Settlement Boundary
- Flood Zone 3a and 3b
- Area of Separation
- Shopping and Business Area
- Dismantled Railway

ANNEX 7 – REVISED TITLE FOR DIAGRAM ON PAGE 92

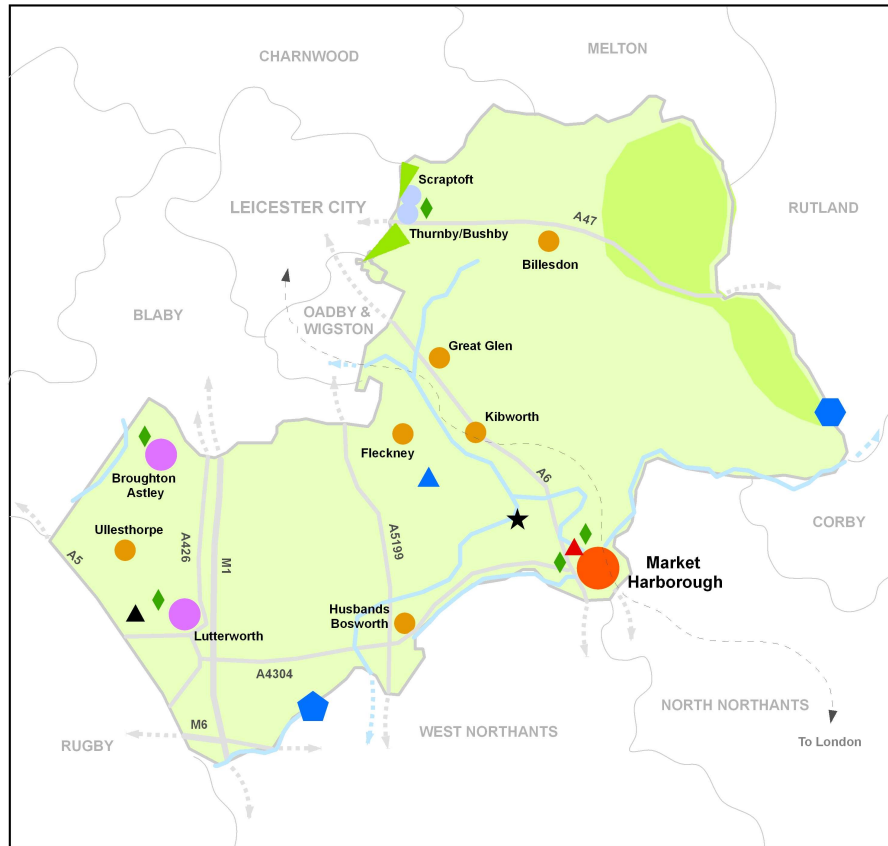
Leicester Principal Urban Area



Legend

- Settlement Boundary
- Flood Zones 3a and 3b
- Green Wedge
- Area of Separation
- District Boundary

ANNEX 8 REVISED KEY DIAGRAM INCORPORATING SUGGESTED CHANGES



Harborough District Key Diagram

