



# Harborough District Local Development Framework

## **Core Strategy**

## **Development Plan Document**

## **Version for Council Adoption**

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## Preface

Harborough District is a beautiful part of rural England. It represents many good things about life – the bustle and friendliness of our market towns, the quality of our built heritage and local landscape, the proximity to larger centres for shopping and cultural events and a relatively safe and tranquil place to live and work.

However like all areas we face the pressures of modern living - transport routes passing through the District result in increasing volumes of traffic including heavy goods vehicles blighting the attractiveness of settlements; the District has an acute shortage of affordable homes and premises for smaller businesses, our independent retailers compete with larger centres and internet shopping and many villages are becoming dormitories or weekend retreats. Local bus services are mostly infrequent and do not exist in the evening.

We are faced with conflicting challenges as we prepare for the future. How do we provide homes for our children, ensure that the village schools and shops remain viable and protect the rural environment? How do we provide a variety of employment opportunities and reduce reliance on the car?

This Core Strategy document has been the result of several years work to identify ways in which the future planning and development of Harborough District can help answer these questions and tackle these issues as reflected in the District Community Strategy and other relevant plans - including the District Housing Strategy and County Transport Plan.

We have sought to respond to the many pressures and challenges with a thoughtful and evidenced approach. The steps in preparing this document have been carefully chosen. We have considered a range of issues, consulted with our partner organisations and local communities, commissioned specialist studies and considered other evidence - especially the requirement for community infrastructure to support new development. This process has enabled us to produce the document now before you based on a solid set of principles from which to deliver a better future for our communities and local businesses.



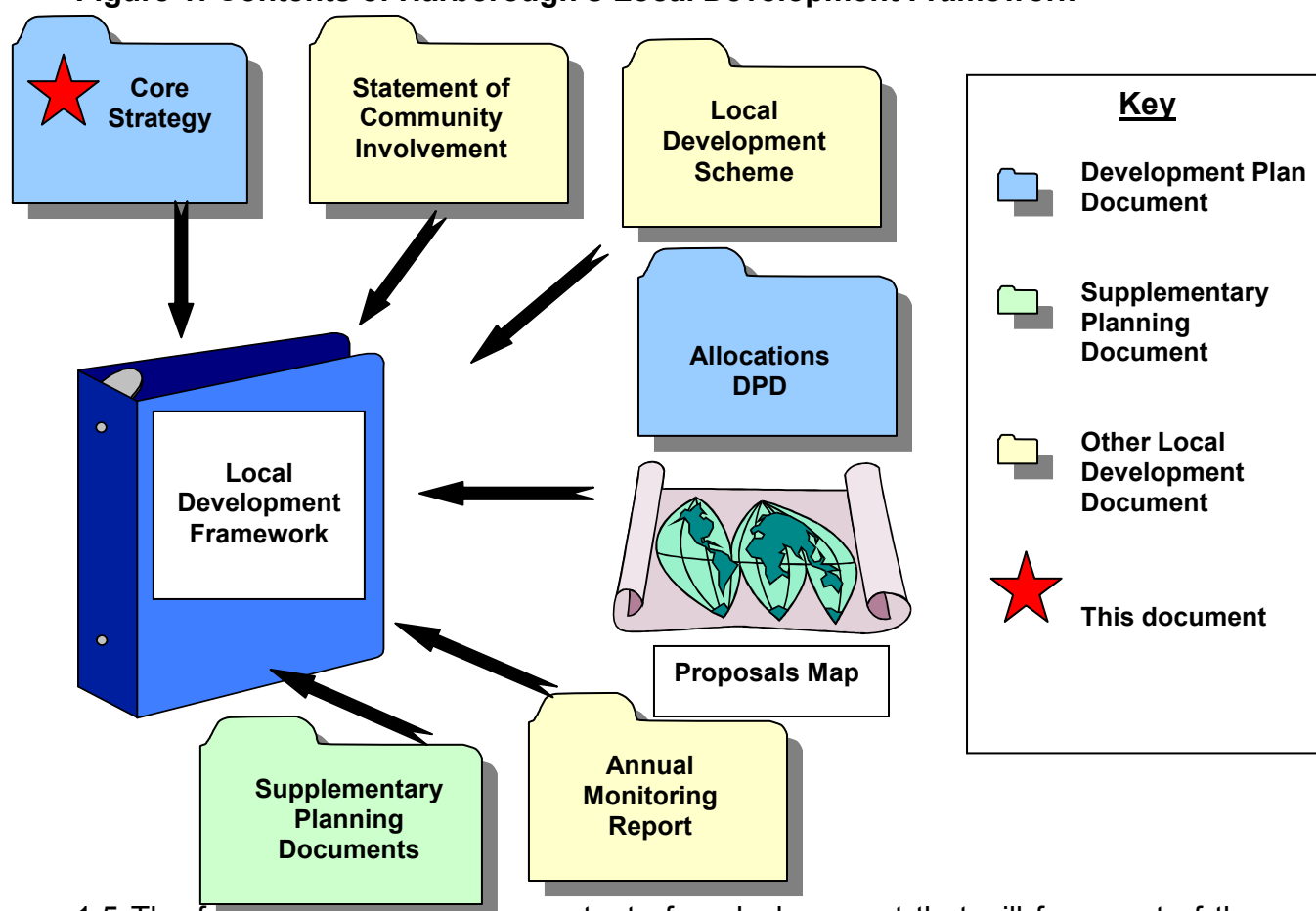
**Councillor Janette Ackerley**  
**Portfolio Holder, Housing Infrastructure and Planning**  
**Chair, LDF Member Task Panel**  
**Harborough District Council**

## Chapter 1: Introduction

## Local Development Framework (LDF)

- 1.1. Planning shapes the places where people live and work and the country we live in. The Local Development Framework (or LDF) is a collection of local development documents which collectively deliver the planning strategy for Harborough District.
- 1.2. There is a glossary of terms in Appendix 6 to help readers with the range of terms that are used in this document.
- 1.3. Harborough District Council is currently preparing the LDF for the District. This aims to provide planning policy guidance in accordance with our vision of what the Harborough District should look like by 2028 and beyond. The LDF will eventually replace saved Harborough District Local Plan policies.
- 1.4. The individual elements of the LDF are being prepared separately. Full policy coverage will therefore be developed in layers. The LDF will be kept updated through continual monitoring and review of individual elements. The diagram below illustrates the contents of the LDF.

**Figure 1: Contents of Harborough's Local Development Framework**



- 1.5 The following describes the content of each document that will form part of the LDF.

## Document

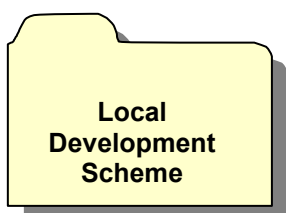
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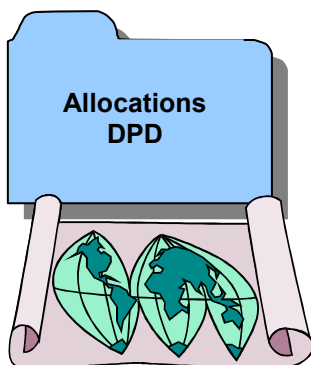
The Core Strategy, this document, is a strategic document setting out the vision and spatial planning framework for the District. It contains core strategic policies that provide for the development needs of the District.



The Statement of Community Involvement (SCI) sets out how the Council will consult and engage the community in the production of Local Development Documents and in the determination of planning applications.



The Local Development Scheme (LDS) sets out the Council's programme for the preparation of Local Development Documents (LDDs) which will make up the Harborough District Local Development Framework (LDF).



The Allocations Development Plan Document (DPD) will review undeveloped Local Plan housing and employment allocations and allocate land for these and other uses to meet the District's growth requirements.



The Proposals Map will illustrate on an Ordnance Survey based map all the policies and proposals set out in Development Plan Documents (DPDs).

The Annual Monitoring Report (AMR) monitors how effective the policies and proposals within individual LDDs are in meeting the vision set out in the Core Strategy DPD and the extent to which targets set out in the LDS are being met.

## Core Strategy

- 1.6 The Core Strategy is the key plan within the Local Development Framework for Harborough District. It sets the context for all future local planning documents.

- 1.7 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 2028 and beyond and explains how change will happen. 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 explains how the spatial elements of the vision and objectives of the District and County Sustainable Community Strategies will be delivered.
- 1.8 The Core Strategy has been prepared following consultation on alternative options and the gathering of evidence on a range of matters, including independent sustainability appraisal. The proposals have also been assessed in terms of deliverability, taking into account potential resources over the period to 2028. Key stages in the preparation of the Core Strategy are set out below:

Table 1: Stages in the Preparation of Harborough's Core Strategy

<b>Stage</b>	<b>Timeframe</b>
Issues and Options consultation	May 2005
Preferred Options consultation	April 2006
Options workshops	Jan / Feb 2009
Alternative Options consultation	June 2009
'Towards a Final Draft' document	October 2009
Publication Core Strategy consultation	October 2010
Submission of Core Strategy	April 2011
Examination in Public	July 2011
Adoption	XXXX 2011

## **Structure of the Document**

- 1.9 This document begins with a description of the District and a set of issues to be addressed, 'Chapter 2: Spatial Portrait and Issues to be addressed'. This is followed by a vision of how the District may be described by 2026 and a set of objectives for achieving the vision, 'Chapter 3: Vision and Objectives'.
- 1.10 Chapter 4 presents the 'Spatial Strategy for Harborough' – this forms the foundation of the Core Strategy, presenting the overarching strategy covering settlement development and future housing distribution across the District in order to achieve the vision and objectives outlined in Chapter 3.
- 1.11 Chapter 5 then presents a suite of delivery policies designed to enable the District to achieve the vision and objectives established in Chapter 3, setting out detailed delivery arrangements. Finally, place-based policies in Chapter 6

explain what the policies described in Chapter 5 will mean for individual places within the District. These place-based policies recognise the breadth of issues affecting different places within the District and the variation in policy stances needed across the District to reflect these differences. The approach taken for each policy area includes the following:

- Policy Title, eg. 'Policy CS2: Delivery New Housing';
- An introduction – explaining why we need the policy;
- The Policy – details the specifics covered by the policy; and
- An Explanation - providing explanatory justification for the policy, and references sources of information where relevant.

The Key Diagram on page 105 illustrates the main proposals set out in the Core Strategy.

1.12 Appended to the document are:

- A housing trajectory, showing how Harborough's identified housing need will be met;
- A list of infrastructure made necessary by development proposed in this Strategy and when and how it will be delivered;
- A list of Local Plan policies to be replaced by this Development Plan Document;
- A list of indicators to help monitor the success of each policy;
- A schedule showing how each policy meets spatial planning objectives and themes in the Sustainable Community Strategy;
- A glossary explaining some of terms used; and
- A list of documents that have been used as background evidence in drawing up the policies.

## Chapter 2: Spatial Portrait and Issues to be addressed

- 2.1 This section describes the District and the issues the Core Strategy must address. It has been developed from a number of sources including the [‘Harborough Now’](#) report, which has been produced to accompany the Harborough District Sustainable Community Strategy.

### Location:

- 2.2 Harborough District covers an area of 238 square miles of rural south and east Leicestershire. It lies within the East Midlands Region, bordering Warwickshire to the west, Northamptonshire to the south and Rutland to the east. Harborough borders 4 other Leicestershire district authorities, namely Charnwood, Melton, Oadby and Wigston and Blaby, and adjoins the east of Leicester City at Bushby, Scraptoft and Thurnby.
- 2.3 The District lies within the Leicester and Leicestershire Housing Market Area in recognition of the fact that it cannot be viewed in isolation of Leicester and the wider county. Harborough is dependent on the Leicester urban area, not only for employment but also for high order health, retail and cultural facilities and services. Therefore the regeneration and economic well-being of the Leicester urban area is an important element in any future strategy for the District.
- 2.4 North Northamptonshire, a key component of the Milton Keynes South Midlands (MKSM) growth area, abuts the district to the south east. Major expansion of the town centres, redevelopment of other sites within the urban areas and sustainable urban extensions are planned for Corby, Kettering (both within 12 miles of Market Harborough) and Wellingborough. The strategy for the District will need to be complementary and supportive of the plans for this growth area, as well as the Leicester urban area.
- 2.5 Its central location means that the District has good access to regional and national transport links. The M1 passes through the District in the west whilst the M6/A14 is located to the south. Other main routes in the District include the A6, A47 and A 508 which between them provide links to Leicester, Northampton, Kettering and Corby. Market Harborough is located on the East Midlands Trains route and enjoys frequent links to London, Leicester and stations to the north. Both East Midlands Airport and Birmingham Airport are within 50 miles of Market Harborough.
- 2.6 The District’s population of 82,800 (mid-2008 estimate) is split between the two market towns of Market Harborough and Lutterworth (37%), large villages of Broughton Astley, Great Glen, Kibworth and Fleckney (27%) and Bushby, Thurnby and Scraptoft part of Leicester’s Principal Urban Area (6%). The remaining 30% of the District’s population live in the smaller rural settlements, 71 of which have a population of less than 500.
- 2.7 Market Harborough, with a population of over 20,000, is the largest settlement in the District and lies on the southern boundary of the District adjacent to



Northamptonshire. It has a key role in providing services, employment, public transport, shopping and leisure facilities to the surrounding population. Lutterworth and Broughton Astley, both settlements with a population in the region of 9,000, are located in the west of the District.

### **The People:**

- 2.8 The District's population increased by 8.2% (6,241) between 2001 and 2008 and the population is set to continue to rise by 19% by 2016 due to natural population increase and a rise in migration into Harborough. Market Harborough, Lutterworth and Broughton Astley have seen the biggest rises in population; most notable is that of Broughton Astley where population growth since 1991 has not been matched by the provision of local services and amenities.
- 2.9 In terms of the age structure of the population, Harborough varies from national population trends in a number of ways. Most noticeable is the relatively low proportion of people within the 16 – 29 age bands when compared to the national average. This trend is particularly pronounced in rural villages as a large proportion of young people are concentrated in the two market towns. In contrast there is a higher proportion of people aged 45-64 living in the District than nationally and countywide. In total the Harborough population comprises 59.7% of working age, 19.6% under 16 and 20.7% of pensionable age (male over 65 and female over 60). Only 2% of the District's population is non-white.
- 2.10 The District's quality of life and rural character mean that it is seen as an attractive place to live. The recent Index of Resilience (Experian survey carried out for BBC, 2010) placed Harborough 7<sup>th</sup> out of 324 districts (1 being most resilient) in terms of its place resilience. This assessment took into account house prices, crime and greenspace measures. Over 90% of respondents in the 2008 Place Survey were either very or fairly satisfied with Harborough as a place to live, an increase on the 2006 figure and higher than the County average. The appeal of the area, coupled with its proximity to Leicester and other centres of employment, has created a buoyant housing market and has resulted in very high average prices, particularly in the rural settlements. In March 2008 the average house price in the District stood at £252,218, the highest in Leicestershire. Household incomes are relatively high compared with county and region averages, but affordability of housing is a major issue in the District, especially for younger people looking to stay or move into the area. Lack of affordability is most acute in the more rural part of the district where properties tend to cost more than in the three principal settlements. The Council adopted an Affordable Housing Supplementary Planning Document in 2006 in an attempt to provide a greater number of affordable housing units across the District. This requires a minimum 30% of housing developments of five or more dwellings to be affordable and during 2007/2008 a total of 90 affordable units were delivered in the District.
- 2.11 Overall the District is one of the least deprived areas in England and the least deprived district in Leicestershire. However, Central Market Harborough has

been identified as a neighbourhood which suffers multiple deprivations and is the seventeenth most deprived area in Leicestershire according to the Index of Multiple Deprivation 2007. A priority neighbourhood project is underway aimed at bringing together agencies and services to improve local delivery around issues including health, education, skills and training, employment, community safety, children and young people, older people and housing.

- 2.12 The District also experiences significant levels of deprivation within the domain of 'Barriers to Housing and Services'. There are 17 areas ranked within the 50% most deprived in England, of which 6 are within the 10% most deprived areas in the county. The areas identified are all located in the more rural parts of the District and reflect problems relating to access to key local services and the affordability of housing in these areas.
- 2.13 Public transport provision within the District is patchy and 38% of respondents to the 2008 Place Survey feel public transport to be in need of improvement. There is a frequent and reliable bus service between the two market towns as well as regular links to Leicester, Rugby, Hinckley and Northampton. The more remote smaller rural settlements of the District are served by limited community transport services to larger settlements. This lack of comprehensive public transport services means that there is often no viable alternative to the use of the private car. This along with the relative affluence of the District means that car ownership levels are high. The percentage of households with access to a car or van is almost 84% compared to 76% at the regional level and 73% in England, whilst 48% of households have more than one vehicle compared to the regional figure of 31%.
- 2.14 People in Harborough are generally healthier than Leicestershire averages and significantly better than national averages. The importance of health is recognised in survey results which suggest health services are the second most important factor in making somewhere a good place to live. The small size of healthcare facilities in the district means reliance for hospital provision is focused on Leicester and Kettering, although there are community hospitals in Market Harborough and Lutterworth. GP surgeries are focused with the main settlements which can cause access problems for those in more rural areas. This is supported by surveys and Parish Plans which show a concern around the lack of doctor's surgeries and dentists and support the need for more care in the community for older people compared to residential care.

### **The Economy:**

- 2.15 Significant growth in employment (53%) took place in the District between 1991 – 2003, substantially higher than the regional (17.5%) and the national figures (19.2%). However, the industrial structure continues to reflect the District's rural character with an over representation of agriculture, increasing dominance of the service sector, under representation in public administration and a generally declining manufacturing sector.
- 2.16 Employment trends in the sub-region have generally followed national trends and these are mirrored locally in Harborough; employment in offices has

increased since the early 1990's, and industrial employment has been in decline. Employment within warehousing has grown more strongly and steadily in the district, than in the sub-region. Over 40% of the growth in warehouse floorspace in the sub region since 2000 (1.05 m<sup>2</sup>), has been in Harborough district fuelled by development at Magna Park. The proportion of people working in key growth sectors (financial and business services) and hi-tech manufacturing is broadly the same as the county average. However, generally the District exhibits a fairly shallow knowledge economy attributed in part to its largely rural nature. This rural nature however supports a small but growing tourism industry as part of the wider Leicestershire destination – Foxton Locks and the quintessential English charm of the area being central to its appeal.

- 2.17 Harborough has an economically active population of 42,400 (2008/9) equating to an activity rate of 78.6%, compared to 78.9% nationally and 80.9% in the county. The District supports 35,300 jobs (2008) and experiences a relatively low unemployment rate of 2.2% (Feb 2010 – resident based claimant count), compared with the county and region. Currently over a third (35%) of total jobs in the district are within B class employment uses (i.e. office, industrial and warehousing) the remainder are within the wide range of other or non-B class uses (for example leisure, retail, hotels, consumer services). The Index of Resilience (Experian survey carried out for BBC, 2010) placed Harborough 14<sup>th</sup> out of 324 districts (1 being most resilient) in terms of its business resilience.
- 2.18 In economic terms just under half of all District residents in work (49% or 19,500) live and work in the District. Of the 20,230 (51%) that commute out of the district for work, some 17% travel to Leicester, 12% to elsewhere within Leicestershire and 21% to areas outside of Leicestershire. This serves to illustrate the District's strong economic relationship and interdependency principally with Leicester City and the wider Leicester urban area (particularly Blaby, Oadby and Wigston) and to a lesser extent with adjacent / surrounding areas (e.g. Rugby, Kettering, Northampton, Corby, and Daventry). However, out-commuting is balanced by approximately 11,000 residents of other districts travelling into Harborough District for work, with the largest number of workers commuting from Blaby, Leicester City, Hinckley and Bosworth and Kettering.
- 2.19 Travel to work patterns are influenced by the location of centres of economic activity, key transport routes (A6 / A47 / A426, the M1 / A14 and the East Midlands Trains route), the 3 main public transport corridors, and to some extent the occupational type of jobs and the skill levels of residents. Market Harborough and the Ullesthorpe Output Area (containing Magna Park) both stand out as recognised employment centres in the county in terms of the number and concentration of jobs. Census data also shows that 71% of the working population travel to work by car/van with only 3.5% using public transport.
- 2.20 Harborough has the benefit of a relatively highly skilled population. A significantly higher proportion of the District's working population is qualified to NVQ4 level and above (38.9%, Dec 2008) than at the regional and national

level. The proportion of the working population without any qualifications is 15.2% (Dec 2008). Reflecting this, over 52% (2008) of the District's population are in managerial/senior, professional and technical occupations. There is an above average level of self-employment within Harborough with 15.2% (Dec 2008) of the working age population being self-employed compared to 9.6% in the county and 9% nationally.

- 2.21 In total the District has approximately 300ha of employment land providing some 1.38million m<sup>2</sup> (2007) of employment floorspace predominantly industrial (17%) and warehousing / distribution uses (77%), with relatively little office space (5%). Between 2001/02 and 2007/08 an annual average of 12ha of employment land has been developed across the District, of which over 90% has taken place on previously developed land. Most employment land and economic activity is concentrated around the market towns of Market Harborough and Lutterworth as well as Magna Park. Significant development has occurred in the past 5 years with the building of; The Point, Compass Point (Market Harborough), St John's Business Park (Lutterworth). The Harborough Innovation Centre is currently under construction and will provide accommodation and support for approximately 64 small businesses.
- 2.22 Magna Park near Lutterworth, one of the largest dedicated strategic logistics parks in the UK, is the single largest site of employment activity in the District and one of the 6 largest Business Parks in the county. It occupies some 200ha and provides approximately 750,000m<sup>2</sup> of warehouse floorspace. The site has been established for some 20 years, comprises approximately 27 units and now provides in the region of 6,000 jobs (up from 4,984 in 2001), approximately 20% of all the jobs in the District. The site is home to a diverse range of occupiers and the majority of units function as national or regional distribution centres, though some perform a combination of other functions including operating as HQ or administration centres. Nearly two thirds of workers are thought to comprise warehouse operatives, drivers come second and secretarial / clerical, managers, supervisors and professional / technical staff account for 3-4% of the total each.
- 2.23 The characteristics of Magna Park (including its apparent mismatch with the better than average occupational and skills profile of Harborough residents, its function, size and location) account for its large labour catchment area, which stretches far south into Warwickshire / Northamptonshire along the M69/M1 respectively (Census 2001). Travel to Work patterns for Magna Park, confirm that the majority of people (50%) employed travel between 10-20kms to get to work, a further 16% travel between 20-30kms, greater than the average for the county and its 6 largest business parks.
- 2.24 Harborough is a highly entrepreneurial area which is home to 3,844 VAT registered businesses (2004). The vast majority (88%) of these have fewer than 10 employees, but collectively they employ over 80% of the people employed in the District. Of the very few businesses in Harborough that have more than 200 employees, 40% are located at Magna Park.

- 2.25 The two main shopping centres in the District are Market Harborough and Lutterworth. Market Harborough's centre has retained its historic market town character whilst developing a strong convenience retail sector and maintaining a range of distinctive and flourishing independent retailers. Lutterworth is significantly less healthy than Market Harborough and suffers adversely from the impacts of heavy through traffic in its town centre. Both settlements are competing with several higher order shopping and service centres, namely Leicester city centre, Fosse Park, Kettering and Rugby.
- 2.26 Broughton Astley, although similar in size to Lutterworth, has very limited local shopping / business facilities in its centre, only one employment area of any size, and is more reliant on its close proximity to Leicester for services, facilities and employment. Given the otherwise rural nature of the District, local shops, post offices, public houses and community facilities play an important social function in villages and contribute to sustainability. In a challenging economic climate ensuring the survival of these facilities will be an important part of the strategy.

### **The Environment:**

- 2.27 Harborough is predominately a rural area and will remain so. Whilst there are no national landscape designations, the District is made up of five broad landscape character areas (as determined by the Harborough District Landscape Character Assessment); the Laughton Hills with its distinct ridgeline of rolling hills and steep slopes; the Lutterworth Lowlands characterised by an open and relatively flat to gently rolling landscape; the Welland Valley which follows the gently meandering course of the river and its wide, flat valley; High Leicestershire with its distinctive steep valleys, broad ridges, woodland areas and network of small villages; and the Upper Soar with its wide, open landscape with lack of substantial woodland.
- 2.28 The Rivers Welland and Avon form much of the District's southern boundary and other main rivers are the Swift, Sence and Eyebrook. The Leicester Line of the Grand Union Canal is a particularly important landscape and cultural heritage asset for the District. Constructed in the early 1800s, and the original part of the Grand Union Canal, the waterway was constructed to transport heavy goods including coal from the Derbyshire and Nottingham coalfields, and was part of the network which would later connect Birmingham to London. A prominent feature of the canal in the district is the Grade II\* listed Foxton Locks, which allowed boats to travel up a 75ft hill using a series of lock gates. It is at this point that a branch of the Canal splits off to Market Harborough.
- 2.29 A number of watercourses in the District are prone to flooding during extreme weather conditions. The River Welland, which flows through the centre of Market Harborough, is particularly vulnerable. The Strategic Flood Risk Assessment found that less than 10% of the District falls within Flood Zone 3 (highest risk of flooding). The majority of the flood zones are in rural areas and therefore in general the flood risk within the District is not considered to be a significant constraint on future development. However, the effects of climate change may exacerbate the flooding problems.



- 2.30 Like much of the East Midlands and Leicestershire, Harborough is relatively poor in biodiversity and geodiversity terms. 1.21% of the District's area is covered by Sites of Special Scientific Interest (SSSI) whilst a further 0.42% is covered by Local Wildlife Site designations. There are 2 Local Nature Reserves at Scraptoft and North Kilworth. The area known as Leighfield Forest straddles the border between Harborough and Rutland. It is a well-wooded area of high nature conservation, landscape and historical importance where several Sites of Special Scientific Interest (SSSI) protect what remains of the ancient woodland. Whilst there are no Regionally Important Geological Sites in the District, there is one Geological SSSI, Tilton Railway Cutting SSSI, which is a 750m section of disused railway cutting providing exposures of sediments which were deposited during the Lower Jurassic Period.
- 2.31 A defining characteristic of both the landscape and townscape of Harborough is the quantity and quality of its historic assets. With 1,250 Listed buildings, 62 Conservation Areas, 60 Scheduled Ancient Monuments and 6 Registered Parks and Gardens, the District has a rich heritage. Integrating new development into this historic environment with minimum impact is an important element of the strategy.
- 2.32 With regard to CO<sup>2</sup> emissions, road transport is by far the biggest contributor in Harborough, contributing to almost half of the District's total emissions. This is in contrast to regionally and nationally, in which road transport contributes to 28% and 25% of total emissions respectively. Whilst this in part reflects the lack of industry in the District and the transport of goods (including from the logistics and distribution centre at Magna Park near Lutterworth), the figure for road transport is high, and reflects the relative affluence of Harborough, the rural nature of the District and high car dependence. Overall the District produces more carbon dioxide emissions per capita than regionally and nationally. This is particularly significant considering the lack of industry and power generation in the district. Carbon emissions are of particular concern in the centre of Lutterworth where traffic fumes contribute to poor air quality. This situation is being actively monitored through the designation of an Air Quality Monitoring Area and the establishment of an Action Plan to seek improvements the current levels.
- 2.33 So far as renewable energy production is concerned, currently there are only two sites in the district producing significant renewable energy: two photovoltaic sunflowers providing 600 kwhs at a site in Magna Park; and 24 Photovoltaic modules providing 3000Wp above the One Stop Shop in Lutterworth.

### **Key Issues**

- 2.34 From the spatial portrait of the District, Core Strategy workshops (held in March 2009) and the themes and priorities of the Sustainable Community Strategy, a number of issues have emerged which the Core Spatial Strategy needs to address:

### 2.35 The People:

- P1 Ensuring delivery of new housing to accommodate population growth does not impact adversely on existing settlement and landscape character;
- P2 Securing delivery of appropriate affordable housing, particularly in the more rural areas;
- P3 Providing an appropriate range of housing to enable young people and older people to stay in rural settlements;
- P4 Meeting future requirements for gypsy, traveller and travelling showperson pitches as identified in the Gypsies' and Travellers' Accommodation Needs Assessment;
- P5 Addressing the relatively low proportion of population 16 – 29 age group and the needs of a generally ageing population ;
- P6 Reducing deprivation in Central Market Harborough through priority neighbourhood project;
- P7 Addressing the problem of rural accessibility in relation to key local services, including healthcare, and affordable housing;
- P8 Securing the retention of village services and facilities, such as post offices and public houses;
- P9 Improving public transport, especially in rural areas, thus reducing the reliance on use of car;
- P10 Reliance on neighbouring areas for higher order services and facilities;
- P11 Need to retain and build on sense of community in settlements; and
- P12 Need to ensure delivery of infrastructure from outset to support new housing development

### 2.36 The Economy:

- EC1 Over representation in declining economic sectors with shallow knowledge economy and low representation of growth sectors;
- EC2 High and increasing levels of in and out commuting and worsening self-containment rate;
- EC3 Areas of rural disadvantage, service loss and isolation;
- EC4 Poor public transport provision in terms of frequency means reliance on private transport to access employment/training;
- EC5 Excluding Magna Park, a low inward investment profile;
- EC6 Safeguarding independent retail sector in current economic climate;
- EC7 Current traffic problems affecting vitality and viability of Lutterworth town centre;
- EC8 Services and facilities in Broughton Astley not kept pace with housing development;
- EC9 Continuing development pressure for housing facing employment sites; and
- EC10 Continuing development pressure for the further expansion of Magna Park for strategic distribution use.

### 2.37 The Environment:

- EN1 Safeguard distinctive landscapes, historic assets and biodiversity where development is proposed;
- EN2 Low number of sites protected under European, national, regional and local designations for their biodiversity/geological value;
- EN3 Improving provision of and access to open space and countryside;
- EN4 Vulnerability of biodiversity to development on brownfield sites and in urban fringe areas;
- EN5 Vulnerability to flooding which may increase due to effects of climate change;
- EN6 Higher CO<sup>2</sup> emissions per capita than regional and national averages;
- EN7 High level CO<sup>2</sup> of emissions from transport; and
- EN8 Low levels of renewable energy generation in the District.



## Chapter 3: Vision and Objectives

- 3.1 The Harborough District Sustainable Community Strategy is the overarching strategic policy framework for Harborough District. It also links to a wider Leicestershire Sustainable Community Strategy.
- 3.2 The Harborough Local Strategic Partnership (to be renamed Harborough Together) has developed the following vision as the basis for its work and initial Sustainable Community Strategy 2009-2014.

### **Harborough Sustainable Community Strategy Vision:**

**In 2026 Harborough will be a district where local people take the lead in creating thriving and sustainable local communities through community led actions supported by elected Town and Parish Councils and local and district partnerships.**

**It will be a safe district where good quality and affordable homes and local job opportunities go hand in hand; where people are proud to live, work and visit because of the sensitivity and quality of the built environment and diverse rural character, which is well protected.**

**Residents and organisations make a full contribution to a sustainable future through local action and maintaining one of the highest recycling rates in the country.**

**Innovation drives vibrant market towns and rural centres, which contribute to a strong local economy.**

**Everyone is able to maintain a healthy lifestyle but also have access to excellent health and welfare services should they require them.**

**All sections of the community including the vulnerable and the most rural are able to access and influence the services they need.**

- 3.3 The Leicestershire Sustainable Community Strategy has been developed by the Leicestershire Local Strategic Partnership (called Leicestershire Together) and outlines what stakeholders see as priorities across Leicestershire.
- 3.4 Leicestershire Together, like Harborough LSP, is made up of key organisations that deliver public services across the county. It is chaired by the Leader of Leicestershire County Council. More information is available at [www.leicestershiretogether.org](http://www.leicestershiretogether.org). A number of partners also work together in the Community Safety Partnership to implement the local Community Safety Plan to reduce crime and the fear of crime.

3.5 Strategic objectives for the District have been prepared following consultation during the early development of the Local Development Framework process and have been amended in light of comments received and the refining of the key issues during the development of the Core Strategy. The objectives explain what needs to be done in order to achieve the Vision and are listed below. A table showing how they relate to the priority themes of the Sustainable Community Strategy is at Appendix 5.

### 3.6 **Harborough Core Strategy Strategic Objectives:**

1	To meet strategic housing requirements, the accommodation needs of the District's population and the need for affordable housing
2	To meet employment needs, foster economic growth and maintain high employment levels in the District.
3	To locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable locations.
4	To protect, enhance and, where appropriate, secure the provision of additional accessible community services, facilities, open spaces and infrastructure throughout the District.
5	To protect and enhance the District's distinctive rural landscape, settlement pattern, historic assets, natural environment and biodiversity.
6	To safeguard and enhance the character and built heritage of the District's settlements and ensure that residential amenity is protected.
7	To protect and promote the economic viability and vitality of the District's towns and rural centres.
8	To promote good design which respects, and where possible enhances, its surroundings and quality of life and which improves community safety, reduces anti-social behaviour and reduces the fear and incidence of crime.
9	To reduce the environmental impacts of road traffic, both private and commercial, and lessen the need for car use by encouraging alternative modes of transport including cycling and walking.
10	To minimise waste production and maximise re-use and recycling of waste.
11	To minimise energy demand and maximise the use of renewable energy resources.
12	To promote sustainable growth of tourism and access to the countryside within the district.
13	To locate new development in areas which will not put life or property at risk of flooding

4.1 Core Strategy Policy CS1 provides an overview of the Spatial Strategy for Harborough District. This Spatial Strategy sets out the essential and overarching strategy for the District. This forms the foundation of the Core Strategy and the basis for the preparation of future policies within the Local

Development Framework. Further detail on how the Spatial Strategy will be delivered is set out in the following Core Strategy delivery policies.

- 4.2 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.

### **Policy CS1: Spatial Strategy for Harborough**

**To maintain the District's unique rural character whilst ensuring that the needs of the community are met through sustainable growth and suitable access to services, the spatial strategy for Harborough District to 2028 is to:**

- a) Enable the development of at least 7,700 dwellings across the District during the period 2006- 2028;**
- b) Develop Market Harborough's role as the main focus for additional development within the District, promoting its historic function as a market town and safeguarding its compact and attractive character;**
- c) Bring forward a strategic development area immediately to the north west of Market Harborough, including at least 1000 dwellings to meet the strategic requirement for new dwellings, and to provide access to new employment, educational and recreational opportunities;**
- d) Ensure that development within or adjoining the Leicester Principal Urban Area is appropriate in scale and type to existing communities, safeguards the identity of the communities of Scraptoft and Thurnby/ Bushby, and does not undermine regeneration and development objectives in neighbouring Leicester City and Oadby and Wigston Borough;**
- e) Continue to support in principle the Green Wedge designations in order to prevent the merging of settlements, guide development form and provide access to strategic green space and recreational opportunities around the Leicester urban area;**
- f) Develop Lutterworth and Broughton Astley as Key Centres, to provide additional housing, employment, retail, leisure and community facilities to serve each settlement and its catchment area;**

- g) Develop the communities of Kibworth, Fleckney, Great Glen, Billesdon, Ullesthorpe and Husbands Bosworth as Rural Centres as a focus for rural housing, additional employment, retail and community uses to serve each settlement and its catchment area;**
- h) Safeguard the individual character of settlements, by maintaining in principle the separation between; Scraptoft and Thurnby, Great Bowden and Market Harborough, Lubenham and Market Harborough, Bitteswell, Magna Park and Lutterworth and Sutton in the Elms and Broughton Astley;**
- i) Give priority to the use of previously developed land;**
- j) Allocate new employment land within the Allocations Development Plan Document, to ensure that any losses in the overall stock of employment land are suitably replaced;**
- k) Identify existing sites of important employment use, and to safeguard their function through the designation of Key Employment Areas;**
- l) Provide for the varied housing needs of the community in terms of tenure, affordability, care and other support needs and the specific temporary and permanent needs of the gypsy and traveller community including travelling showpeople;**
- m) Support the provision of rural housing which contributes towards the provision of affordable housing where there is a demonstrable need and to protect existing services in smaller settlements (below Rural Centre level);**
- n) Develop the Green Infrastructure asset of the District as a resource for biodiversity conservation and enhancement, habitat restoration, low key recreation, tree and woodland creation and flood mitigation;**
- o) Support development which protects conserves and enhances the District's built heritage whilst ensuring that new development is safe, well designed, adapts to climate change and helps to reduce the District's carbon emissions;**
- p) Monitor delivery of the Strategy and associated infrastructure in conjunction with partner organisations, developers and landowners.**

## **Explanation**

- 4.3** The Sustainable Community Strategy (SCS) vision seeks to preserve and enhance the very best of the District, as an attractive place to live, work and do business. This Vision flows through into the strategic objectives, which emphasise the need to protect and enhance the District's built heritage, distinctive rural landscape and community facilities and infrastructure, whilst protecting and promoting the economic viability of the towns and rural centres and meeting the strategic housing requirement in sustainable locations.

- 4.4 The Spatial Strategy reflects the SCS vision and strategic objectives. This recognises and builds upon the existing settlement hierarchy within the District. Market Harborough is identified as the principal town within Harborough, with the greatest range of services and facilities and therefore, the greatest potential to successfully accommodate additional development, at a scale to complement the existing town. As such, the Spatial Strategy allows for development of Market Harborough as main focus for additional development within the District. The emphasis of such growth will be on promoting its role as a historic market town and safeguarding its compact and attractive character.
- 4.5 Lutterworth and Broughton Astley are identified as, and will develop as, Key Centres in the District in order to help promote additional employment, retail, leisure and community facilities and opportunities serving each settlement and its catchment area. Kibworth, Fleckney and Great Glen are defined as Rural Centres based on their service provision of all the six key services (General Practitioner, Library, Public House, Primary School, Food shop, Post Office) along with an hourly bus service to a key centre. Billesdon, Husbands Bosworth and Ullesthorpe are also identified as Rural Centres based on their service provision. All have provision of four of the six key services as a minimum and an hourly bus services to a Town or District Centre. These Local Centres will be the focus for rural affordable and market housing, additional employment, retail and community uses to serve their rural catchment areas.
- 4.6 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.
- 4.7 The following section sets out a suite of policies to ensure delivery of the Spatial Strategy for Harborough.

## Chapter 5: Delivery Policies

- 5.1 This chapter sets out a number of policies to ensure delivery of the Spatial Strategy for Harborough, and in doing, the strategic objectives and Harborough Vision. This is followed by an explanation of the strategy as it applies to specific places (or 'sub areas') within the District, namely: Market Harborough, Lutterworth, the Leicester Principal Urban Area, Broughton Astley and the Countryside, Rural Centres and Rural Villages.

### Policy CS2: Delivering New Housing

#### Introduction

- 5.2 A fundamental objective of the Core Strategy is to meet strategic housing needs, the accommodation needs of the District's population and to meet the need for affordable housing. This section focuses on the distribution and management of new housing development in accordance with the Spatial Strategy for Harborough as set out in Policy CS1.
- 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 RS 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.
- 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.
- 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.

#### **Policy CS2: Delivering New Housing**

**The overall housing provision of at least 7,700 dwellings between 2006-2028 will be distributed as follows:**

- Market Harborough at least 3,300 dwellings
- Leicester PUA (Scraptoft, Thurnby and Bushby) at least 880 dwellings
- Lutterworth at least 700 dwellings
- Broughton Astley at least 400 dwellings
- Rural Centres and selected rural villages at least 2,420 dwellings.

a) Limits to Development boundaries around settlements will be used to shape their future development as follows:

- Limits to development will be reviewed through the Allocations DPD in order to enable the scale of new housing envisaged to be accommodated; and
- 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.

b) All housing developments should be of the highest design standard (in conformity with Policy CS11) and have 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 on sites of 10 or more dwellings, taking into account the type of provision that is likely to be required, informed by the most up to date Strategic Housing Market Assessment or other local evidence.

Proposals for sites of 0.3ha or above will be required to meet the following minimum net density standards:

**40 dwellings per ha - sites within and adjacent to the Principal Shopping and Business Area of Market Harborough and Lutterworth (ref. Policy CS6 Improving Town Centres);**

**30 dwellings per ha - sites elsewhere in the District.**

Higher densities are particularly encouraged in locations that offer, or have the potential to offer, a choice of transport options and are accessible to other services and facilities. Additional design and density guidance for large site allocations and the strategic development area will be provided in the Allocations DPD. In circumstances where individual site characteristics dictate and are justified, a lower density may be appropriate.

## **Explanation**

### Location of New Housing

5.6 The Vision and strategic objectives do not seek to achieve significant change within the District and this is reflected within the Spatial Strategy and the



proposed location of new housing as set out in Policy CS2 above. Proposed new housing development is not located in such a way to affect significant change within the District, but rather, the strategy seeks to accommodate growth sensitively within existing well functioning places. Policy CS2 seeks to ensure that new housing is located in such a way as to limit any potentially negative impacts of growth, whilst maximising the potential for benefits to arise from that growth for existing and new communities.

- 5.7 The Spatial Strategy allows for the development of Market Harborough's role as the principal town within the District and the main focus for additional development. The emphasis of such growth will be on promoting its role as a historic market town and safeguarding its compact and attractive character. Provision of future housing development in Market Harborough will principally be through the provision of a strategic development area to the north west of the town. Further explanation of the proposed scale and location of new housing in Market Harborough is set out at Policy CS13.
- 5.8 A small part of the Leicester Principal Urban Area (PUA) (the built up parts of the settlements of Scraptoft 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 Scraptoft, Thurnby and Bushby are best able to accommodate the scale of development envisaged. Further explanation of the scale and location of development at Scraptoft, Thurnby and Bushby is set out at Policy CS15.
- 5.9 The development needs of Lutterworth and Broughton Astley will also be met in accordance with the Spatial Strategy. Policy CS2 identifies appropriate levels of housing development within these Key Centres in order to reflect and support local services in each Centre respectively. Elsewhere in the District, the Rural Centres will be the focus for housing 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. Further explanation is given in the relevant place-based policies at Policies CS14, CS16 and CS17.

### Managing Delivery

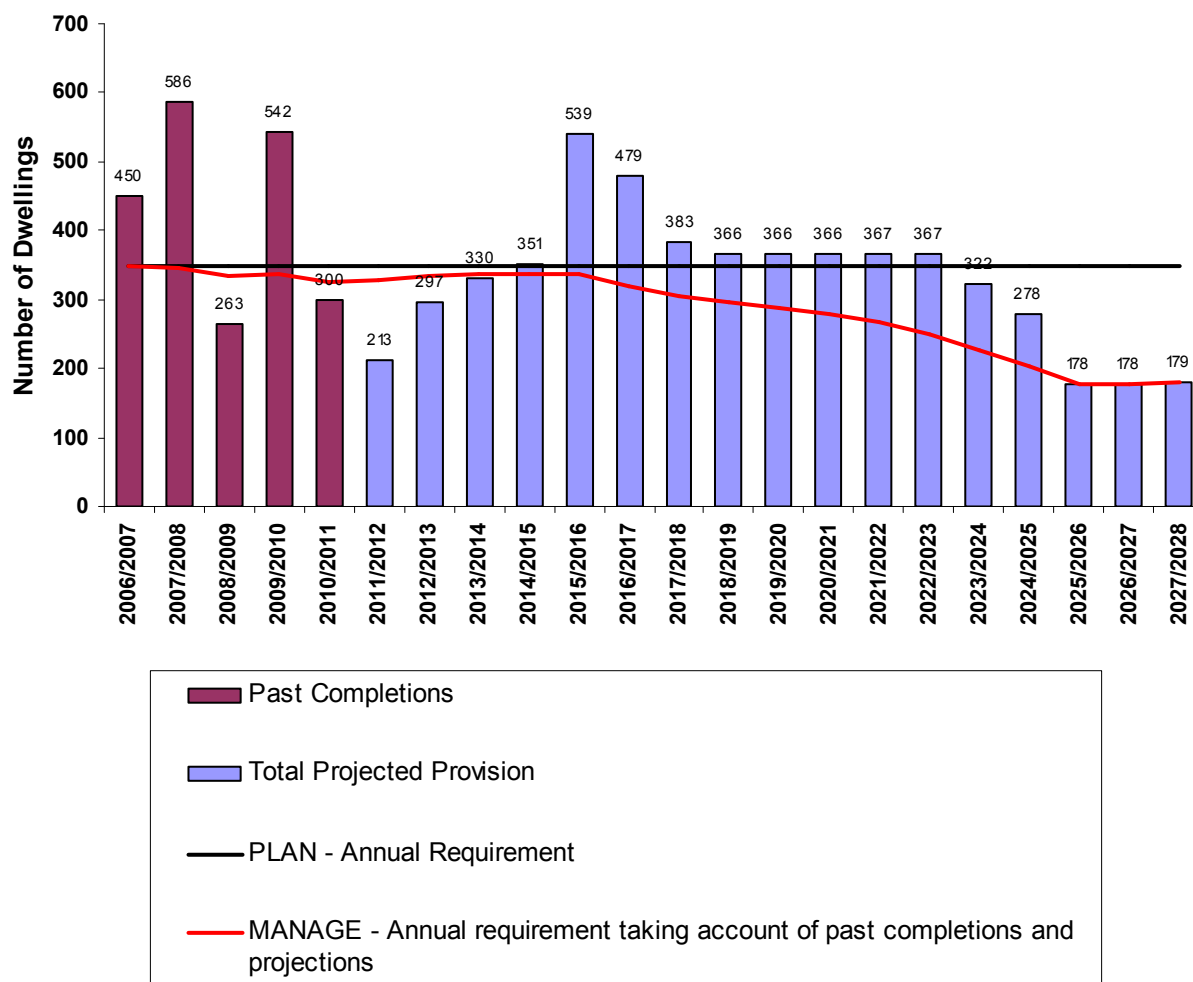
- 5.10 The following table sets out the total number of completions and commitments within each of the larger settlements and groups of settlements within the District, together with the planned location of future housing development.

Table 2: 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

Table 3: Housing Trajectory Chart to 2028 (at 31 March 2011)



- 5.11 The Housing Trajectory (Appendix 1) and chart above show the anticipated delivery and phasing of housing growth throughout the District during the plan period to 2028. This demonstrates the contribution existing commitments are expected to make to meeting the need for housing, principally through the delivery of the three outstanding Local Plan housing allocations at Farndon Road in Market Harborough, Wistow Road / Warwick Road in Kibworth and at Stretton Road in Great Glen and on large sites with planning permission. Despite the recent downturn in the housing market and economy as a whole, based on evidence from the owners, delivery of these sites is now expected to increase to the rates set out in the Housing Trajectory. The Council will continue to work with developers and landowners of all large sites with planning permission to actively manage delivery of these new dwellings.
- 5.12 In order to provide for housing over the next 15 years, additional land will need to be identified and developed over and above those currently benefiting from planning permission.
- 5.13 The annual Strategic Housing Land Availability Assessment tests the availability and deliverability of land within and adjacent to the major settlements in the District.

- 5.14 The identification of these sites provides evidence of the deliverability 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. 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.
- 5.15 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 area could begin to deliver some houses before that date, in accordance with paragraph 5.14 above. Further explanation of this strategic development area is set out in Policy CS13: Market Harborough. This area, to the North West of Market Harborough will provide a minimum of 1,000 dwellings and will be the principal area for housing delivery within Market Harborough. The specific site for development (including strategic landscaping, housing, community facilities and transport proposals) will be identified in the forthcoming Allocations Development Plan Document.
- 5.16 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 CS2 , 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.

#### Local Previously Developed Land Target and Trajectory

- 5.17 High rates of housing growth on previously developed land have been achieved since the start of the plan period (2006 to 2011). Table 4 shows that Harborough has surpassed both the national and previous regional target of providing at least 60% of new housing on previously developed land (PDL) during this period.

Table 4: 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%

- 5.18 Large sites, such as the former Harboro' Rubber site have contributed to 83% of dwellings completed since 2006 being built on PDL. However, the rural nature of the District limits remaining opportunities for development of large scale PDL sites, because for example, there are few large employers in the District occupying large sites which could potentially in the future be occupied for housing. The 2010 SHLAA estimates future capacity on previously developed land and on Greenfield sites (excluding small sites of fewer than 5 dwellings) as follows:

Table 5: 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

This shows that the potential estimated yield is heavily focused on Greenfield sites, as the 33 PDL sites only account for 9% of the total estimated yield.

- 5.19 Whilst the rate of housing growth on PDL was very high at the start of the plan period, it is likely that this will decrease during the next 5 years. From year 6 onwards, it is anticipated that the majority of housing growth will be delivered on Greenfield sites, outside the Limits to Development of the major settlements within the District. Given that the supply of PDL is almost exhausted, the focus will now be on Greenfield delivery. During the plan period (2006-2028), it is anticipated that approximately 35% of housing will be delivered on previously developed land.

### Mix of Housing Types

- 5.20 The Core Strategy addresses the District's identified need for housing types and sizes, especially affordable family housing and elderly provision. Future housing requirements will be informed by the Strategic Housing Market Assessment (SHMA). The SHMA has used the Department of Communities and Local Government's trend based population projections to provide the following estimates of household types in the District by 2016.

Table 6: Projected household types for Harborough District to 2016

<b>Married Couple</b>	<b>Cohabiting Couple</b>	<b>Lone Parent</b>	<b>Multiperson Households</b>	<b>One person Households</b>
49%	12%	5%	4%	30%

The SHMA also uses the general trend of the above projections applied to Census household types to give a tentative estimate of the likely profile of household types requiring market housing in the District.

- 40% families with children;
- 24% single people;
- 34% couples; and
- 2% other household types.

On the basis of the above results the future district housing stock needed will be;

- 66% Medium and larger family units
- 4% HMO's, Student housing, flats etc
- 30% Smaller and medium sized units

- 5.21 According to the 2001 Census, the District's current stock of smaller and medium size units is just 5%, and therefore provides the largest change needed in housing stock house type to 2016. This greater need for small and medium sized units is based on a requirement for 24% 2 bed general needs housing and 26% 2 bed elderly person provision from the optimised housing market shape across the County in 2028.
- 5.22 The above information taken from the SHMA will be used in pre-application discussions for market housing schemes. This is of particular importance for the larger schemes in the district (including the strategic development area at Market Harborough), where it is important that the range and mix of housing they provide does meet the range and mix of needs. The Core Strategy will take into account any updates to the SHMA each time it is itself updated.
- 5.23 While the SHMA identifies the need for specific house types across the District, it is possible that some sites may come forward that provide for only 1 or 1-2 types of housing, e.g. flat provision in Market Harborough town centre. This would reduce the need for this type of accommodation in other areas of the district and as such the current situation in relation to the supply of different types and sizes of dwellings will be considered and used to help identify any outstanding requirements in terms of deficiencies in particular types or sizes of dwellings. This will be the basis on which the Council negotiates with developers through the planning process on the range and mix of dwellings provided for individual sites.

### Housing Density

- 5.24 The housing density requirements reflect the characteristics of the District, including: the scale of housing growth required; the higher levels of public transport accessibility and service provision within the town centres of Market Harborough and Lutterworth; the density of existing and recently approved housing schemes elsewhere within the District; and the need to make efficient use of land and so limit the use of Greenfield land in conformity with the Spatial Strategy (Policy CS1).

## Policy CS3: Delivering Housing Choice and Affordability

### Introduction

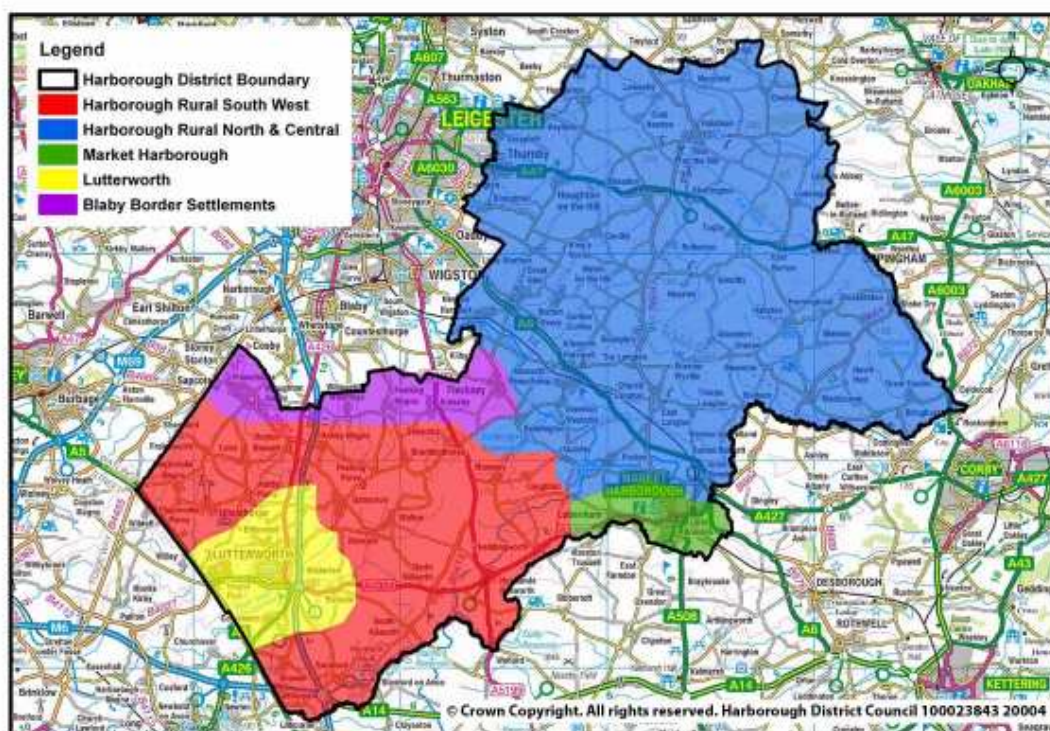
- 5.25 This policy explains how Harborough District Council will secure the delivery of new homes that meet the requirements of all members of the community and help deliver the aims of the Harborough Housing Strategy. All new housing will be distributed according to the principles set out in Policies CS1 and CS2.
- 5.26 Affordable housing need in Harborough District is very high. With an average house price in the district of £252,281 in March 2008, the Leicester and Leicestershire Strategic Housing Market Assessment (SHMA) states that 264 affordable dwellings are required in the District per annum up to 2016 (or 75% of the total annual housing requirement). This figure is due to the large disparity between average house price and average income across the district. The SHMA however, also recognises that a 75% affordable housing target is unrealistic due to viability issues. The requirements set out in this policy take account of this by using the Leicestershire Affordable Housing Viability Study 2009 as a guide in setting targets that are achievable throughout the District by the identification of sub-market areas. The Council's target is to achieve development of 90 affordable dwellings per annum.
- 5.27 This policy will deliver Strategic Objective 1 of the Core Strategy, which aims 'to meet strategic housing requirements, the accommodation needs of the District's population and the need for affordable housing'. The delivery of affordable housing is also a key part to achieving Priorities 1 and 3 of the Harborough Sustainable Community Strategy. These objectives are 'improved life chances for vulnerable people and places' and 'a safe and attractive place to live and work'.
- 5.28 For this policy, the District has been split into five sub-market areas based on areas with strong similarities in terms of house prices and, therefore, the value of the land and does not imply coalescence between the named settlements. These five sub-markets are (in order from highest average price to lowest);
- **Harborough Rural South West housing sub-market area** – including the settlements of Husbands Bosworth, Dunton Bassett, Claybrooke Magna, Claybrooke Parva, Ullesthorpe, Frolesworth, Leire, Ashby Parva, Ashby Magna, Gilmorton, Shearsby, Bruntingthorpe, Mowsley, Loughton, Theddingworth, North Kilworth, South Kilworth, Walton, Kimcote, Shawell, Catthorpe, Peatling Parva and Swinford.
  - **Harborough Rural North and Central housing sub-market area** – including the settlements of Great Glen, Billesdon, Houghton on the Hill, Hallaton, Kibworth, Thurnby, Bushby, Scraptoft, 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 Curliou, 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.

- **Market Harborough housing sub-market area** – including Market Harborough, Lubenham and Little Bowden.
- **Lutterworth housing sub-market area** – including Lutterworth, Bitteswell, Cotesbach, Misterton and Walcote.
- **Blaby Border Settlements housing sub-market area** – including the settlements of Broughton Astley, Peatling Magna, Arnesby, Fleckney, Sutton in the Elms and Willoughby Waterleys.

Figure 2: Harborough District's Housing Viability Sub-Market Areas



### Policy CS3: Delivering Housing Choice and Affordability

All residential developments within Harborough District will be required to contribute towards meeting affordable housing needs. The threshold for the application of this policy is therefore 1 dwelling. This policy applies in all cases where the result is a net increase in dwellings, including changes of use and conversion of existing buildings.

- A minimum of 40% of the total number of dwellings will be affordable within the two highest value sub-market areas of Harborough Rural South West and Harborough Rural North and Central. In the remaining three sub-market areas, a minimum of 30% of the total number of dwellings will be affordable. 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.**

- 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, due to for example site constraints or practical difficulties in servicing/managing affordable dwellings. 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.**
- c) The Tenure Split for all affordable housing will remain flexible to represent housing need at the time of the planning application being received. Where development is phased, tenure split will be determined by the Council closer to the time of delivery.**
- d) Development should integrate affordable housing and market housing, with a consistent standard of quality design and public spaces, to create mixed and sustainable communities. The type of both market and affordable housing required will be assessed on a site by site basis and guided by the findings of the Strategic Housing Market Assessment and other evidence of local need.**
- e) Affordable housing needs in rural areas will be met in rural centres and other settlements as referenced in Policy CS17 through partnerships with landowners, parish councils and housing providers. 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).**
- f) Developments will contribute to the provision of affordable homes that are suitable to the needs of older persons and persons with disabilities. The Council will work with partners to deliver Special Needs Housing (for example supported housing / extra care type facilities) when specific needs have been identified.**

## **Explanation**

- 5.29 The Affordable Housing Viability Assessment has recommended a 40% affordable housing target for the two rural sub market areas of the District and a 30% target for the remaining 3 sub markets. The assessment recommends that any public grant to help deliver housing be focussed in the lower value sub-markets. 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 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.
- 5.30 In the three sub-markets of Market Harborough, Lutterworth and the Blaby Border Settlements the percentage of 30% affordable housing continues what has previously been set out in the Affordable Housing SPD 2006, while a change to a site threshold of 1 dwelling is adapted from recommendations regarding site viability, as set out in the Viability Assessment.
- 5.31 The Viability Assessment (at values of June 2009) explains that there is significant variance in residual value in the sub markets. There is very significant difference in residual values between the two more rural areas, and between Market Harborough, Lutterworth and the Blaby Border settlements. At a 40% affordable housing requirement, significantly high residual values are produced for both the Rural South West and Rural North and Central sub markets, across a range of housing densities. Residual values range from £0.5 million per hectare at 120 dwellings per hectare (dph) to £1.5 million per hectare at 50dph in the Rural South West sub market. Similar high figures are produced for the Rural North and Central sub market. With the scenarios tested in the viability report a 40% affordable housing allocation generates a higher residual value (£1.34 million per hectare) than a 100% market housing scheme in the lowest value sub market, the Blaby Border settlements (at £1.06 million per hectare) for low density developments of 30dph.
- 5.32 By increasing the required percentage of affordable housing in the two rural areas, the District benefits from more affordable units being delivered in order to meet housing need. The SHMA states that this percentage must be closer to 75% in order to meet the shortfall required to meet need to 2016. By increasing the percentage in just the two rural areas, more units are delivered where viability is less of a concern. This also helps to bring the projected amount of affordable housing up to 33% up to 2028.
- 5.33 Regarding thresholds, paragraph 6.23 of the Viability Assessment states that “there is not a particular viability challenge in reducing the threshold down to 0” as viability is largely dependant upon site location and not site size. As such the effective threshold, for the application of this policy becomes 1 dwelling. By lowering the threshold down from 5 units, more sites will become available to deliver affordable units.
- 5.34 A total of 42% of all dwellings given permission across the District between 2006/07 – 2008/09 come from sites of less than 5 dwellings. Previously no

affordable housing or commuted sums have been secured through these permissions. Of the small site permissions outlined above, 23% of these dwellings were built within the larger settlements (Market Harborough, Lutterworth, Broughton Astley, Kibworth, Fleckney, Great Glen and Scraptoft and Thurnby) while over 70% were built in smaller settlements in predominantly rural areas. By specifically targeting the above 70% of small site permissions with mainly 40% affordable housing provision, the Council will be able to vastly increase its affordable housing stock in rural areas, where need is greatest. The needs model produced in the SHMA suggests that an additional 250 affordable dwellings are needed across the County in rural areas in order to meet increased need due to the pressure of outward migrations by wealthier households increasing house prices in villages and rural areas.

- 5.35 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.

## **Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs**

### **Introduction**

- 5.36 The Leicestershire, Leicester and Rutland Gypsies and Travellers Accommodation Needs Assessment (GTAA) provides detailed information about current demographic characteristics and estimates of future accommodation and housing needs.
- 5.37 Travelling Showpeople do not share the same culture or traditions as Gypsy and Travellers. They are distinguished by their occupation and have a distinctive lifestyle and culture derived from travelling to provide fairs and amusements and associated services. In planning terms 'plots' for Showpeople are often larger than Gypsy and Traveller pitches due to the storage and maintenance of equipment essential to their business practices.

- 5.38 Harborough District is already home to well established Gypsy and Traveller sites at Greenacres, to the north west of Market Harborough and Mere Farm, Bitteswell. Established Showpeople sites are also located around the Lutterworth area.
- 5.39 Table 7 (below) indicates the number of Gypsy and Traveller pitches and Travelling Showpeople plots, permitted between 2006 and (September) 2010.

Table 7: Planning permissions for Gypsy, Traveller and Travelling Showpeople pitches within Harborough District 2007 to 2010

	Permanent Pitches	Transit Caravan Capacity	Plots for Showpeople families
Total	26	14	26

#### **Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs**

To ensure that Gypsy, Traveller and Travelling Showpeople groups have access to suitable accommodation; the following minimum provision will be made between 2006 and 2016 through a combination of the development control process and the Allocations DPD:

- 30 Gypsy and Traveller permanent residential pitches;
- Capacity for up to 10 transit Gypsy and Traveller caravans; and
- 29 Plots for Travelling Showpeople families.

Provision after 2016, will be identified within future Gypsy and Traveller Accommodation Assessments (or alternative future assessments of local need).

Proposals for new and extensions to residential only, Gypsy and Traveller sites (including transit sites) will be granted planning permission providing the site:

- i) Is located within a reasonable distance to a settlement and has access to a range of services;
- ii) Is proportionate to the scale of the nearest settlement, its local services and infrastructure;
- iii) Has suitable highway access, and is not detrimental to public safety;
- iv) Can provide appropriate mitigation measures, such as landscape screening, to prevent any against potential adverse impacts on the character and appearance of the existing locality and neighbouring uses; and
- v) Does not put the health and safety of occupants at risk through unsafe access to sites, unacceptable noise levels from existing land uses, unacceptable levels of contaminated land, or flood risk.

In addition, proposals for travelling showpeople will be granted planning permission providing the site:

- vi) **Is used exclusively for residential, storage and maintenance purposes only (i.e. no on-site commercial activity will be permitted);**
- vii) **Does not create a significant noise or visual disturbance upon the existing land uses within the surrounding area; via the movement of vehicles and maintenance of equipment.**

**All applications for new sites and extensions/refurbishments of existing sites should conform to current good practice design guidelines.**

### **Explanation**

- 5.40 The Leicestershire, Leicester and Rutland Gypsies' and Travellers' Accommodation Needs Assessment (GTAA) sets clear targets for the District to identify land for additional pitch provision. The GTAA recommends that new site provision should cater for the variety of needs and preferences which result from the diversity of the local Gypsy and Traveller population (i.e. a variety of tenure, site size, location and design). The assessment also states that a series of small sites seems more likely to meet both needs and preferences than a single large site.
- 5.41 The GTAA also states that new site provision should seek to meet Gypsy and Traveller preferences as well as needs so that sites will be fully used and deter future unauthorised development. According to the assessment there is a preference for 'edge of settlement' locations along with private family owned sites.
- 5.42 The Designing Gypsy and Traveller Sites; Good Practice Guide, states that sites should ideally consist of up to 15 pitches in capacity unless there is clear evidence to suggest that a larger site is preferred by the local Gypsy or Traveller community.

## **Policy CS5: Providing Sustainable Transport**

### **Introduction**

- 5.43 In a largely rural District such as Harborough, the ability to travel for jobs or services or to be served by mobile delivery has always been an important feature of daily life. Whilst Leicestershire County Council is the highway authority for Harborough District, the relationship between places and transport is important, not only in helping to ensure people can travel easily but in managing the effects of transport infrastructure on the towns and villages of the District.
- 5.44 The lack of efficient transport movement within the District, particularly around Leicester limits the scale of future development within Harborough District. Previous development has been directed to settlements with relatively good access to Leicester as the main urban area.
- 5.45 Owing to physical constraints within the historic urban areas of the District, the relatively limited level of development proposed and lack of expected public funding sources, the development strategy contained in this document does not rely on significant need for additional transport infrastructure but continues to direct most development into areas which already have capacity to offer transport choice for local journeys and make best use of existing infrastructure.

### **Policy CS5: Providing Sustainable Transport**

**Future development in Harborough District will seek to maximize the use and efficiency of existing transport facilities and seek to achieve the best overall effect for transport for the District as it looks to a lower carbon future.**

**In this regard:**

- a) The majority of future development will be located in areas well served by local services to reduce the need to travel, where people can gain convenient access to public transport services for longer journeys and where local journeys may be undertaken on foot or by bicycle.**
- b) All significant development proposals should provide for coordinated delivery of transport improvements as outlined in the place-based policies (Policies CS13-CS17) of this Strategy as further informed by detailed application of the Leicester and Leicestershire Integrated Transport Model.**
- c) The type of transport enabling and mitigation works provided by each development should be geared to transport improvements which are also strategically beneficial to the wider area and which can complement works likely to be delivered by other developments. Proposals for assessing traffic impact, highway design and parking provision associated with new development should accord with the guidance contained in “Highways**

**Transportation and Development” published by Leicestershire County Council.**

- d) Settlements in the District should have safe pedestrian and cycling facilities, including facilities for people who need mobility assistance and access to public transport information and waiting facilities, where served. Control of speed and flow of vehicular traffic in settlements and at junctions should aim to use measures which avoid the need for traffic signs and signals in order to avoid street clutter.**
- e) Proposals to reduce the environmental effect of highway development across the District by reducing unnecessary traffic signs and road lighting during night time periods should be implemented where safety allows.**

### **Explanation**

- 5.46 Policy CS5 aims to assist in the delivery of the goals and outcomes of the Leicestershire County Council Local Transport Plan 3 2011-2026\_(LTP3). Local Transport Plans are developed by the Local Transport Authority following the Local Transport Act 2000. LTP3 came into effect in March 2011 and sets out the transport strategy to 2026 for the whole of Leicestershire, not including Leicester City, supported by rolling three year Implementation Plans, the first of which runs from 2011-2014. The goals and outcomes of all LTP3's are based on the national goals of DfT report Delivering a Sustainable Transport System 2008 (DaSTS).

The goals of LTP3 are;

- Goal 1: A transport system that supports a prosperous economy and provides successfully for population growth.
- Goal 2: An efficient, resilient and sustainable transport system that is well managed and maintained.
- Goal 3: A transport system that helps to reduce the carbon footprint of Leicestershire.
- Goal 4: An accessible and integrated transport system that helps promote equalities of opportunity for all our residents.
- Goal 5: A transport system that improves the safety, health and security of our residents.
- Goal 6: A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.

The Core Strategy will specifically aim to assist Leicestershire County Council in the delivery of the following Outcomes:

- Our transport system provides more consistent, predictable and reliable journey times for the movement of people and goods.



- All residents have efficient, easy and affordable access to key services (such as employment, education, health care and food shopping), particularly by public transport, bike and on foot.
- More people walk, cycle and use public transport as part of their daily journeys.
- The negative impact of our transport system on the environment and individuals is reduced.

5.47 The approach to transport set out in this strategy acknowledges that the level of future development and priorities for public funding in Leicestershire means that additional physical infrastructure improvements will be limited and largely developer funded. Former proposals for a bypass of Kibworth and the County Council's suggested Eastern Relief Route for Lutterworth town centre are not considered deliverable during the lifetime of the Strategy. The level of development planned for the District and for individual settlements is therefore controlled accordingly.

5.48 Short journeys within towns and villages in the District should be able to be undertaken by walking or cycling instead of taking the car. Journeys by rail or bus from Market Harborough to Leicester are encouraged and by rail to London where travellers can benefit from enhanced services and connections to Europe at St Pancras International.

5.49 Use of the private car and goods vehicles for transport will, however always be an important feature of life in Harborough District, due to the rural nature of the District. However, advances in technology over the lifetime of the Strategy are likely to increase the use of low carbon fuelled vehicles. Development of fuelling and recharging facilities will be supported where consistent with policies on design and heritage.

5.50 The [Highways, Transportation and Development](#) documentation published by Leicestershire County Council covers advice on highway design (including car parking), transport assessments and transport plans. These documents are the starting point for detailed agreement on proposals which affect transport in Harborough District and includes car parking standards to be applied in new developments.

5.51 Over-provision of traffic signs and signals, including lights, in our towns and villages can have a detrimental effect on their character and appearance. Road lighting often associated with new road building is often a discordant feature in parts of the District and can harm views across the landscape and of the sky at night. Reducing unnecessary road lighting during night time periods is supported where safety and traffic flow allows.

5.52 In rural areas outside the key towns and centres, maintaining access to services is vital and this will be pursued by supporting limited rural development which keeps local demand for services, increasing opportunity for home and village delivery of services and promoting the ability for people to work and shop from home using digital connectivity with equality in speed and reliability to urban centres.





## Policy CS6: Improving Town Centres and Retailing

### Introduction

- 5.53 The two main shopping centres in the District are Market Harborough and Lutterworth, with the centres of Broughton Astley, Kibworth, Fleckney and Great Glen catering for more localised community needs. The main shopping centres are competing with several higher-order shopping and service centres, namely Leicester city centre, Fosse Park, Kettering and Rugby.
- 5.54 Market Harborough, by far the largest shopping centre has a buoyant and thriving retail structure with a strong convenience sector and a wide range of comparison retailers. Alongside this it has retained its distinctive and flourishing independent retailers which are valued by residents and visitors alike. Lutterworth, however, is significantly less healthy than Market Harborough, with a relatively weak comparison retail offering and few national multiples represented or seeking premises. Longstanding environmental issues, mainly related to the impact of heavy traffic through the town centre, continue to hold back the potential of this historic market town. Broughton Astley has a similar population to Lutterworth but housing development over the past 10 years has not been matched by commensurate retail and service provision. The strategy looks to rectify this deficit and takes a proactive approach to improving retail provision to enhance its role as a Key Centre.
- 5.55 These challenges facing our town centres are reflected in the Spatial Portrait and Key Issues (chapter 2). The need to safeguard the independent retail sector in the current economic climate; the recognition that traffic problems are threatening the vitality and viability of Lutterworth town centre; and the fact that services and facilities in Broughton Astley have not kept pace with housing development are challenges which the policy seeks to address.
- 5.56 Strategic Objective 7 has been developed to reflect the vital role healthy, thriving town and rural centres have in supporting sustainable communities, especially in a rural district such as Harborough. This objective is also in line with one of the strands of the District's Sustainable Community Strategy Vision which states 'Innovation drives vibrant market towns and rural centres, which contribute to a strong local economy'.
- 5.57 The policy sets out a retail hierarchy which reflects the Spatial Strategy at Policy CS1. It sets out to limit retail development in the Leicester Principal Urban Area of Scraptoft, Thurnby and Bushby to local shopping and service provision, thus supporting Leicester city centre; develop shopping and service provision in Market Harborough in line with its role as the principal town; support development opportunities in Lutterworth in order to realise its potential; encourage additional retail and community provision in Broughton Astley commensurate with its size and Key Centre status; and support retail and service uses in Rural Centres. The policy also seeks to ensure that local retail and service provision forms part of the proposed strategic development area.

## **Policy CS6 – Improving Town Centres and Retailing**

This policy seeks to support the retail hierarchy which identifies Market Harborough and Lutterworth as town centres, Broughton Astley as a District scale centre and protect a network of smaller local centres and neighbourhood retail facilities across the District (Table 8).

- a) Development proposals for new retail and other town centre uses (as defined in PPS4 – leisure, entertainment and the more intensive sport and recreation uses, offices, arts / culture and tourism developments) or mixed developments combining these uses, will generally be supported in Market Harborough and Lutterworth town centres where appropriate to the nature, scale, historic and architectural heritage of each centre. A sequential approach will be taken to all proposed developments outside the Principal Shopping and Business Areas (as defined in Harborough District Local Plan policy SH/1 or as reviewed). Developers will need to take account of the Impact Test defined in PPS4 for these and all large scale developments (over 1,000m<sup>2</sup> gross).
- b) During the plan period additional provision will be made for a minimum of 13,800m<sup>2</sup> of comparison shopping and a minimum of 7,800m<sup>2</sup> of convenience shopping, principally within the Principal Shopping and Business Areas of existing centres. Potential opportunities for comparison shopping will be identified in the Allocations DPD, in accordance with the following indicative targets by location;
  - Market Harborough: 7,600m<sup>2</sup>
  - Lutterworth: 4,800m<sup>2</sup>
- c) 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.
- d) Retaining and enhancing retail and service provision in Local Centres (as detailed in Table 8) and protecting existing neighbourhood shopping provision at the lowest spatial level in villages / neighbourhoods against further loss is supported.

### **Explanation**

- 5.58 Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4) requires local authorities to take action to promote the vitality and viability of town and other centres as important places for communities. In accordance with government guidance all centres within the district have been

characterised using the definition of centres in PPS4. The various definitions establish a retail hierarchy for the District as shown in Table 8.

**Table 8 – Harborough District Retail Hierarchy**

<b>Harborough Retail Hierarchy</b>		<b>Within Harborough District</b>	<b>Beyond Harborough District</b>
<b>City Centre</b>	Are the highest level of centre identified in development plans. In terms of hierarchies, they will often be a regional centre and will serve a large catchment. The centre may be very large embracing a wide range of activities and may be distinguished by areas which may perform different main functions.		Leicester City Centre Northampton
<b>Town Centre</b>	Usually the 2nd level of centres after city centres and, in many cases, they will be the principal centre in a Local Authorities area. In rural areas they are likely to be market towns and other centres of similar size and role which function as important service centres, providing a range of facilities and service for extensive rural catchment areas. In planning for the future of town centres, LPA's should consider the function of different parts of the centre and how these contribute to its overall vitality and viability.	Market Harborough (P) Lutterworth	Rugby  Kettering Corby Wigston Hinckley Melton Mowbray Oakham Uppingham
<b>District Centre</b>	Will usually comprise groups of shops often containing at least 1 supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library	Broughton Astley	Oadby  South Wigston Hamilton Evington Blaby
<b>Local Centre</b>	Include a range of small shops of a local nature, serving a small catchment. Typically local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot food take away and launderette. In rural areas, large villages may perform the role of a local centre.	Kibworth Fleckney Great Glen Billesdon Ullesthorpe  Husbands Bosworth	Desborough Burbage Narborough Enderby Stoney Stanton Countesthorpe

Key: (P) denotes Principal town centre

- 5.59 The hierarchy reflects the existing role and function of each centre. It sets out a balanced network of centres which provide for the retail, town centre and service needs of people at the local level and relate to one another and centres beyond the district. The hierarchy sets out the current performance of the centres and provides the basis for focusing future development and sustaining, consolidating and enhancing their future roles.

- 5.60 The Harborough District Retail Study quantified the need for additional retail development up to 2026 and assessed the potential for incorporating it within existing town centres. The need for convenience floorspace is assessed to be much more modest, than in the comparison sector, with a need to improve its retention rate from 46%. In order to provide flexibility over the plan period, only total minimum floorspace requirements for town centres have been included in the policy.

**Table 9 - Summary of Goods Based Retail Floorspace Requirements in Harborough District Arising in the Periods to 2021 and 2026.**

Floorspace m <sup>2</sup>	2007-11	2011-16	2016-21	2007-21	2021-26	2007-26
Comparison Sector	132	3,637	4,443	8,212	5,606	13,818
Convenience Sector	1,217	1,995	2,179	5,391	2,432	7,823

Source: Harborough Retail Study (2007)

**Table 10 - Indicative Comparison Floorspace Distribution 2007-2026**

Location	Floorspace m <sup>2</sup>
Market Harborough	7,600
Lutterworth	4,800
Other Locations	1,400
Total	13,800

Source: Harborough Retail Study (2007)

- 5.61 It is expected that the majority of additional retail growth and development of main town centre uses will go to Market Harborough in support of its role as principal town centre and reflecting its continuing appeal to multiple retailers and the need to encourage its independent retail sector. Extending the Principal Shopping and Business Area (as defined by the saved Harborough District Local Plan policy SH/1), to incorporate existing retail development and the secondary shopping area of St Marys Road, and reviewing types of locations within the town centre boundary (as defined in PPS4) will release additional retail floorspace potential whilst ensuring the town centre remains relatively compact and focused on its historic core.
- 5.62 Lutterworth, designated as a Key Centre within the Spatial Strategy (Policy CS1), is the District's other town centre. The Retail Study found that it has a pressing need for significant enhancement in its comparison retail offer. The policy recognises this need in allowing for the possible expansion of the Principal Shopping and Business Area to incorporate development opportunities in the future. The Lutterworth Town Centre Vision and Master Plan was completed in 2006 in response to the perceived underperformance of the town centre. This sets out a clear framework for improvements to the town centre over the next 10 – 15 years and focuses on strategic objectives relating to attracting new investment, increasing activity, improving the environment and reducing the impact of traffic on the town centre.

- 5.63 Both Market Harborough and Lutterworth town centres are designated as Conservation Areas due to the quality and cohesion of their built heritage. Any future development in or adjacent to the town centres will need to protect and, where possible, enhance these heritage assets and their settings.
- 5.64 Broughton Astley, also designated as a Key Centre, currently functions as a district centre within the retail hierarchy catering for more localised needs. Although it fulfils the role quite well and can be described as healthy it does not have a range of shops and services commensurate with the size of its population. With residents relying on its proximity to other settlements for shops, the settlement needs to become more sustainable in terms of retail and its local services and facilities. Through its designation as a Key Centre and this policy to support additional retail development and strengthen its function as a district retail centre, the Council is committed to improving retail and local facilities in Broughton Astley and reducing the reliance on car usage.
- 5.65 The extent of town centres and the boundaries of Principal Shopping and Business Areas will be defined on the proposals map accompanying the Allocations DPD. Consideration will also be given to identifying primary and secondary frontage areas within the Principal Shopping and Business Area, and to identifying edge-of centre and out-of centre locations for Market Harborough and Lutterworth.
- 5.66 Indicatively the retail study identifies scope for the provision of a multiplex / independent cinema and a neighbourhood bingo club in Market Harborough. The local community's desire for additional leisure and entertainment facilities, particularly for young people, is supported in the plans of the Improvement Teams / Partnerships, by the town and parish councils for each town, and there is strong support for a cinema in Market Harborough. The policy approach taken, allows for this and other types of leisure / entertainment uses, whilst allowing flexibility in recognition of the dynamic and operator led nature of the sector.

## **Policy CS7: Enabling Employment and Business Development**

### **Introduction**

- 5.67 The nature of jobs, the way we work and the needs of different sectors that take up employment land are changing. Employment studies undertaken in the East Midlands, Leicestershire and Harborough have all generally found that the structure of employment to 2026 will continue to shift from factories to offices. The Core Strategy aims to support this ongoing process whilst recognising; the District's rural character, the needs of local business, the area's economic strengths, a desire to limit growth in out-commuting and the District's interdependence with Leicester and Leicestershire.
- 5.68 The scale of employment development outlined for Harborough caters for forecast and projected population and economic growth to 2026. The amount of new land proposed for employment development to 2028 is likely to be moderate. Drawing on national guidance, and detailed evidence of the Leicester and Leicestershire HMA Employment Land Study, it is proposed that the bulk of employment activity will continue to take place in existing employment centres. Overall the focus is on reconciling demand and supply by reviewing and manipulating the use and distribution of employment land, whilst broadly retaining the existing levels of employment floorspace stock. The Council will deliver existing commitments, maximise the use of existing employment sites and premises, encourage the redevelopment and intensification of employment uses on appropriate sites, and depending on particular circumstances propose new land for employment development, to meet identified shortfalls.

### **Policy CS7 – Enabling Employment and Business Development**

**Economic and employment development will be enabled within Harborough District in support of the sub-regional economic growth of Leicester and Leicestershire. To achieve this, the spatial strategy seeks to:**

- a) Support employment development which strengthens Market Harborough's role as the principal town within the District and reinforces the strategy for settlements as set out in Policy CS1 and the Policies for Places CS13 - CS17.**
- b) Support the delivery of existing sites with planning permission.**
- c) Review existing employment sites and allocations in the District in the Allocations Development Plan Document and confirm a portfolio of sustainable sites, of the right quality and at the right time, to meet any identified shortfalls in future need. A criterion based assessment will be used to review sites including accessibility tests, policy factors, market attractiveness, sustainable development and strategic planning factors.**



- d) Designate 'Key Employment Areas (KEA's)' in Market Harborough, Key and Rural Centres and protect them from changes of use which may limit future business development. Criteria used to determine such sites will be identified in the Allocations DPD and may include:
- Location and accessibility by means of sustainable transport
  - Size, age and condition
  - Performance and importance to the District's supply.
- e) Support proposals to renew or upgrade the environment of employment areas not identified as 'Key Employment Areas' for continued employment use or in some cases alternative, mixed or non employment uses where, based on an up to date assessment of employment land needs it is not detrimental to the overall level of employment provision in the district. Criteria will be identified in the Allocations DPD and may include consideration of:
- Appropriate evidence to substantiate proposal;
  - The net reduction in jobs;
  - Amenity and character of adjoining land and the potential for further loss of adjoining land;
  - The relocation or expansion needs of the current activity on the site.
- f) Support employment development within the countryside, beyond towns and villages, only where it; contributes to the retention and viability of rural services or land based businesses, aids farm diversification, or promotes the conversion and re-use of appropriately located and suitable constructed existing buildings (particularly those adjacent to or closely related to towns and villages).
- g) Support new enterprise by working with partners to; deliver an Innovation Centre in Market Harborough, encourage the provision of starter units through the conversion of older premises and as part of larger employment developments and by supporting home-working.

### **Magna Park Strategic Distribution**

- h) Protect Magna Park's unique role as a strategic distribution centre (B8 uses / Min unit size 10,000m<sup>2</sup>) of national significance and an exemplar of environmental performance. No further phase of development or large scale expansion of the site, beyond the existing development footprint (to be defined in the Allocations DPD) will be supported.

### **Explanation**

- 5.69 The most recent employment land study is the Leicester and Leicestershire HMA Employment Land Study 2008. The study identifies that total employment is forecast to increase by some 24,700 jobs in the Leicestershire Housing Market Area by 2026 (4,200 in Harborough) and that the requirement for employment land is forecast to remain relatively static overall. In respect of Harborough District, the study's supply and demand gap analysis (2007-2026)

methodology calculates that offices are in over-supply, industrial land is in slight over-supply and that there is a large under-supply of warehousing land, the latter deemed to be an over-estimate due to a standardised renewal methodology. 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. 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.

**Table 11: Harborough Supply and Demand Gap Analysis, 2007-2026**

	<b>Offices (m<sup>2</sup>)</b>	<b>Industrial (ha)</b>	<b>Warehousing (ha)</b>
<b>Medium</b>			
Demand	42,962	4.0	34.0
Supply	67,490	21.1	1.1
Gap	24,528	17.1	-32.9
Effective Supply	54,290	11.7	1.1
Effective Gap	11,328	7.7	-32.9
Source: Leicester and Leicestershire Employment Land Study (PACEC)			

- 5.70 Harborough's contribution to Leicestershire's economic growth is to: sustain local economic prosperity; enable businesses to start and grow; and making local as opposed to strategic provision for employment needs. Past development in the District has been at various densities, and dominated by take up at Magna Park. A move to provide different types and a more flexible portfolio of employment land and premises, to encourage higher quality jobs, and to encourage a more efficient use of land indicates that it is possible to achieve higher densities than before and therefore the need for land is less. The existing level of employment provision comprising; existing premises, sites with outstanding planning permission, and outstanding / or partially developed allocations will, subject to review, substantially meet future employment needs in the district to 2028.
- 5.71 Concentrating employment provision at Market Harborough provides greatest sustainability benefits. However there is also a desire to retain employment provision in the key, rural and other settlements to; balance housing provision, support their viability and sustainability, and ensure that we have a broad portfolio of sites and premises to cater for different requirements and enable businesses to grow. The Harborough Employment Land Study 2006 (HELS) indicates that land potentially suitable for employment uses exists within the District, in Market Harborough and each of the key centres. Subject to detailed assessment these or other proposed sites would be sufficient to meet any need for alternative sites - to meet any shortfalls, replace losses or facilitate the renewal of existing employment sites identified via the review process at the Allocations DPD stage. Sequentially locations within or adjoining Market Harborough, Lutterworth, Broughton Astley and Rural Centres will be preferred

to reduce the need to travel between home and jobs and enable the fullest use of sustainable modes of transport.

- 5.72 The current policy approach to conversion / redevelopment to provide employment premises in rural areas has worked successfully, although elsewhere the market has tended not to meet the need for starter units. The provision of starter units is limited within the District's overall premises stock. The strategy takes a positive approach to encouraging the provision of additional starter units.
- 5.73 Magna Park Distribution Centre is a successful and in demand location and a significant employment site and generator of jobs contributing to the local economy. However the site meets a regional, or strategic, rather than local need. In the context of the evidence studies, against the criteria they set, and taking account of future developments in the road / rail network, travel to work patterns and the type and skill level of logistics jobs compared to local employment needs, there are more suitable locations and sites (both rail and non rail-linked) than Magna Park within the region and sub-region to meet forecast need for strategic distribution to 2026. On the balance of evidence the preferred policy approach to Magna Park seeks to; support the national / regional drive for a modal shift of freight from road to rail, protect the site's strategic role for distribution, and safeguard its future and that of its businesses, whilst resisting a further Phase 3 of development and containing the site to its existing development footprint.

## Policy CS8: Protecting and Enhancing Green Infrastructure

### Introduction

- 5.74 Green Infrastructure (GI) is a term used to encompass the network of multi-functional green spaces which helps to provide a natural life support system for people and wildlife. This network of both public and privately owned land and water supports native species, maintains natural and ecological processes, sustains air and water resources, and contributes to the health and well-being of people and communities.
- 5.75 In a predominantly rural district such as Harborough, identifying Green Infrastructure priorities represents a way of assessing where investment can be best used to achieve maximum benefits to rural and urban communities and of ensuring that the provision of green infrastructure goes hand in hand with growth. Evidence provided by the 6C's Green Infrastructure Strategy Volume 5 (2010) has been taken into account in drawing up the strategy. This study assesses Green Infrastructure provision and potential in and around Leicester and in other centres expecting growth, including Market Harborough. Whilst this document provides evidence forming the backbone of Harborough's strategic GI policy aspirations, the protection and securing of local open space, recreation and sports facilities provision and safe links between them, is equally important to local communities.
- 5.76 Access to quality open space, sport and recreation facilities locally is a key element in promoting healthy lifestyles. Well-used and maintained facilities make a considerable contribution to the quality of life of residents and visitors and to the development of sustainable communities. Open space, in its many forms, affords opportunities for social interaction, provides a venue for cultural events, contributes to neighbourhood improvement and attractive townscapes and provides a wealth of opportunities for outdoor play and activity. Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation makes it clear that even where recreational land and facilities are of poor quality or under-used, this should not be taken as necessarily indicating an absence of need in the area. Opportunities to improve the value of existing facilities wherever possible through, for example, improved management or by capital investment to secure improvements, is a key element of the strategy.
- 5.77 Open space provision and improving linkages between current green space assets at the local level is a key element of the District's green infrastructure policy. A major concern of residents is that new housing in the past has been provided in the absence of adequate infrastructure and service provision, including open space/recreation facilities. As a result improving provision of and access to open space and promoting access to the countryside is identified as a key issue for the Core Strategy to address and has been incorporated into the Strategic Objectives. Promoting a healthier Leicestershire through enhanced access to sport, recreation and cultural activities is also a key theme of the Leicestershire SCS and reflected in Harborough's SCS vision.

5.78 The Natural Environment and Rural Communities (NERC) Act 2006 Section 40 requires the Council to have regard to biodiversity conservation when carrying out its functions. This duty, commonly referred to as the 'biodiversity duty', means that the Council must, in exercising its functions, have regard to the purpose of conserving biodiversity. The policy has been developed within this context and in recognition of the fact that biodiversity and geo-diversity are integral elements of a successful Green Infrastructure network. As mentioned in the key issues, the District is relatively poor in biodiversity terms due to the predominance of agriculture and given the size of the district the amount of land covered by statutory and non-statutory biodiversity designations is relatively low. However, the potential exists to create and enhance wildlife corridors and networks and encourage the rebuilding of fragmented habitats through conservation management. Similarly, other than one SSSI, there are no statutory geo-diversity designations in the district at present. Railway, canal and road cuttings, disused quarries, river settings and outcrops could offer potential geo-diversity interest. Their potential value in educational, recreational and landscape terms should be respected and protected where appropriate. Concern over biodiversity and geo-diversity levels and protection is expressed in the key issues facing the district (EN1, EN2 and EN4) and reflected in Spatial Objective 5.

#### **Policy CS8: Protecting and Enhancing Green Infrastructure**

**This policy seeks to secure a high quality, accessible and multi-functional green infrastructure network across both rural and urban areas of Harborough district, which contributes to healthy lifestyles and a rich, diverse natural environment.**

**Opportunities to maximise the potential value of existing and new green space will be encouraged through the promotion of recreation, tourism, public access, education, biodiversity, geo-diversity and water management; the protection and enhancement of heritage assets and local landscape (including protection of and proposals which increase tree and woodland cover); and the mitigation of climate change. Improvements to links between green assets within and extending beyond the District will be a priority.**

**Green Infrastructure assets will be safeguarded through ensuring that:**

- i) Development does not compromise their integrity or potential value;**
- ii) Developer contributions are secured wherever appropriate to improve their quality, use and multi-functionality; and**
- iii) Opportunities to add to the Green Infrastructure network are maximised through partnership working.**

#### **a) Strategic Green Infrastructure Assets**

**The following green assets are identified as key priorities for the District. Working with partners, the potential of these corridors /strategic areas to**

contribute to the aims of the wider Green Infrastructure network will be supported:

- Welland, Sence, Soar, Swift and Avon strategic river corridors;
- Grand Union Canal;
- Leighfield Forest;
- Dismantled railway lines;
- Saddington, Stanford and Eyebrook reservoirs; and
- Cycle routes, Right of Ways and Greenways;

#### **b) Green Wedges**

The Leicester/Scraptoft Green Wedge to the north of Scraptoft and the Thurnby/Leicester/Oadby Green Wedge to the south of Thurnby will be important elements of Green Infrastructure provision not only for that part of the District but also for communities in neighbouring authorities.

Green Wedges are largely undeveloped areas defined with the aim of:

- i) Preventing the merging of settlements;
- ii) Guiding development form;
- iii) Providing access from urban areas into green spaces/ countryside; and
- iv) Providing recreational opportunities.

In order to retain the open and undeveloped character of the Green Wedges the following land uses will be acceptable, providing that they are consistent with the above aims:

- Agriculture, horticulture and allotments not accompanied by retail development;
- Forestry;
- Outdoor leisure, sporting and recreation facilities;
- Cycle ways, footpaths and bridleways.

A detailed review of Green Wedge boundaries will take place as part of the Allocations DPD.

Green Wedges and, where appropriate, Areas of Separation will be the main focus for GI improvements in urban fringe areas of the district. So far as is consistent with their predominantly open and undeveloped character, opportunities to improve public access and recreation use in these areas will be encouraged for the benefit of the wider community. Similarly, opportunities to conserve, enhance and/or restore their biodiversity and geo-diversity value will be a priority.

#### **c) Open Space, Sport and Recreation Assets**

The contribution that open space, sport and recreation facilities make to the District's Green Infrastructure network and the well-being of communities will be strengthened by:

- i) Protecting and, where possible, enhancing existing open spaces and sport and recreational facilities of value (or sites of poor quality and unused with potential value), encouraging multiple uses and improvements to their quality;
- ii) Allowing re-location of poorly located but necessary open space or sport and recreation facilities;
- iii) Requiring developers to make provision for adequate open space in association with new development in accordance with the relevant standards contained in the District Council's document 'Provision of Open Space, Sport and Recreation';
- iv) Ensuring that networks of multi-functional green infrastructure which provide a wide range of environmental and quality of life benefits, are designed into all major development schemes from the outset;
- v) Securing new provision to help address identified deficiencies in existing open space provision, including cemeteries and burial grounds, both in quantity and quality; and
- vi) Promoting linkages between new development and surrounding recreational networks including Rights of Way, communities and facilities.

**d) Biodiversity and Geo-diversity Assets**

Working with partners, Leighfield Forest will be supported as a priority area for biodiversity conservation and enhancement and as a key sub-regional Green Infrastructure asset.

Through the systems of development control, grant aid, management agreement and positive initiatives, the Council and its partners will:

- i) Protect, manage and enhance the District's biodiversity and geo-diversity based on a network of international, national and local designated sites (statutory and non-statutory);
- ii) Contribute to the achievement of Leicester, Leicestershire and Rutland Biodiversity Action Plan targets for species and habitats and respond to changing conservation priorities as they emerge;
- iii) Identify and protect priority habitats through the creation of buffer zones;
- iv) Encourage the restoration of fragmented habitats;
- v) Promote the management of biodiversity, encouraging the maintenance of wildlife corridors, ecological networks and stepping stones at the local level that contribute to the Strategic Green Infrastructure Network across sub-region and neighbouring local authorities;
- vi) Avoid demonstrable harm to habitats or species which are protected or which are of importance to biodiversity;
- vii) Safeguard the biodiversity value of previously developed land where significant;
- viii) Require proposed new development to incorporate beneficial features for biodiversity as part of good design and sustainable development;



- ix) **Seek to secure the designation of additional Local Nature Reserves where appropriate. The designation of a Local Nature Reserve as part of new development in Market Harborough will be a priority;**
- x) **Support measures aimed at allowing the District's flora and fauna to adapt to climate change; and**
- xi) **Support the protection of features and areas of geo-diversity value and support their enhancement for amenity use and education.**

## **Explanation**

5.79 The aim of the strategy is to plan for and deliver a network of high quality green spaces and other environmental features. Where possible it will be designed and managed to fulfill a number of functions and capable of delivering a wide range of environmental and quality of life benefits for local communities. Reflecting national planning advice in relation to sustainable development and resource management, the policy encompasses the numerous elements which make up the District's Green Infrastructure network. The starting point is the evidence provided by the 6Cs Green Infrastructure Strategy (2010). However, the policy for delivering Green Infrastructure covers the whole District, and is intended to improve the amount and access to green space in rural and urban areas alike.

## **Strategic Green Infrastructure**

5.80 The policy recognises that there are certain assets within the District which are strategic in their importance and potential impact. As part of the significant future growth envisaged in and around the Leicester area, the opportunity exists to deliver improvements to strategic green infrastructure assets to benefit local communities and the natural environment. At the city-scale the Stepping Stones Project, of which Harborough is a partner, works to deliver local improvements to green space within the wider Leicester urban area and will be a Green infrastructure delivery partner.

5.81 In areas identified as being of strategic GI importance the Council will work with partners and developers to promote and support opportunities for delivering benefits in relation to protecting, enhancing and promoting the following:

- access and movement, creating linkages, promoting walking/cycling;
- biodiversity value;
- natural processes including flood management;
- cultural heritage through interpretation and accessibility to key heritage assets; and
- landscape character protection and enhancement.

5.82 The policy aims to provide a network of greenways which will improve linkages between settlements, and other green assets. The Council will work with partners and developers in seeking new/enhanced access in the form of multi-use greenways enabling improved access to the countryside for more people. This network of corridors will utilise existing bridleways, restricted byways,

permissive routes and former railway lines. Greenways will improve access to the countryside and offer quiet through routes which can be used for walking or cycling and have significant potential to replace car journeys. Opportunities to incorporate them into new development or provide links to them will be sought. Potential routes such as former railway lines will be protected from inappropriate development so that their potential contribution to the GI network is not jeopardised.

- 5.83 This approach will be implemented by the Council, public sector partners (Stepping Stones Project, neighbouring local authorities, and environmental protection groups) and private sector developers delivering development. Where appropriate developer contributions will be sought to secure linkages or improvements to green infrastructure assets.

### Green Wedges

- 5.84 The strategic policy basis for the definition of Green Wedges around Leicester was included in the Leicestershire Structure Plan (1987) and subsequent versions of the plan. Their role is to guide urban form so as to prevent the merging of settlements, providing a green lung into urban areas and acting as a recreational resource.
- 5.85 Leicester City Council has set out its commitment to retaining Green Wedges in its Core Strategy. The Thurnby/Leicester/Oadby Green Wedge is part of a more extensive Green Wedge which extends out from Leicester City and Oadby and Wigston Borough. The Leicester/Scraptoft Green Wedge borders the built up edge of Leicester City. The two Green Wedges provide adjoining communities, both from within Harborough and from adjoining local authority areas, with access to countryside and green spaces.
- 5.86 In supporting the principle of Green Wedges, the strategy reflects the strong community support expressed for the retention of Green Wedge designations and their established strategic role. Fundamental to their success is the need to protect their open and undeveloped character through the prevention of inappropriate development. To this end the strategy sets out a number of land uses which may be consistent with the objectives of Green Wedges.
- 5.87 The detailed boundaries of the two Green Wedges in Harborough were originally defined in the Scraptoft, Thurnby and Stoughton Local Plan (1987) and were carried forward into the Harborough District Local Plan (2001) with no change. A methodology for the review of Green Wedges was drawn up by relevant local authorities in 2009. This document (Leicester and Leicestershire – Green Wedge Review Joint Methodology: 2009) will form the basis for a review of the detailed boundaries of the District's Green Wedges as part of the Allocations DPD and will be carried out in conjunction with neighbouring local authorities.
- 5.88 Given the location of the Green Wedges in relation to the Leicester Principal Urban Area, their potential for contributing to the city's Green Infrastructure will be promoted. The Council and its partners, primarily through the Stepping

Stones Project, will seek to encourage multiple functions for Green Wedges to serve both their local and wider urban communities so that their contribution to Leicester's and the District's Green Infrastructure network is maximised.

- 5.89 Outside the Leicester Principal Urban Area, existing and new Separation Areas will be the focus for GI investment so long as their open and undeveloped character is not jeopardised.

#### Open Space, Recreation and Sports Provision

- 5.90 The strategy supports the basic principle behind 'PPG 17: Planning for Open Space, Sport and Recreation' that open spaces, sport and recreation are important in enhancing residents' quality of life. In line with advice contained within PPG 17, a local assessment of open space needs and opportunities along with an audit of existing provision was carried out in 2004. The 'Open Space/Sport and Recreational Facilities and Assessment of Local Needs' and subsequent work has identified deficiencies in provision within the district as follows:
- Parks and Gardens: Deficiency across whole district, most pronounced in Kibworth, Fleckney and Great Glen sub-area;
  - Natural and Semi-Natural Greenspace: Shortfall in Market Harborough and Lubenham sub-area;
  - Amenity Greenspace: Deficit in all areas other than Market Harborough and Lubenham sub-area;
  - Provision for Children and Young People: Total deficiency of provision across the District equating to 10 ha of provision. Greatest deficiency in Market Harborough and Lubenham sub-area; and
  - Allotments: Overall deficiency of allotments in the District;
  - Cemeteries and Burial Grounds: particular shortfalls have been identified in the west (Lutterworth), the north (Thurnby/Bushby) and around Market Harborough;
  - Sports provision.
- 5.91 Having assessed the quantity, quality and accessibility of existing and future needs, the study went on to recommend provision standards in relation to open space. These standards formed the basis for the Council's 'Provision for Open Space, Sport and Recreation' 2009 which sets out clearly what developers of residential schemes need to contribute towards the provision and enhancement of any public open space in the District. In relation to sports facilities the 'Leicestershire and Rutland Sports Facilities Strategic Framework Final Report – July 2009' identifies that Harborough has both a current and future shortfall in swimming pool provision, a predicted shortfall in sports hall provision by 2026 and, due to the strong club base, a need for investment in new athletics training facilities in Market Harborough.
- 5.92 Building on evidence provided by the above documents, the policy seeks to ensure that the provision of quality open space, recreation and sports facilities in relation to new development contributes to reducing identified deficiencies

across the District and links to existing and proposed Green infrastructure within, around and beyond settlements.

#### Biodiversity and Geo-diversity

- 5.93 The policy approach recognises the need to work with partners who will deliver the necessary expertise to progress these projects and identifies key opportunity areas for the improvement of biodiversity value and the appreciation of geo-diversity as part of the wider Green Infrastructure network. The Phase 1 Habitat Survey 2008 provides information relating to habitats, protected species, designations, wildlife corridors and potential Local Wildlife Sites (non-statutory biodiversity designations) for areas in the District most at risk of development. The findings of this study along with advice from partners will inform decision making in relation to identifying and protecting local wildlife corridors, incorporating beneficial features into development and deciding on mitigation measures.
- 5.94 With only two Local Nature Reserve designations, the District falls short of Natural England's Urban Greenspace standards which state that there should be statutory Local Nature Reserve provision at a minimum level of one hectare per thousand population. The strategy sets out that the provision of a Local Nature Reserve to serve Market Harborough is a priority.
- 5.95 Priority areas for protection and enhancement will be Leighfield Forest and the River Welland corridor, along with parts of the River Sence and the Grand Union Canal. All these features were identified in the 6C's evidence study as having potential to contribute to the improvement of biodiversity and the wider green infrastructure network.
- 5.96 Changes in seasonal cycles, changes in species abundance and distribution and loss of habitats are just some of the effects climate change may have on local biodiversity. Taken together the various strands of the strategy will contribute to mitigating the effects of climate change by improving ecological networks/wildlife corridors, by creating buffer zones around priority habitats and by recognising that conservation priorities may change over time.

## **Policy CS9: Addressing Climate Change**

### **Introduction**

- 5.97 Climate change is increasingly being regarded as the greatest long-term challenge facing the world today. At a national level, the Climate Change Act 2008 commits the UK to an 80 percent cut in greenhouse gas emissions by 2050 (with a reduction in emissions of at least 34 percent by 2020).
- 5.98 Harborough District Council is committed to develop a more effective and directed response to climate change. As planning shapes the places where people live and work, development has a key role to play in helping the District become more responsive to the effects of a changing climate.
- 5.99 There is now a clear need to move away from a dependency for burning fossil fuels as an energy source. CO<sub>2</sub> emissions per capita within the District are higher than both regional and national averages and the percentage of renewable energy generation is extremely low. To redress this imbalance, Spatial Objective 11 of the Core Strategy aims 'to minimise energy demand and maximise the use of renewable energy resources'.

### **Policy CS9: Addressing Climate Change**

**Development which adapts to climate change and helps to reduce the District's carbon emissions will be supported. This will be achieved through measures to ensure that:**

- a) New development is directed towards the most sustainable locations and militates against any potential impacts on the environment;**
- b) Derelict, vacant and under-used land is prioritised for re-development and is brought back into more functional uses;**
- c) The use of sustainable materials and construction methods is supported and encouraged;**
- d) All new developments within the District incorporate site layout and design principles which reduce energy demands and increase energy efficiency as follows:**
  - i) All residential developments are encouraged to meet the minimum standards of the Code for Sustainable Homes program (i.e. all new dwellings to meet Code Level 6 requirements by 2016);**
  - ii) Non residential developments will be encouraged to meet a BREEAM (or equivalent) assessment rating of 'very good'. From 2016 this will increase to an assessment rating of 'excellent';**
  - iii) The provision of on-site or decentralised renewable energy systems will be encouraged on non-residential developments of 1,000 m<sup>2</sup> and**

**above. Such systems should provide a minimum of 10% of a site's total energy requirements.**

- e) The use of renewable and low carbon energy sources are promoted, along with decentralised energy networks. Stand alone renewable energy generation will be supported within the District, where the proposal:**
- i) Ensures that the most appropriate technology is selected for the site;**
  - ii) Ensures that the siting of development avoids harm to the significance of a heritage asset, whether designated or not, and its setting ;**
  - iii) Ensures that the impact of the development on local landscape character and historic landscape character is minimised;**
  - iv) Ensures that the siting of development does not create a significant noise intrusion for existing residential dwellings;**
  - v) 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;**
  - vi) Does not create an overbearing cumulative noise or visual impact from renewable energy developments when considered in conjunction with similar developments and permitted proposals within the District and within adjoining Local Authority Areas.**
- f) Additional innovations which have a positive impact upon climate change adaptation will be supported and encouraged on all developments where feasible. (This could include, but is not limited to: appropriate shading and planting, green roofs, Sustainable Urban Drainage Systems, rain harvesting and storage, and grey water recycling).**

## **Explanation**

5.100 Harborough District Council is obliged to help meet national the target of a 34 percent reduction in greenhouse gas emissions by 2020. In addition the results of the Sustainability Appraisal state that; the Council needs to look beyond measures to mitigate against climate change and develop strategies which adapt to a changing climate.

5.101 The national programme of delivering zero carbon homes by 2016 will be supported within the District. The Code for Sustainable Homes schedule will be implemented without any localised increases to the national requirements. The Leicestershire and Rutland Planning for Climate Change study (May 2008) recommended accelerating the Code for Sustainable Homes programme, by setting a Level 4 minimum standard from 2010. However this recommendation needs to be balanced against the need to meet housing targets and the added financial cost this would place on developers.

5.102 Planning Policy Statement 22: Renewable Energy states that local planning authorities may include policies that require a percentage of energy to be used in new residential, commercial or industrial developments to come from on-site

renewable energy developments. The 'Merton Rule' of requiring 10 percent of on-site or decentralised renewable energy systems on developments of 1,000 m<sup>2</sup> or above, is now a well established approach. Currently Harborough District has insufficient evidence to expand on this requirement.

- 5.103 The Planning for Climate Change study found that wind turbines, biomass plants (including combined heat and power), solar thermal heating, photovoltaic energy and the generation of energy from waste; all have a potential to be utilised and developed within the District. The assessment identified wind energy as a noteworthy source of potential renewable energy generation for the District. This has been accompanied by a number of planning proposals for wind turbines within the District. The siting of wind turbines remains a sensitive issue, as any development needs to balance the requirement for renewable energy generation against the potential impact on the existing built and natural environment. Based on the above, broad areas will not be designated as potential sites of renewable energy generation and all proposals will be assessed against Policy CS9 and the Harborough Landscape Character Assessment. 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.



## Policy CS10: Addressing Flood Risk

### Introduction

- 5.104 The likelihood of more frequent extreme weather events, due to the impacts of climate change, and increasing pressure on land from development; place a greater need for a strategic approach to managing flood risk.
- 5.105 National planning policy places a clear emphasis on locating new and, where possible, relocating existing development to areas of the lowest risk of flooding. Planning Policy Statement 25: Development and Flood Risk (PPS25), requires that a sequential risk-based approach should be applied at all levels of the planning process. Such an approach will ensure that new development avoids inappropriate locations in areas at risk of flooding. The following table provides a summary of Table D.1: Flood Zones contained with Annex D of PPS25. The Floods Zones are the starting point for the sequential approach.

Table 12: Flood Zones

<b>Zone 1 Low Probability</b>	Land assessed as having a less than 1 in 1000 annual probability of river flooding in any year (<0.1%).
<b>Zone 2 Medium Probability</b>	Land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%) in any year.
<b>Zone 3a High Probability</b>	Land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any year.
<b>Zone 3b The Functional Floodplain</b>	Land where water has to flow or be stored in times of flood. The identification of such land should take account of local circumstances and is generally; land which would flood in an annual probability of 1 in 20 (5%) or greater in any year, or is designed to flood in an extreme (0.1%) flood.

- 5.106 The Harborough District Level 1 Strategic Flood Risk Assessment (SFRA) completed in April 2009; found that the proportion of land within the District, designated within Zones 2, 3a and 3b is relatively minor. However it is still imperative that the Council strategically plans to restrict the level of built development within the above areas.

### Policy CS10: Addressing Flood Risk

- a) New development will be directed towards areas at the lowest risk of flooding within the District; with priority given to land within Flood Zone 1.
- b) The use of Flood Zones 2 and 3a for recreation, amenity and environmental purposes will be supported; where an effective means of flood risk management is evident, and considerable green space is provided.
- c) Land within Flood Zone 3b will be safeguarded, to ensure that the functional floodplain is protected from development. The Council will also support proposals which reinstate the functional floodplain, where possible.
- d) All new development will be expected to ensure that it does not increase the level of flooding experienced in other areas of the District.
- e) Surface water run off in all developments should be managed, to minimise the net increase in the amount of surface water discharged into the local public sewer system.
- f) The following settlements are particularly sensitive to any net increase in surface water discharge into the local surface water sewer network:
  - Market Harborough
  - Lutterworth
  - Great Glen
  - Kibworth
  - Scraptoft/Thurnby/Bushby.
- g) The use of Sustainable Drainage Systems (SuDS) will be expected; and design and layout schemes which enhance natural forms of on site drainage will be encouraged.
- h) The Environment Agency will be closely consulted in the management of flood risk at a local level. This will ensure that development is directed away from areas which are at risk of flooding from either fluvial overflow or surface water run-off. Local management of flood risk will also take into account any future updates relating to climate change modelling information.

## **Explanation**

5.107 PPS25 sets out a three stage approach to the implementation of strategies that help to deliver sustainable development; *Appraising risk*, *Managing risk* and *Reducing risk*.

- 5.108 *Appraising risk:* The Harborough District Level 1 Strategic Flood Risk Assessment (SFRA, 2009) has found that less than 10% of the administrative area of HDC falls within Flood Zone 3. The study concludes that in general, flood risk within the District is not considered to be significant; however localised flooding events affect various parts of the District. The assessment identified that the majority of flood zones lie within rural areas, and concluded that overall, flood risk within the District is not considered to be significant.
- 5.109 The main sources of flooding within the District are fluvial (river based), surface water run off and lack of capacity in the local public sewer system. The SFRA identified an insufficient capacity of the drainage system following heavy rainfall as the main factor behind the flooding experienced in 1999, 2002 and 2006 in Market Harborough. The SFRA also identified, Lutterworth, Kibworth and Great Glen as regularly suffering from flooding (the latter of which due to low lying areas). Reference was also made to the intense period of rainfall on already saturated land during January 2009, which caused flooding in: Great Glen; Foxton; Billesdon; Burton Overy; Newton Harcourt; Kibworth; Thurnby; Lutterworth; Lubenham; and Scraftoft. (Detailed Flood Zone Mapping is available in Appendix D of the Harborough District SFRA, 2009).
- 5.110 Such flooding events are likely to become more frequent and more extreme due to the impacts of climate change. The SFRA concludes that future fluvial flood extents and depths within the District will be greater than the current situation. Additional surface water flooding may also increase by the same order which will lead to an increase in surface water flooding, surcharging of gullies and rain and sewer flooding.
- 5.111 *Managing risk:* The SFRA recommends that the outputs of the study are used as an evidence base from which to direct new development to areas of low flood risk (Flood Zone 1). The protection of functional floodplain from development and reinstating functional floodplain where possible are also recommended by the study. Policy CS10: Addressing Flood Risk provides the policy framework for the implementation of directing new development to Flood Zones 1 only. Where this is not possible the Sequential and (where necessary) Exception Tests will be applied in accordance with PSS25 Development and Flood Risk.
- 5.112 *Reducing risk:* Site specific opportunities to incorporate flood risk reduction measures, through location, layout and design, will form part of the Development Control process. This will help to counteract the expected increases in peak river flows and rainfall intensities, resulting from the impacts of climate change. The use of appropriate Sustainable Drainage Systems (SuDS) will also be supported; as the SFRA states that there should be less reliance on upgrading the sewer system to higher design standards to accommodate new development.
- 5.113 In addition, regular consultation will also be held with the Environment Agency; to ensure that land at risk of current and future flood is safeguarded from inappropriate development.

# **Policy CS11: Promoting Design and Built Heritage**

## **Introduction**

- 5.114 Good planning and good design go hand in hand and the Core Strategy is a vital tool in safeguarding the character and heritage of the District whilst planning for its sustainable growth in an appropriate way. Good design not only aims to create attractive places, it is an important tool in ensuring that places are safe, integrated and inclusive for all who live, work or visit them both now and in the future.
- 5.115 A defining characteristic of both the landscape and townscape of Harborough is the quantity and quality of its designated heritage assets. With 1,250 Listed buildings, 62 Conservation Areas, 60 Scheduled Monuments and 6 Registered Parks and Gardens, the District has a rich built heritage which is appreciated by residents and visitors alike and forms the backdrop to all the policies set out in this Core Strategy.
- 5.116 This wealth of assets means that the District has a distinct character, made up of many settlements and localities each with their own unique identities arising from these assets. It is important that the Core Strategy supports these local characteristics whilst encouraging the new development that is vital for the District's future to take place in a sympathetic and appropriate form.
- 5.117 The Grand Union Canal Conservation Area is of particular significance to the District. A prominent feature of the canal is the Grade II\* listed Foxton Locks and adjacent scheduled remains of the 'inclined plane'. The first phase of British Waterways' restoration and interpretation of this important cultural heritage asset was completed in 2008.
- 5.118 Consultation uncovered considerable concern over the possible impacts of new development on the historic environment of the District. This concern is reflected in the key Issues and is taken forward in Strategic Objectives 5 and 6. Ensuring a safe and attractive place to live and work is a key theme emerging from the Leicestershire Sustainable Community Strategy and Local Area Agreement and has been carried forward into Harborough's SCS vision.

## **Policy CS11: Promoting Design and Built Heritage**

**In recognition of the importance of good design and the built heritage of the District, the highest standards of design in new development will be sought to create attractive places for people to live, work and visit. This will be achieved in the following way:**

- a) Development should be inspired by, respect and enhance local character, building materials and distinctiveness of the area in which it would be situated. Proposals which are rich in architectural detail, individual, yet sympathetic to the local vernacular will be particularly supported. In areas**

with particularly high heritage value (such as Conservation Areas), new development should be sympathetic to those characteristics that make these places special.

- b) All development should respect the context in which it is taking place and respond to the unique characteristics of the individual site and the wider local environment beyond the site's boundaries to ensure that it is integrated as far as possible into the existing built form of the District. New development should be directed away from undeveloped areas of land which are important to the form and character of a settlement or locality.**
- c) Development should be well planned to:**
  - i) Incorporate safe and inclusive design, suitable for all to access;**
  - ii) Make the most of local built and natural assets;**
  - iii) Be of a scale, density and design that would not cause damage to the qualities, character and amenity of the areas in which they are situated;**
  - iv) Ensure that the amenities of existing and future neighbouring occupiers are safeguarded;**
  - v) Reflect the landscape or streetscape in which it is situated and include an appropriate landscaping scheme where needed;**
  - vi) Enable adaptation, allowing for mixed uses with the potential to change use where appropriate;**
  - vii) Enable adaptation, ensuring suitability for today's users and capability for alteration to suit users in a future changing climate;**
  - viii) Where appropriate, encourage travel by a variety of modes of transport;**
  - ix) Minimise waste and encourage re-use and recycling wherever possible.**
- d) Heritage assets within the District, and their setting, will be protected, conserved and enhanced, ensuring that residents and visitors can appreciate and enjoy them through:**
  - i) Supporting proposals for the statutory listing of buildings where it can be demonstrated that the buildings meet the criteria for designation;**
  - ii) 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;**
  - iii) Ensuring development in existing Conservation Areas is consistent with the special character as described in the Statement or Appraisal for that Area, keep these Areas under review and work with local communities to appraise other areas of special architectural or historic interest in the towns, suburbs and villages of the District to inform potential designation of additional Conservation Areas;**

- iv) **Safeguarding Scheduled Monuments and non-scheduled nationally important archaeological remains, and other areas of archaeological potential or importance and areas of historic landscape;**
- v) **Encouraging improved access to buildings and places of heritage for local people and visitors;**
- vi) **Identifying heritage assets of local importance;**
- vii) **Promoting and managing Foxton Locks and the Grand Union Canal as a tourism attraction and key strategic Green Infrastructure corridor in line with the Conservation Plan and Heritage Partnership Agreement.**

## **Explanation**

- 5.119 The Core Strategy aims to ensure that all new development in the District is of a high standard, well-designed and appropriate to its context. It aims to safeguard and improve the character and distinctiveness of Harborough and all its settlements, heritage assets and natural environments both now and for future generations. In the design of new developments, crime and community safety issues are important planning considerations. The Council works with Leicestershire Police and developers to ensure, as far as possible, that new development is secured by design. Harborough District Council is committed to the recycling of waste and minimising the amount of waste sent to landfill sites. The District is a member of the Leicestershire and Leicester Municipal Waste Partnership and works alongside other authorities within the County to support these objectives. Although set out as a separate design and heritage policy, these issues are important threads that run through all aspects of the Core Strategy for the District, including the policies for individual places, the Countryside, Green Infrastructure and Town Centres.
- 5.120 In line with national planning policy (PPS 5: Planning for the Historic Environment) the policy sets out a positive, proactive strategy for the conservation, enhancement and enjoyment of the historic environment and heritage assets.
- 5.121 The District has a great many buildings of quality and character that are of recognisable architectural or historic interest. Many of these are acknowledged by central government through statutory listing, which imposes additional planning controls in the form of listed building consent. However, there are other heritage assets that are not included on the statutory list but which are still of importance to the architectural, social and cultural history of the District and which contribute to the character of their settlement or the landscape.
- 5.122 Whilst the strategy supports the promotion of buildings worthy of special protection for statutory listed status, the Council will also promote the setting up of a local list of buildings/features of local importance and accompanying policy to encourage their recognition and sympathetic management, in accordance with Planning Policy Statement 5: Practice Guidance. The support of Parish Councils/Meetings, Parish Plan/Village Design Statement groups, civic societies and historic interest groups will be invaluable in this process.



- 5.123 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.
- 5.124 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.
- 5.125 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.

## **Policy CS12: Delivering Development and Supporting Infrastructure**

### **Introduction**

- 5.126 A strategic policy dealing with development impact and community infrastructure is needed in order to provide a framework against which future development is assessed. The policy will ensure that appropriate measures are taken to mitigate the impacts of development and ensure that the necessary infrastructure to accompany development is provided.
- 5.127 This policy helps to deliver Strategic Objectives 3 (new development provided with appropriate infrastructure, services and facilities), 4 (protect, enhance and where appropriate secure the provision of additional accessible community services), 6 (safeguarding and enhancing settlements in the District), 8 (promoting good design), 9 (reducing impact of traffic), 10 (maximise re-use and recycling of waste) and 11 (maximise the use of renewable resources).

### **Policy CS12: Delivering Development and Supporting Infrastructure**

- a) **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.**
- b) **The Schedule will be subject to annual review and updated through liaison with providers.**
- c) **As outlined in the Schedule, where appropriate, development will be required to contribute to funding elements of the Infrastructure Schedule 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.**
- d) **In respect of planning obligations, the effect on the viability of development schemes will be taken into account.**
- e) **Further guidance will be provided in a Developer Contributions Supplementary Planning Document.**
- f) **Arrangements for developer contributions must guarantee funding is provided at a time to ensure delivery of the relevant facilities.**
- g) **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 CS5 and CS11).**

## Explanation

- 5.128 Appendix 2 provides an Infrastructure Schedule, compiled in liaison with relevant agencies and providers to assess the cost of facilities required by the proposed development. This also sets out expected forms of funding.
- 5.129 The Schedule will be updated annually and reported to the Planning Policy Reference Group (referred to in Chapter 7 Managing and Monitoring the Strategy) which will involve infrastructure providers as part of a collaborative process of monitoring and managing the Core Strategy.
- 5.130 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.
- 5.131 In addition to the infrastructure requirements listed in the Schedule which appear to be directly generated by development, other community facilities may be needed within the District during the plan period. These include facilities for Burials and Cremation, Places of Worship, Arts and Culture. Provision for these facilities will be supported in locations which meet the transport approach outlined in Policy CS5 and design approach outlined in Policy CS11.

## Chapter 6: Policies for Places

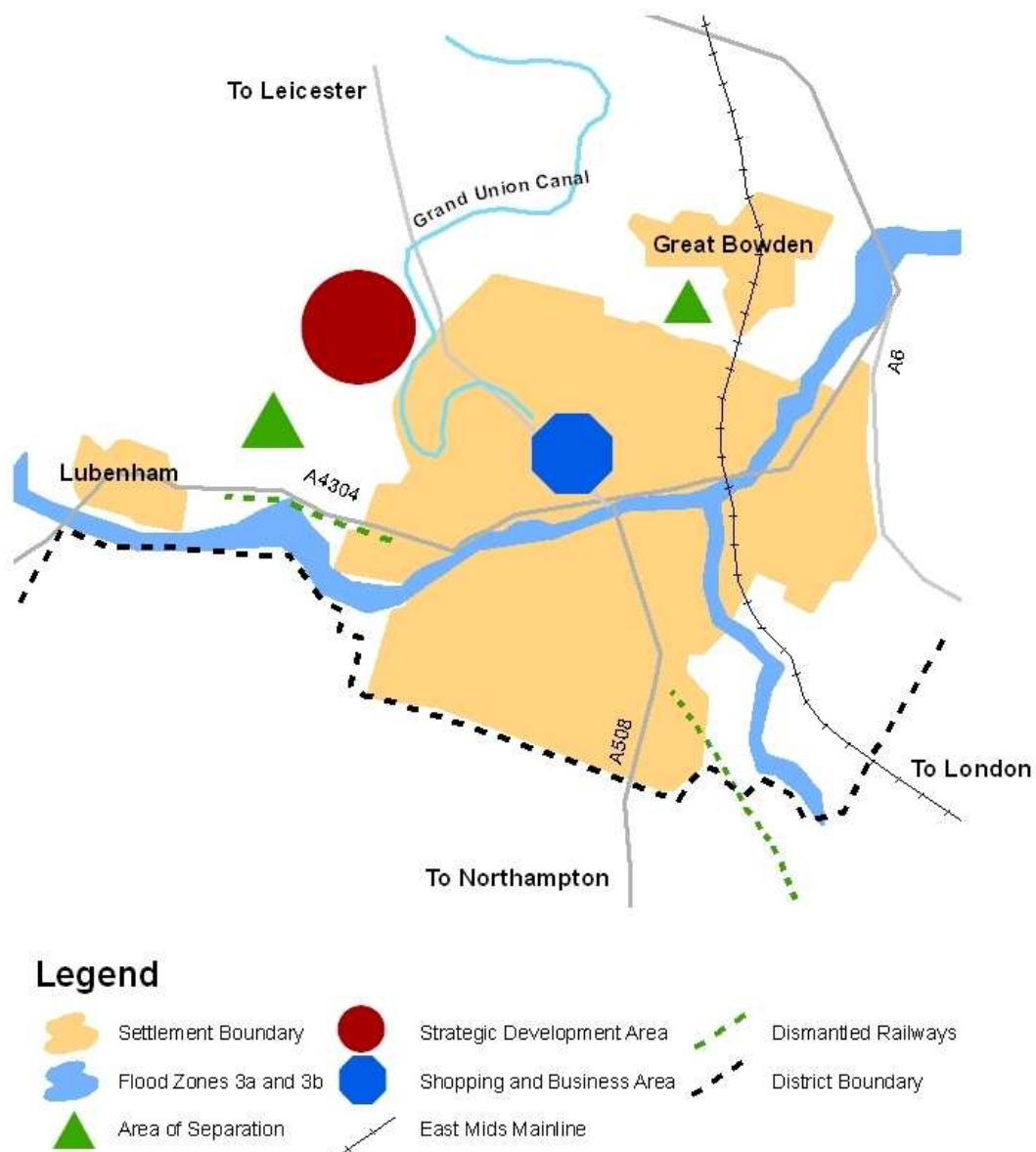
- 6.1 This chapter explains how the Spatial Strategy (Policy CS1) and the delivery policies will influence individual places within the District. As the spatial portrait makes clear, the issues and challenges facing the District are different depending on location. People relate more to their local area or the rural area in general than they do to Harborough District as a whole. The Spatial Strategy (Policy CS1) is designed to be read at a place based level in recognition of this.
- 6.2 This chapter contains place-based policies as follows:
- § Policy CS13: Market Harborough
  - § Policy CS14: Lutterworth
  - § Policy CS15: Leicester Principal Urban Area
  - § Policy CS16: Broughton Astley
  - § Policy CS17: Countryside, Rural Centres and Rural Villages
- 6.3 This chapter recognises the diversity of the District, the existence of local ambitions and concerns and provides a clear overview of the future of different parts of the District.

# Policy CS13: Market Harborough

## Introduction

- 6.4 Market Harborough is one of two historic market towns within Harborough District. Market Harborough is located in the far south of the District; the other being Lutterworth in the west. Market Harborough developed as a coaching town, drawing trade from passing traffic on the A6. Further growth was prompted by the strategic importance of the A14 to the south and improvements to the train line, enabling commuting to London. The development of the by-pass and street scene improvements in the town centre during the 1990's further enhanced its attractiveness as a centre for an affluent rural catchment area. Market Harborough regularly features in lists of the top ten places to live in the country, its attractiveness adding to pressure for housing within the town.
- 6.5 Market Harborough serves as the principal town within the District for retail, employment, administrative and public transport purposes. As described in the spatial portrait, the town forms a service centre for a large part of the District and parts of North Northamptonshire. The existence of a broad range of daily and higher order services and facilities, together with improvements to the Leicester to London rail service, and a good inter urban bus service make Market Harborough the most sustainable location for further development in the District.
- 6.6 This policy explains how future growth will be accommodated within the town and applies to Market Harborough, together with land within the parishes of Great Bowden, Foxton and Lubenham.
- 6.7 This policy helps to deliver Strategic Objectives 1 (meeting strategic housing needs), 2 (fostering economic growth), 3 (new development located in sustainable locations), 4 (secure provision of accessible community services, open spaces and infrastructure), 5 (protect settlement pattern), 7 (protecting and promoting the town's viability and vitality) and 9 (reducing impact of traffic).

## Market Harborough



### Policy CS13: Market Harborough

Market Harborough will develop its role as the principal town within Harborough District and will be the main focus for additional development. This growth will be accommodated in a manner which respects Market Harborough's role as a historic market town and which safeguards its compact and attractive character, as follows:

- a) The principal means of accommodating housing growth on greenfield land in Market Harborough will be in the form of a strategic development area of at least 1000 dwellings to the north west of the town. Development in this area will:
  - i) Provide a new community that is linked to and an integral part of Market Harborough;

- ii) Provide a range of community facilities, local retail opportunities, open spaces and recreational facilities, together with a primary school, if sufficient evidence of need exists;
  - 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;
  - iv) Provide high quality walking, cycling and public transport links to Market Harborough and to other relevant destinations;
  - v) Have a distinctive identity that maximises the opportunities provided by its location, landscape context and the local built heritage. The relationship with the canal will be taken full advantage of in terms of linkages, uses and design;
  - vi) Conform with more detailed design policies and principles to be set out in the Allocations Development Plan Document and an agreed masterplan, which will be developed in partnership between the developer, the Council and key stakeholders including representatives of local residents and adopted in future planning policy;
  - vii) Consider the suitability of the provision of a Local Nature Reserve as part of the development.
- c) Transport interventions delivered in association with additional development in and around Market Harborough, will focus on:
- i) Seeking to discourage peak hour vehicular traffic movement through the town centre, residential areas and through surrounding villages (particularly Foxton, Lubenham and Great Bowden).
  - ii) Encouraging journeys within the town by, walking, cycling and local bus services and making traffic junctions within the town work better for all.
  - iii) The creation and implementation of a town wide cycle network.
  - iv) Improved public transport provision, in particular links to the centre of Market Harborough and Market Harborough Rail Station.
  - v) Management of parking and loading facilities to respond to 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, 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.
  - 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.
- d) The town centre will continue to be the focus for retailing within Market Harborough as follows:



- i) Development proposals for new retail and other town centre uses will generally be supported in Market Harborough town centre where appropriate to its nature, scale, historic and architectural heritage.
  - ii) The Council will work with partners to protect and enhance the range of leisure and entertainment facilities in Market Harborough and the contribution that these uses and the evening and night-time economy makes to town centre viability and vitality.
  - iii) Market Harborough's Principal Shopping and Business Area (as defined in Harborough District Local Plan policy SH/1) will be extended in the Allocations DPD and may include the retail area at Springfield Street/Kettering Road and the secondary shopping area of St Mary's Road. The Allocations DPD will identify land to meet approximately 7,600m<sup>2</sup> additional comparison floorspace.
  - iv) The retention of existing local facilities will be supported and Great Bowden, Western Avenue, Rockingham Road and the strategic development area to the north west of the town will provide a focus for additional local retail facilities serving local needs.
- e) Market Harborough's role as a focus for employment opportunities within the District will be supported and enhanced as follows:
- i) Important existing employment sites will be designated 'Key Employment Areas' (KEA's) and protected from changes of use which may limit future business development.
  - ii) 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.
  - ii) New enterprise will be supported by working with partners to deliver accommodation for business incubation and development.
- f) The principle of a separation area between Great Bowden and Market Harborough will be maintained and a new separation area will be identified between Lubenham and Market Harborough to ensure the retention of identity and distinctiveness of neighbouring settlements.
- g) All further development at Market Harborough will be accompanied by the provision of local infrastructure as described in Appendix 2 and in accordance with Policy CS12. This will include contributions where appropriate to sustainable transport measures, green infrastructure, improved waste recycling facilities, local services and community facilities. Such facilities should complement the development of existing community services in partnership with agencies particularly in the Market Harborough priority neighbourhood area.

## **Explanation**

- 6.8 Market Harborough's status as the principal town within Harborough District is identified and confirmed within the Spatial Strategy at Policy CS1. This is in recognition of its higher level of services and facilities when compared with

other settlements within the District. The Transport Assessment identified that, on average sites within Market Harborough benefit from significantly higher level of accessibility via public transport than sites at other settlements within the District. In addition, estimates of future carbon emissions resulting from personal travel indicate that residents of Market Harborough will have the lowest carbon emissions of all residents within the District due to a combination of close proximity to services and therefore a reduced need to travel and a choice of non-car modes of transport, including frequent bus and train services. Market Harborough is therefore identified as the most sustainable location for development within the District and therefore the focus for future growth.

- 6.9 Market Harborough's potential capacity for accommodating future growth is limited primarily by landscape constraints. The Market Harborough Landscape Character Assessment identifies a number of areas of high and moderate / high sensitivity, resulting from the impact on the landscape of steep scarp slopes to the north of the town, the Grand Union Canal to the west, and the River Welland and its floodplain to the west and south east of the town.

#### Strategic Development Area

- 6.10 In order to accommodate the scale of growth envisaged for Market Harborough commensurate with its status as the principal town within the District, large scale housing allocation is required. The relatively low level of suitable previously developed sites identified by the SHLAA requires that significant Greenfield land is found. In order to avoid piecemeal development, which would be difficult to bring forward in a co-ordinated manner with the necessary infrastructure and contribution to Market Harborough's existing facilities, a large strategic development area is identified as the most appropriate way to accommodate growth. The sensitivity and limited capacity of the surrounding landscape suggests that the only options to accommodate such growth are focused into two key areas: to the north west of the town; or to the south east.
- 6.11 The Transport Assessment considered 5 possible areas of search to accommodate growth and in transport terms also identified the same two broad areas: to the south and east of the town; or to the north west. Both were considered capable of accommodating growth. The potential area to the south east had the benefit of relatively close proximity to the town centre services and facilities, providing easy access by sustainable modes of transport. However, the study also identified a number of challenges associated with developing in this area, including the presence of the East Midlands train line, multiple land ownership and floodplain.
- 6.12 The Strategic Flood Risk Assessment identified an area of Flood Zone 3b (functional floodplain) and Flood Zone 2 (1000yr floodplain) immediately to the south east of Market Harborough within the area identified by the Transport Assessment as a potential area for growth. Furthermore, the 2010 SHLAA Update identified a number of site-specific issues affecting the suitability of individual parcels of land in this area associated with transportation and

accessibility. Whilst it is possible that further investigation may identify suitable mitigation measures to overcome these issues on individual parcels of land, there is insufficient evidence of deliverability of a large enough area of land to accommodate a strategic development area. Individual parcels of land within this area may come forward, subject to transport, accessibility and landscape constraints.

- 6.13 There is however evidence of a large area of land to the north west of the town, sufficient to deliver a considerable proportion of Market Harborough's share of District housing needs. The strategy therefore identifies moderate levels of growth for Market Harborough and accommodates this largely in one single strategic development area to the north west of the town.
- 6.14 The proposed strategic development area is in an area where landscape impacts can be mitigated and which does not prejudice current open land between Market Harborough and Lubenham. Complementary development of brownfield and limited greenfield development elsewhere in and around the town will take place where landscape constraints permit.
- 6.15 The strategic development area will be separated from Market Harborough by the strategic green corridor of the Grand Union Canal (Market Harborough Arm) but will be only 2 km from the centre of the town. The strategic development area is expected to deliver a range of local services and facilities to meet the everyday needs of its residents, with higher order services available within the town centre. In this way, it is expected that the new community will function in a similar way to Great Bowden village. The new community will be part of Market Harborough and capable of sustaining a school if needed and local services.
- 6.16 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. Transport modelling work undertaken using the new Leicester and Leicestershire Integrated Transport Model (LLITM) predicts a significant increase in traffic flow 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.
- 6.17 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. 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, the potential traffic impacts on Market Harborough of development appear to justify the need to safeguard:

- i. potential provision of through link between A4304 Lubenham Hill and B6047 Leicester Road as part of the North West Strategic Development Area development proposals
- ii. improvements to the Northampton Road, Welland Park Road, Springfield Road junction in the town centre.

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

#### Other issues

- 6.18 In light of the strong community support expressed for the retention of Areas of Separation designations, the policy indicates that the important gaps between Market Harborough and Lubenham and Market Harborough and Great Bowden are protected and identified as separation areas. Detailed boundaries will be defined as part of the Allocations DPD. These areas will perform multiple functions to serve both their local and wider urban communities so that their contribution to the District's Green Infrastructure network is maximised
- 6.19 Further explanation of the approaches to Delivering Housing Choice and Affordability, Improving Town Centres and Retailing, Enabling Employment and Business Development and Protecting and Enhancing Green Infrastructure, as referred to within this policy is provided under Policies CS3, CS6, CS7 and CS8.

## Policy CS14: Lutterworth

### Introduction

- 6.20 Lutterworth is a small market town and Key Centre in the District on the southern fringe of Leicestershire. Like Market Harborough, it is influenced as much by its position on the County border near Warwickshire and Northamptonshire as much as by Leicester and Leicestershire. The town developed as a coaching stop on the route from Leicester to Oxford and London but in the twentieth century research and engineering industries developed, often utilising the testing facilities available in nearby former world war two airbases. Magna Park, one of the first and largest dedicated freight distribution parks was developed on Bitteswell Aerodrome in the 1980's. Today Lutterworth continues to be influenced heavily by transportation, with the M1 and A5 on each side of the town and the A426 linking to the M6 passing through the town centre. Owing to the volume of traffic in particular HGVs in the town centre, Lutterworth town centre is the only Air Quality Management Area in the District.
- 6.21 This strategy helps to deliver Strategic Objectives 1 (meeting strategic housing needs), 2 (fostering economic growth), 3 (new development located in sustainable locations), 4 (secure provision of accessible community services, open spaces and infrastructure), 5 (protect settlement pattern) , 7 (protecting and promoting economic viability of towns and rural centres) 9 (reducing impact of traffic), 12 (promote sustainable growth of tourism) and 13 (locate new development in areas to minimise flood risk).

## Lutterworth



### Policy CS14: Lutterworth

Lutterworth will develop as a Key Centre for the District to provide new housing, 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.

In so doing residential development will be provided to encourage town centre trade, opportunities sought to attract shoppers to the town and steps taken to maintain employment uses (offices and light industrial) within the town whilst accommodating businesses dependent on HGV access to locate where such traffic does not need to travel through the town centre.

More specifically:

- In the provision of new housing, any extensions to Limits to Development will take place to the north of the town and will be addressed as part of the Allocations DPD.

- b) Transport interventions delivered in association with additional development in and around Lutterworth will focus on improving air quality and reducing the adverse effects of traffic flow in the town centre by:
- i) Resisting development which would result in additional Heavy Goods Vehicles passing through Lutterworth town centre;
  - ii) Support for routeing schemes for Magna Park and other warehousing occupiers to prevent HGV traffic passing through Lutterworth;
  - iii) Supporting the principle of the development of other uses on land within Lutterworth presently used by HGV generating development;
  - iv) Locating future HGV generating business development to the south of the town with good access to the M1, A4303 and A426;
  - v) Improving links within the existing urban area for walking, cycling and local bus provision;
  - vi) Local traffic calming measures in the town centre, and appropriate junction improvements elsewhere in the town to improve traffic flow.
- c) Lutterworth town centre will be promoted for shopping in the District and its Principal Shopping and Business Area (as defined in Harborough District Local Plan policy SH/1) will be reviewed and possibly extended to support development opportunities and to help realise the potential of the town as a retail and service centre. The Principal Shopping and Business Area boundary will be determined in the Allocations DPD and may include site identifications to support the delivery of the Lutterworth Town Centre Vision and Masterplan.

The Council will work with partners to protect and enhance leisure and entertainment facilities in Lutterworth town centre, within the Principal Shopping and Business Area and in edge of centre locations, and the contribution that these uses make to town centre viability and vitality. Consideration will be given to the effect of proposed developments on the retail function of the centre, impact on residential amenity, and the cumulative impact of uses on community safety.

- d) Employment development will be supported which strengthens the role of Lutterworth as a Key Centre within the District and reinforces the Spatial Strategy set out in Policy CS1. Locations within or adjoining Lutterworth will be preferred to reduce the need to travel between home and jobs and enable the fullest use of sustainable modes of transport. Key Employment Areas will be identified to protect them from changes of use which may limit future business development subject to appropriate measures to control access by heavy goods vehicles. Proposals to renew or upgrade the environment of employment areas not identified as Key Employment Areas for continued employment use or alternative, mixed or non employment uses will be supported especially when these help to reduce heavy goods vehicle flow through the town centre. Any additional proposals for business development in Lutterworth which require access by heavy goods vehicle should be located near the M1, A426 and A4303.



- e) **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. 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 the promotion of improved biodiversity will be supported in this area.**
- f) **All further housing developments at Lutterworth should be accompanied by the provision of local infrastructure as described in Appendix 2 and in accordance with Policy CS12. This will include contributions where appropriate to sustainable transport measures, green infrastructure, improved waste recycling facilities and community facilities.**

## **Explanation**

- 6.22 The level and location of development at Lutterworth is influenced by available development land, the need to prevent coalescence with nearby settlements, traffic congestion and air quality in the town centre and landscape capacity.
- 6.23 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.
- 6.24 The policy seeks alternative measures to the provision of a Western Relief Road, for which a corridor was safeguarded in the Harborough District Local Plan 2001. Whilst an option of an alternative Eastern Relief Road was outlined in a report to the County Council in 2008, the cost of this route is prohibitive and it is unlikely to be delivered through public or private investment in the period to 2028. A strategy to seek to divert HGV traffic away from Lutterworth is presently supported by the District and County Council as part of an action point within the Local Transport Plan and Air Quality Management Plan. The most favoured approach in terms of development during the period to 2028 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. 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.
- 6.25 Employment land in Lutterworth is mostly concentrated along the Leicester Road in a series of estates occupying the sites of former engineering works. During the lifetime of the strategy the approach will be to continue to move the character of the area away from large scale distribution activity to offices and light industrial uses and alternative forms of development where appropriate.

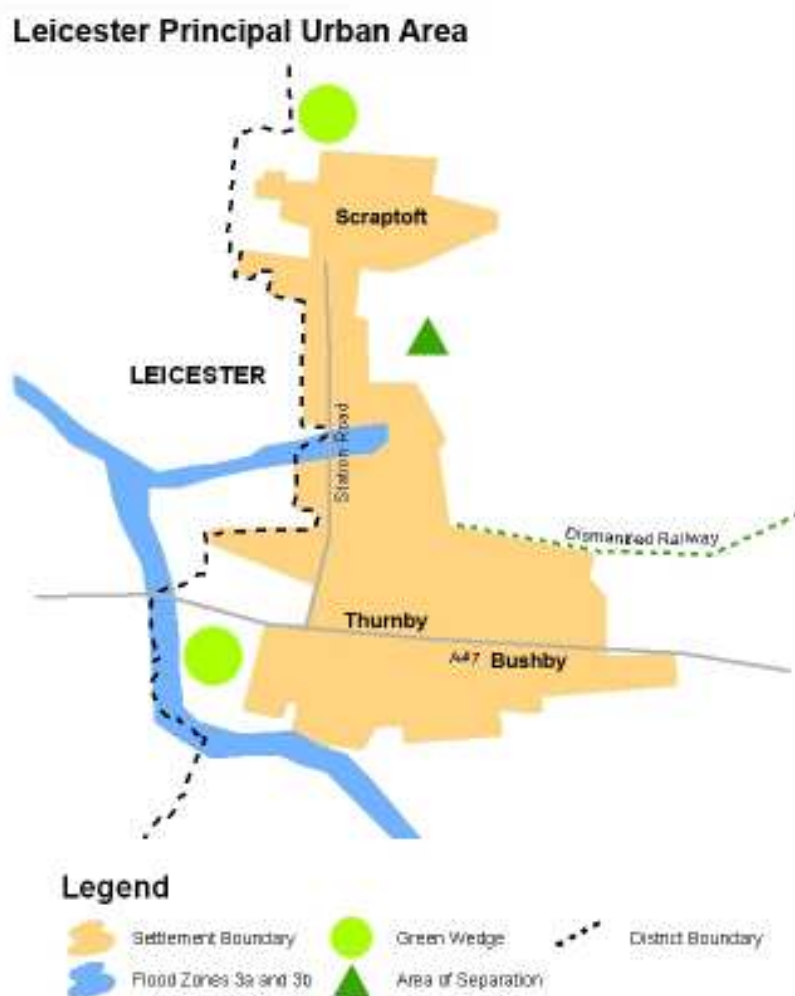
- 6.26 Lutterworth currently under-performs as a retail centre and there is a particular need to help strengthen the comparison shopping offer during the period to 2028. This will be achieved by examining development opportunities around the Principal Shopping and Business Area with a view to promoting opportunities to retain and attract shoppers to the town centre.
- 6.27 The proximity of Lutterworth town and Bitteswell village coupled with the nearby presence of the large scale Magna Park Distribution Centre (which occupies the same area as Lutterworth town itself) demands an approach which in seeking appropriate location for additional housing development, avoids coalescence. In order to signpost development away from this area a Separation Area will be maintained but specific support given to the use of this area for implementing green infrastructure initiatives as described in Policy CS8.

## Policy CS15: Leicester Principal Urban Area

### Introduction

- 6.28 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 Scraptoft 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.
- 6.29 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 in the A47 corridor so options for smaller levels of development were explored. It is considered that the area within and adjoining the Leicester PUA at the settlements of Scraptoft, Thurnby and Bushby is suitable for accommodating the level of planned development.
- 6.30 The Leicester PUA settlements have good transport links into Leicester due to the A47 running east-west to the north of Thurnby and Bushby and to the south of Scraptoft. As Leicester is in such close proximity, the settlements benefit from easy access to key services and facilities including shopping, leisure and healthcare opportunities. Along with Leicester City Centre, the Leicester City Local Centres of Downing Drive, Evington Village, Humberstone Village/Road, and Thurncourt Road are all in close proximity. While the A47 provides good transport links to Leicester, the settlements have poor orbital transport links between radial routes. This is due to the outer ring road not being upgraded to the east of Leicester and results in the creation of 'rat runs' on local roads around the settlements for any journeys not on the A47.
- 6.31 The A47 lies along a ridge, with the landscape dropping sharply to the south of Thurnby and Bushby and more gently to the north, before rising again into Scraptoft. The Thurnby Brook runs east-west roughly between Thurnby and Scraptoft, while the Bushby Brook runs north-south along the Local Authority border with Leicester City. The former Great Northern Railway line, which closed in 1962, runs east-west through Thurnby and Bushby, behind Charnwood Drive and Dalby Avenue. The village centres of Thurnby and Bushby are located parallel to and just south of the A47, while Thurnby continues north along Station Lane. Scraptoft is situated at the northern point of Station Lane, adjoining Thurnby Lodge and Hamilton to the west and with open countryside to the north and east towards the villages of Beeby and Keyham.

- 6.32 Due to the close proximity to Leicester, there has been considerable development across the three villages, with recent large developments at Pulford Drive in the late 1980's and Bushby Woods in the 1990's. More recent development has taken place on previous large housing plots alongside the A47 and on the site of the De Montfort University campus in Scraptoft.
- 6.33 This policy explains how future development will be accommodated across the settlements, and how they will each retain their own identity as villages and avoid further coalescence with Leicester.
- 6.34 This policy helps to deliver Strategic Objectives 1 (meeting strategic housing needs), 2 (fostering economic growth), 3 (new development located in sustainable locations), 4 (secure provision of accessible community services, open spaces and infrastructure), 5 (protect settlement pattern) and 9 (reducing impact of traffic).



### **Policy CS15: Leicester Principal Urban Area**

**Development within or adjoining the built up parts of Scraptoft, 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.**

- a) Transport interventions delivered in association with additional development in and around the Leicester Principal Urban Area will focus on providing improved local links within the existing urban area for bus services, walking, cycling, and the effects of traffic generation on key junctions and corridors e.g Station Lane and the A47.**
- b) New retail development within Scraptoft, Thurnby and Bushby will only be granted planning permission where such proposals support the viability of existing local retail centres and serve the everyday convenience shopping and service needs of the residents of Scraptoft, Thurnby and Bushby. Proposals of a greater scale, which could adversely affect the retail function of the District Centre at Oadby or the Local Centres of Downing Drive, Evington village, Thurncourt Road, Humberstone Road and Hamilton, will be resisted.**
- c) The following green assets are key priorities for the District. Working with partners, the potential of these corridors/strategic areas to contribute to the aims of the wider Green Infrastructure network around the Leicester Principal Urban Area will be supported:**
  - Sence strategic river corridor;**
  - Dismantled railway lines;**
  - Cycle routes, Right of Ways and Greenways;**
- d) The principle of Green Wedges in the Leicester PUA will be maintained. Green Wedges have been identified as the Leicester/Scraptoft Green Wedge to the north of Scraptoft, 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:**
  - i) Preventing the merging of settlements;**
  - ii) Guiding development form;**
  - iii) Providing access from urban areas into green spaces/ countryside; and**
  - iv) Providing recreational opportunities.**
- e) The principle of a separation area will be maintained to the east of Station Lane and south of Covert Lane, to ensure the retention of identity of the Leicester Urban Fringe settlements and prevent coalescence between the villages of Scraptoft and Thurnby / Bushby. Support will be given for proposals in this area which protect and enhance the natural green space, improve accessibility through the provision of walking and cycling routes and leisure activities, and promote biodiversity.**

**Explanation**

- 6.35 The need for future development in the Leicester Principal Urban Area to safeguard the communities of Thurnby, Bushby and Scraptoft, prevent coalescence with the rest of the Leicester urban area and not impact on the regeneration and development objectives of neighbouring Local Authorities is set out in Policy CS1. This recognises the location of the Urban Fringe settlements adjacent to Leicester and the desire for these settlements to remain as separate and distinctive communities.
- 6.36 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 CS2, 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.
- 6.37 The Leicester Principal Urban Area is located in the High Leicestershire landscape character area as defined in the District Landscape Character Assessment (2007). The study defines High Leicestershire as an attractive rural character area with small settlements, agriculture and woodland as its major features. The area has a low capacity to accept any major developments in all but the western suburban areas. The areas of High Leicestershire able to accommodate development include Scraptoft, Thurnby and Bushby. The 2009 PUA Landscape Study identifies several areas of land adjoining existing development at the A47 and Thurnby and Scraptoft, as having a 'medium/medium-high/ high' capacity.
- 6.38 Although in close proximity to Leicester and a number of Local Centres as outlined above, Thurnby, Bushby and Scraptoft contain a number and range of services and facilities. Scraptoft and Thurnby (Pulford Drive) are served by a half hourly bus service into Leicester.
- 6.39 The strategic policy basis for the definition of Green Wedges around Leicester was included in the Leicestershire Structure Plan (1987) and subsequent versions of the plan. Both identified Green Wedges border Leicester City, and Leicester City Council has set out its commitment to retaining Green Wedges in its Core Strategy. In supporting the principle of Green Wedges and the Area of Separation, the strategy reflects the strong community and Parish Council support expressed for the retention of Green Wedge designations, and Area of Separation and their strategic role. Fundamental to their success is the need to protect their open and undeveloped character through the prevention of inappropriate development, maintaining a degree of separation between settlements and avoid coalescence with Leicester. While residential development will be discouraged in these areas, specific support will be given for implementing Green Infrastructure initiatives as described in Policy CS8.





## Policy CS16: Broughton Astley

### Introduction

- 6.40 Broughton Astley lies close to the north western boundary of the District, six miles north of Lutterworth and nine miles south west of Leicester City but with good road access to Hinckley, Blaby town centre and the out of centre development at Fosse Shopping Park and Grove Park Commercial Centre adjoining the M1/M69.
- 6.41 Broughton Astley originates from two villages, Primethorpe and Broughton, which became linked by development along Main Street and Station Road and is now a single community. Sutton-in-the-Elms, although part of the parish, is separated from Broughton Astley by the B581 Broughton Way bypass, and consequently retains its own separate identity.
- 6.42 Its relatively close proximity to Leicester has resulted in considerable development pressure over the past 40 years. Planned development in the village, since the late 1960s, means that significant expansion has taken place. In 1968 the population of Broughton Astley was approximately 1,800. The latest population estimate is 8,660 (mid 2004). Between 1991 and 2001 alone the population increased by almost a third.
- 6.43 However, the provision of services and facilities has not kept pace with the increase in population. Taking population size, Broughton Astley is on a par with Lutterworth but in terms of its retail and service provision it has a much more limited offer. This is in part due to its easy access to the Leicester urban area with its wide range of higher order shops and services on offer. Whilst this lack of services and facilities is an issue locally, residents value the fact that Broughton Astley is still a large village in character and feel and this is reflected in the policy below.
- 6.44 The policy explains how much future growth will be accommodated and how the identity of Broughton Astley and Sutton in the Elms will be protected.
- 6.45 This policy helps to deliver Strategic Objectives 1 (meeting strategic housing needs), 2 (fostering economic growth), 3 (new development located in sustainable locations), 4 (secure provision of accessible community services, open spaces and infrastructure), 5 (protect settlement pattern), 7 (protecting and promoting the viability and vitality of town and rural centres), 9 (reducing impact of traffic) and 13 (reducing risk of flooding).

## Broughton Astley



### Policy CS16: Broughton Astley

Broughton Astley will develop its role as a Key Centre to the local population, providing new housing and offering an improved range of services, facilities, shops and employment opportunities. Modest growth and associated infrastructure will be accommodated as follows:

- 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.
- Transport interventions delivered in association with additional development in and around Broughton Astley will focus on improving links within the existing built-up area for walking, cycling and bus provision and ensuring other vehicular traffic keeps to appropriate routes.

- c) **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 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.**
- d) **Key Employment Areas in Broughton Astley will be identified and protected from changes of use which may limit future business development. As a Key Centre it will be considered a preferred location for employment provision in the review of existing employment sites and allocations. Both these will be carried out as part of the Allocations Development Plan Document.**
- e) **An area of separation will be identified between Sutton in the Elms and Broughton Astley to ensure that the identity and distinctiveness of settlements is retained.**
- f) **Further housing development at Broughton Astley should be accompanied by the provision of local infrastructure as described in Appendix 2 and in accordance with Policy CS12. This will include contributions where appropriate to sustainable transport measures, green infrastructure, improved waste recycling facilities, local services and community facilities.**

## **Explanation**

- 6.46 Broughton Astley's role as a Key Centre alongside Lutterworth is set out in Policy CS1: Spatial Strategy. This is in recognition of its population, its current range of services and facilities and the need to broaden its retail, service and employment provision.
- 6.47 In considering the level of housing to be provided in Broughton Astley, the Transport Assessment, undertaken by Arup on behalf of the Council, identified that while the development of up to 500 houses would have an impact on the village, such development would be unlikely to cause the operation of any junction to fail.
- 6.48 In landscape terms, Broughton Astley lies within the Upper Soar landscape character area. The Harborough District Landscape Character Assessment (Atkins, 2007) considered Broughton Astley capable of accommodating development around its edges where topography allows the new development to connect with the existing settlement edge without exposure to open views or impact on the wider Upper Soar character area. Although the Spatial Strategy (Policy CS1) is committed to giving priority to previously developed land, the vast majority of Broughton Astley's capacity is on greenfield land (SHLAA 2010 Update).

- 6.49 The provision of services, facilities, employment opportunities and retail floorspace has not kept pace with the development of housing in Broughton Astley. There is considerable local support to assist Broughton Astley in becoming a more balanced sustainable settlement with a range of supporting commercial and community facilities which are commensurate with its population size. However, the strategy for Broughton Astley accepts that provision of such facilities is likely to be affected by the proximity of other centres (eg Hinckley and in the Leicester urban area) beyond Harborough District.
- 6.50 In addition to new housing the strategy for Broughton Astley sets out a commitment to supporting the development of additional services and facilities, particularly retailing and employment uses. This strategy reflects the local desire for Broughton Astley to become a more balanced community in terms of community, commercial and employment provision. 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 allows for the development of additional housing to help meet local needs. At least 30% of new housing development will be affordable.
- 6.51 Protecting key employment areas is a priority in Broughton Astley given the high level of out commuting and the relatively low level of employment opportunities. It is a key element of making the settlement more sustainable over the plan period.
- 6.52 Identified as a District Centre in the retail hierarchy, Broughton Astley caters for localised needs. While it fulfils this role, it does not have the range of shops and services commensurate with the size of its population. While the close proximity of other centres will inevitably affect retail development potential, the settlement needs to become more sustainable in terms of retail and its local services and facilities. There is very limited opportunity for further development within or immediately adjoining the currently defined Principal Shopping and Business Area. Additional development to enable sport and leisure provision and possibly additional retail development may therefore require consideration of locations outside the Principal Shopping and Business Area providing there is good accessibility particularly by non car modes. This will be considered further in the Allocations DPD. This strategy aims to enhance Broughton Astley's retail role as a District Centre, by protecting and enhancing retail and local facilities thus reducing the need to travel.
- 6.53 In order to ensure that Broughton Astley and Sutton in the Elms remain distinct settlements, an area of separation will be defined in the Allocations Development Plan Document. This will ensure that the area between the two settlements remains largely open and undeveloped. This area will be a focus for green infrastructure where appropriate.

- 6.54 Further explanation of the approach to Delivering Housing Choice and Affordability, Improving Town Centres and Retailing, Enabling Employment and Business Development and Protecting and Enhancing Green Infrastructure, referred to within this policy, is provided under Policies CS3, CS6, CS7 and CS8.

# Policy CS17: Countryside, Rural Centres and Rural Villages

## Introduction

- 6.55 Harborough is essentially rural in character. The need to maintain this unique rural character, whilst at the same time ensuring that the needs of the community are met through sustainable growth and suitable access to services, forms the basis of the Spatial Strategy to 2028 set out at Policy CS1. A strategic policy dealing with the countryside and rural settlements is essential in order to provide a framework for protecting, enhancing and managing the character and appearance of the landscape, maintaining and strengthening local distinctiveness and providing for development which meets local needs and helps retain local services.
- 6.56 The policy sets out where development will take place in the rural areas and the scale of growth to 2028. While 30% of the District's population live in settlements of fewer than 500 residents, there are larger rural settlements that provide a range of community services and commercial facilities and their influence extends beyond the parish boundary. These are identified as Rural Centres and the policy sets out how their role will be protected and, where possible, strengthened. Other selected villages are identified which have a more limited range of services but which would benefit from the support of limited development.
- 6.57 This policy helps to deliver Strategic Objectives 1 (meeting strategic housing needs), 3 (new development located in sustainable locations), 4 (secure provision of accessible community services, open spaces and infrastructure), 5 (protect settlement pattern), 6 (protect and enhancing the character and built heritage of settlements), 7 (protect and promote District's towns and rural centres) and 12 (promote sustainable growth of tourism and access to countryside).

## **Policy CS17: Countryside, Rural Centres and Rural Villages**

**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.**

**Only development required for the purposes of agriculture, woodland management, sport and recreation, local food initiatives, support visits to the**

**District and renewable energy production will be appropriate in the Countryside subject to compliance with other relevant policies in this Strategy.**

**Rural development will be delivered as follows:**

- a) 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.**
- b) Proposals will be supported which reduce the need to travel from rural areas such as:
  - i) Development for permanent/mobile service or shopping provision;**
  - ii) Development which provides or increases the opportunity for people to work and/or shop from home and help realise digital connectivity at speeds and reliability levels comparable with urban areas.****
- c) Rural development will be located and designed in a way that is sensitive to its landscape setting, retaining and, where possible, enhancing the distinctive qualities of the landscape character area in which it is situated. Key characteristics have been identified for the District's five landscape character areas (High Leicestershire, Laughton Hills, Welland Valley, Upper Soar and Lutterworth Lowlands). All development in these areas will contribute to:
  - i) Protecting and, where possible, enhancing the character and quality of the landscape in which it would be situated;**
  - ii) Conserving and, where possible, enhancing local landscape and settlement distinctiveness;**
  - iii) Protecting and, where possible, enhancing local character through appropriate design and management which is sensitive to the landscape setting;**
  - iv) Avoiding the loss of features and habitats of landscape, historic, wildlife or geological importance, whether of national or local significance;**
  - v) Safeguarding important views and landmarks;**
  - vi) Protecting the landscape setting of individual settlements;**
  - vii) Restoring, or providing mitigation proportionate in scale for, damaged features/landscapes in poor condition; and**
  - viii) Improving the green infrastructure network including increased opportunities for public access to the countryside and open space assets.****
- d) Key Employment Areas in Rural Centres will be identified and protected from changes of use which may limit future business development. To support their designation as Rural Centres and improve their sustainability Billesdon, Fleckney, Great Glen, Husbands Bosworth, Kibworth and Ullesthorpe will be**



**considered preferred locations for employment provision in the rural area in the review of existing employment sites and allocations. Both these will be carried out as part of the Allocations Development Plan Document.**

## **Explanation**

- 6.58 The above strategy for the rural areas seeks to redress past trends in Harborough District which have seen a relatively large proportion of housing development taking place in rural villages (39% of completions since 2006). This pattern of development is not sustainable in the long term.
- 6.59 The Strategy for Housing Distribution (Policy CS2) 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 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 where additional housing is planned. However, this does not preclude limited infill development within currently defined limits to development.
- 6.60 Housing provision for the rural area settlements to 2028 recognises the need to meet housing need in rural areas and support local services. Whilst estimates of future carbon emissions resulting from personal travel indicate that residents for Rural Centres will have significantly higher carbon emissions than residents of larger settlements, supporting local service and shopping provision as set out in the strategy will help minimise the need to travel by car.
- 6.61 Increasing opportunity for home and village delivery of services and promoting the ability for people to work and shop from home using digital connectivity with equality in speed and reliability to urban centres will also assist in this objective.
- 6.62 Rural Centres have been selected based on the settlement having at least four of six relevant services (food shop, GP surgery, Library, post office, primary school and pub). Selected Rural Villages have been identified on the basis of having at least two of the services. The list of specific settlements which meet these criteria in the policy is therefore subject to change as service levels change. Selected Rural Villages are currently identified (September 2010) as Bitteswell, Church Langton, Dunton Bassett, Foxton, Gilmorton, Great Bowden, Great Easton, Hallaton, Houghton on the Hill, Lubenham, Medbourne, North Kilworth, South Kilworth, Swinford, Tilton on the Hill and Tugby. This list will be amended as necessary to reflect up to date service provision.
- 6.63 Development outside Rural Centres and Selected Rural Villages will be strictly controlled in order that the integrity of the landscape character and settlement pattern is protected.

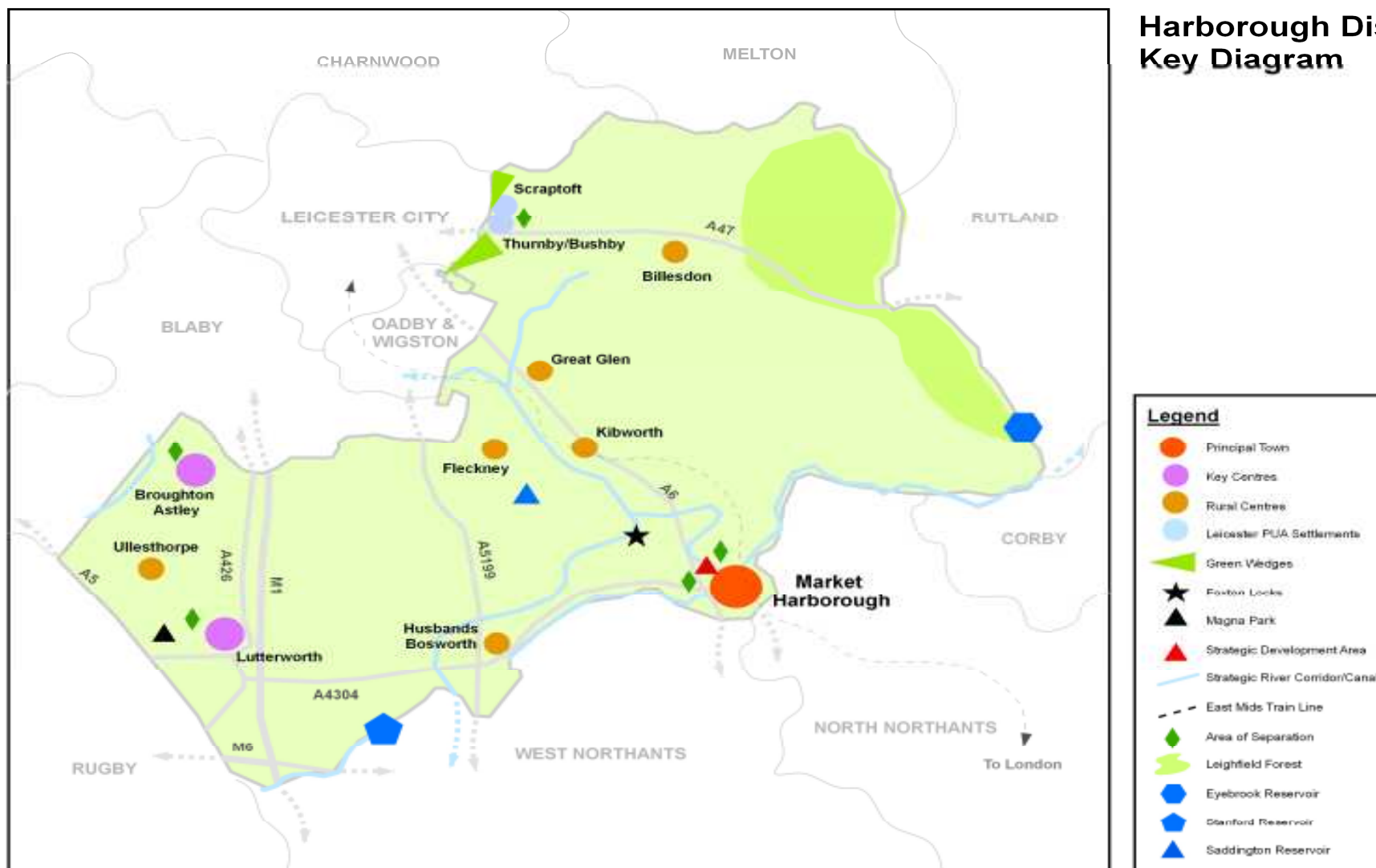
- 6.64 The District-wide Landscape Character Assessment has identified the five landscape character areas within the District. This document is a source of further information about the distinctive characteristics of these areas, together with the identification of landscape features to be considered in deciding upon the siting and form of future development.
- 6.65 Further explanation of the approach to Delivering Housing Choice and Affordability, Improving Town Centres and Retailing, Enabling Employment and Business Development and Protecting and Enhancing Green Infrastructure referred to within this policy, is provided under Policies CS3, CS6, CS7 and CS8.

## Chapter 7: Managing and Monitoring the Strategy

- 7.1 Monitoring is an essential element of plan-making and implementation. The Annual Monitoring Report (AMR) provides the key source of information about the delivery and performance of local planning policies. The AMR is produced by the Council and submitted to the Secretary of State. It is also available to view on the Council's website.
- 7.2 The Monitoring Framework at Appendix 4 explains how the performance of Core Strategy policies will be monitored through the AMR. It is set out under the Strategic Objectives established at Chapter 3. The policy or policies used to deliver each objective are identified, together with indicators and targets. These will allow the Council to assess the extent to which policies are delivering the Strategic Objectives and ultimately the Vision for the District.
- 7.3 Monitoring may indicate that further action is required, particularly where targets are not being met and are unlikely to be met in the future. Significant variation from performance required by the policy and target may result in the need to amend the target, or ultimately to amend the policy. Such a circumstance may trigger a need to consider a review of the Core Strategy. This would be considered in light of advice sought from the Council's Planning Policy Reference Group, to help determine the need for and scope of such a review.
- 7.4 Delivery of the Local Infrastructure Plan (Appendix 2) will be an important element of ensuring the delivery of sustainable development, supported by the necessary services and facilities it requires. More specifically, the Infrastructure Plan:
- Outlines existing infrastructure provision to illustrate how well existing needs are being met
  - Highlights future infrastructure requirements to support population changes housing and employment growth as detailed in Local Development Framework (LDF) documents
  - Provides an indication of the potential costs and methods of funding the identified infrastructure through mainstream public funding, developer contributions and other sources
  - Establishes effective working arrangements with infrastructure agencies to ensure that a dialogue is maintained beyond the scope of individual projects
- 7.5 The intention is to establish a collaborative approach to working with infrastructure agencies to ensure delivery of the identified infrastructure requirements throughout the plan period. It is anticipated that this approach will enable the regular updating of the Infrastructure Plan throughout the plan period to reflect any changes to the service models of agencies as well as

technical advances which may alter current infrastructure requirements. Such updates will be presented within the Annual Monitoring Report.

## Harborough District Key Diagram



## **APPENDICES**

**Appendix 1: Housing Trajectory**

**Appendix 2: Local Infrastructure Plan**

**Appendix 3: Relationship with adopted Local Plan**

**Appendix 4: Monitoring Framework**

**Appendix 5: How the Strategy delivers Strategic Objectives and Sustainable Community Strategy Themes**

**Appendix 6: Glossary**

**Appendix 7: List of evidence documents**

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

		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	Total s
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
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	

## 2 Infrastructure Schedule

Infrastructure / Place	Agency	Requirements	Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028
<b>Market Harborough Over period 2011-2028</b>				
Children and Young People Services	Leicestershire County Council	Market Harborough - Extension to existing primary and secondary schools. New Primary School	To be determined	Development
Community Facilities	Harborough District Council	<p>Additions to main facilities and stand alone provision:</p> <p>1. Market Harborough North West SDA - Minimum two court size village hall as part of wider community hub and land.</p> <p>2. Market Harborough elsewhere – contribute to upgrade existing indoor sports facilities.</p>	To be determined	Development
Electricity Supply	Central Networks	Modest increases spread over wide geographic area; no problems	To be determined	Central Networks

<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
		envisaged		
Fire and Rescue	Leicester, Leicestershire and Rutland Combined Fire Authority	Requirements stemming from new developments will need to be worked through in consultation with the Fire and Rescue Service to take account of any site specific requirements generated by the development	To be determined	Development
Gas supply	National Grid	Distribution of growth will not create capacity issues	To be determined	National Grid
Green Infrastructure	Harborough District Council	Green Infrastructure Enhancement - Grand Union Canal, River Welland Corridor, Local Cycle Routes and Rights of Way  Open Space and Recreation facilities as determined by local analysis	To be determined	Development

Infrastructure / Place	Agency	Requirements	Cost	Funding source				
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028				
		Biodiversity – contribution to Local Nature Reserve designation in upper Welland Valley						
Healthcare	NHS Leicestershire County and Rutland Primary Care Trust	<div>The Primary Care Trust has introduced a number of premises planning tools which have indicated where issues around capacity, workload and standards exist. For Harborough District practices, this has indicated the following</div> <div>The scale is Red – Deep Amber – Light Amber- Green where ‘red’ indicates greatest need of development and ‘green’ least need</div> <table><tr><th>Practice</th><th>Development Needs Red, Deep Amber, Light Amber, Green</th></tr><tr><td>Market Harborough Medical Practice, Coventry Road</td><td>Light amber</td></tr></table>	Practice	Development Needs Red, Deep Amber, Light Amber, Green	Market Harborough Medical Practice, Coventry Road	Light amber		Development
Practice	Development Needs Red, Deep Amber, Light Amber, Green							
Market Harborough Medical Practice, Coventry Road	Light amber							

Infrastructure / Place	Agency	Requirements		Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded				Required sources of delivery in the period to 2028
		Two Shires, Torch Way, Market Harborough	Green		
Highways and Transportation	Leicestershire County Council	<p>Increased frequency of bus services and improved bus facilities in the Leicester Road corridor and at the Rail Station.</p> <p>Improved cycling and walking network in the town – a more comprehensive town wide cycle network.</p> <p>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.</p> <p>Measures to discourage peak hour vehicular traffic</p>		To be determined	Development

<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
		<p>movement through the town centre, residential areas and through surrounding villages.</p> <p>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</p>		
Library Services and Facilities	Leicestershire County Council	Extension to the existing library or relocation into a larger building	To be determined	Development County Council
Policing	Leicestershire Constabulary	<p>Extension / refurbishment of south Basic Command Unit and Market Harborough Police Station</p> <p>Vehicles to patrol additional developed areas/ equip new staff</p> <p>Communications</p>	<p>£727,200 Housing Growth</p> <p>£112,000 Employment Growth</p>	Development Police funding

<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
		infrastructure to cover new areas/ equip new staff		
Recycling and Waste Management Facilities	Leicestershire County Council	Increased facilities and capacity to manage the additional amounts of waste to be recycled at the Market Harborough facility	To be determined	Development
Sewerage	Anglian Water	Insufficient capacity within the existing sewer networks to accommodate growth at Market Harborough	To be determined	Cost of these works will be fully funded by the development with phasing dependant on acceptance of the terms relating to the cost of the infrastructure
Telecommunications	British Telecom	RTP Assessment has no specific reference to HDC area	To be determined	No evidence of local requirement
Water Supply	Severn Trent	Significant reinforcement of the system required	To be determined	Until specific sites have been identified the cost of infrastructure provision to serve the development cannot be determined. Development is expected to fund the required infrastructure.



<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
<b>Leicester PUA Over period 2011-2028</b>				
Children and Young People Services	Leicestershire County Council	Extension to existing primary and secondary schools	To be determined	Development
Community Facilities	Harborough District Council	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	To be determined	Development
Electricity Supply	Central Networks	Modest increases spread over wide geographic area; no problems envisaged	To be determined	Central Networks
Fire and Rescue	Leicester, Leicestershire and Rutland Combined Fire Authority	Requirements stemming from new developments will need to be worked through in consultation with the Fire and Rescue Service to take account of any site	To be determined	Development

Infrastructure / Place	Agency	Requirements	Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028
		specific requirements generated by the development		
Gas supply	National Grid	Distribution of growth will not create capacity issues	To be determined	National Grid
Green Infrastructure	Harborough District Council	<p>Contribution to enhancing Strategic Green Infrastructure – Dismantled railway lines , Local Cycle Routes and Rights of Way</p> <p>Green Wedge enhancement</p> <p>Open Space and Recreation facilities as determined by local analysis</p> <p>Biodiversity – contribution to management /creation of LNRs other local sites of importance</p>	<p>To be determined</p> <p>To be determined</p>	Development
Healthcare	NHS Leicestershire County and Rutland	To be determined	N/A	N/A

<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
	Primary Care Trust NHS Leicester City			
Highways and Transportation	Leicestershire County Council	Improved local links within the existing urban area for buses, walking, cycling, and the effects of traffic generation on key junctions	To be determined	Development
Library Services and Facilities	Leicestershire County Council	Limited impact from the Leicester fringe development	To be determined	Development County Council
Policing	Leicestershire Constabulary	Extension / refurbishment of south Basic Command Unit Vehicles to patrol additional developed areas/ equip new staff  Communications infrastructure to cover new areas/ equip new staff	£212,100	Development Police funding
Recycling and Waste Management Facilities	Leicestershire County Council	Growth at Leicester Fringe is likely to have an impact on the Oadby CA	To be determined	Development
Sewerage and Water Supply	Severn Trent	No issues that would present particular	To be determined	Development

Infrastructure / Place	Agency	Requirements	Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028
		problems to growth; however need to see details of specific development in order to model the affect on the local network		
Telecommunications	British Telecom	RTP Assessment has no specific reference to HDC area	To be determined	No evidence of local requirement
<b>Lutterworth Over period 2011-2028</b> <b>Broughton Astley</b> <b>Rural</b>				
Children and Young People Services	Leicestershire County Council	Lutterworth - Extensions to secondary schools. New Primary School  Broughton Astley - Extensions to existing primary and secondary schools Rural Centres - Extensions to existing primary and secondary schools	To be determined	Development
Community Facilities	Harborough District Council	<u>Lutterworth/Broughton Astley</u>	To be determined	Development

Infrastructure / Place	Agency	Requirements	Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028
		<p>Provide a minimum of four court indoor sports hall for population of around 10,000 and / or upgrade existing community facility.</p> <p>Broughton Astley – Provide a new four court hall and land to meet current and new growth.</p> <p>Lutterworth – expansion of leisure centre to incorporate community arts and drama provision to serve the community.</p> <p><u>Rural</u> Look to provide two court indoor sports hall or upgrade community hall facility</p> <p>Billesdon - village hall is at capacity, upgrade / expand existing facility to accommodate additional</p>		

<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
		<p>requirement.</p> <p>Fleckney – village hall is at capacity, options to upgrade / expand village hall or Fleckney sports hall to accommodate additional requirement.</p> <p>Husbands Bosworth – village hall comfortable for present population, additional growth will require upgrade of existing facilities.</p> <p>Ullesthorpe – village hall comfortable for present population, additional growth will require upgrade of existing facilities.</p>		
Electricity Supply	Central Networks	Modest increases spread over wide geographic area; no problems envisaged	To be determined	Central Networks
Fire and Rescue	Leicester, Leicestershire and Rutland Combined	Requirements stemming from new developments	To be determined	Development

<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
	Fire Authority	will need to be worked through in consultation with the Fire and Rescue Service to take account of any site specific requirements generated by the development		
Gas supply	National Grid	Distribution of growth will not create capacity issues	To be determined	National Grid
Green Infrastructure	Harborough District Council	Contribution to enhancing Strategic Green Infrastructure – Dismantled railway lines , Local Cycle Routes and Rights of Way  Open Space and Recreation facilities as determined by local analysis  Biodiversity – contribution to management /creation of LNRs other local sites of importance	To be determined	Development
Healthcare	NHS Leicestershire	The Primary Care Trust has		Development



Infrastructure / Place	Agency	Requirements	Cost	Funding source																
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028																
	County and Rutland Primary Care Trust	<p>introduced a number of premises planning tools which have indicated where issues around capacity, workload and standards exist. For Harborough District practices, this has indicated the following</p> <p>The scale is Red – Deep Amber – Light Amber- Green where ‘red’ indicates greatest need of development and ‘green’ least need</p> <table><tr><td>Kibworth Health Centre</td><td>Red</td></tr><tr><td>The Old School Surgery, Kibworth</td><td>Deep amber</td></tr><tr><td>Great Glen</td><td>Deep amber</td></tr><tr><td>High Street Fleckney</td><td>Light amber</td></tr><tr><td>High Street Fleckney</td><td>Light amber</td></tr><tr><td>Lutterworth Health Centre</td><td>Green</td></tr><tr><td>Wycliffe Medical Centre, Lutterworth</td><td>Green</td></tr><tr><td>Broughton Astley</td><td>Deep amber</td></tr></table>	Kibworth Health Centre	Red	The Old School Surgery, Kibworth	Deep amber	Great Glen	Deep amber	High Street Fleckney	Light amber	High Street Fleckney	Light amber	Lutterworth Health Centre	Green	Wycliffe Medical Centre, Lutterworth	Green	Broughton Astley	Deep amber		
Kibworth Health Centre	Red																			
The Old School Surgery, Kibworth	Deep amber																			
Great Glen	Deep amber																			
High Street Fleckney	Light amber																			
High Street Fleckney	Light amber																			
Lutterworth Health Centre	Green																			
Wycliffe Medical Centre, Lutterworth	Green																			
Broughton Astley	Deep amber																			

Infrastructure / Place	Agency	Requirements		Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded				Required sources of delivery in the period to 2028
		Ullesthorpe	Light amber		
		Billesdon	Deep amber		
		Husbands Bosworth	Red		
Highways and Transportation	Leicestershire County Council	Improving the highway network within the existing built up areas of Lutterworth and Broughton Astley to encourage walking, cycling and local bus provision.		To be determined	Development
Library Services and Facilities	Leicestershire County Council	<p>Additional library resources for loan or reference stock required at Lutterworth and Broughton Astley to sustain the current level of borrowing and choice of stock</p> <p>The distribution of the rural centres would be accommodated through existing libraries at</p>		To be determined	Development County Council

Infrastructure / Place	Agency	Requirements	Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028
		Fleckney, Kibworth and Great Glen		
Policing	Leicestershire Constabulary	<p>Expansion and refurbishment of existing station at Lutterworth.</p> <p>Expansion of local presence in new premises potentially as part of Neighbourhood service hub with partners at Broughton Astley</p> <p>Vehicles to patrol additional developed areas/ equip new staff</p> <p>Communications infrastructure to cover new areas / equip new staff</p>	£699,930	Development Police Funding
Recycling and Waste Management Facilities	Leicestershire County Council	<p>Growth at Lutterworth, Husbands Bosworth and Ullesthorpe are likely to have an impact on the Lutterworth facility</p> <p>Growth at Fleckney, Kibworth, Billesdon and Great Glen are likely to</p>	To be determined	Development

Infrastructure / Place	Agency	Requirements	Cost	Funding source
Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy	Main provider of facility or the approving agency if development funded			Required sources of delivery in the period to 2028
		<p>have an impact on the Kibworth facility</p> <p>Growth at Billesdon and Great Glen are likely to have an impact on the Oadby facility</p> <p>Growth at Broughton Astley are likely to have an impact on the Whetstone CA</p>		
Sewerage	Anglian Water Severn Trent	<p>No issues identified by Anglian Water responsible for sewerage at Broughton Astley, Kibworth and Husbands Bosworth</p> <p>Severn Trent will require analysis of system once sites determined at Lutterworth and Broughton Astley and highlight limited spare capacity at some rural Centres which will require capacity analysis</p>	To be determined	Development
Telecommunications	British Telecom	RTP Assessment has no	To be	No evidence of local

<b>Infrastructure / Place</b>	<b>Agency</b>	<b>Requirements</b>	<b>Cost</b>	<b>Funding source</b>
<b>Range of Infrastructure Examined. Place as referenced in policies CS13-CS16 of the Core Spatial Strategy</b>	<b>Main provider of facility or the approving agency if development funded</b>			<b>Required sources of delivery in the period to 2028</b>
		specific reference to HDC area	determined	requirement
Water Supply	Severn Trent Anglian Water	No identified need for major reinforcement at Lutterworth, Broughton Astley and the Rural Centres.  Possibly some need for local reinforcement	To be determined	Development

Note: RTP Assessment: Leicester and Leicestershire Growth Infrastructure Assessment, Roger Tym and Partners, April 2009

### 3 Relationship with adopted Harborough Local Plan

This schedule shows which policies in the adopted Harborough District Local Plan (2001) will be replaced by policies in the Core Strategy once it is adopted.

Local Plan Policy	Subject	Replaced by Core Strategy Policy	Policy Title
IN/1	Standards of Development	Policy CS11	Promoting Design and Built Heritage
<b>Resource Management</b>			
RM/2	Land Liable to Flood	Policy CS10	Addressing Flood Risk
RM/8	Sites of Local Ecological or Geological Interest	Retained	
RM/10	Maintenance and Protection of Habitats	Policy CS8	Protecting and Enhancing Green Infrastructure
RM/16	Derelict Land - Former Railway Lines	Policy CS8	Protecting and Enhancing Green Infrastructure
RM/17	Mineral Extraction	Policy CS17	Countryside, Rural Centres and Rural Villages
RM/18	Landfill Sites	Policy CS17	Countryside, Rural Centres and Rural Villages
<b>Environment</b>			
EV/2	Green Wedges	Retained	
EV/3	Separation of Settlements	Retained	
EV/4	Countryside Character	Policy CS17	Countryside, Rural Centres and Rural Villages
EV/5	Development in the Countryside	Policy CS17	Countryside, Rural Centres and Rural Villages
EV/7	Conversion of Buildings in the Countryside	Policy CS11	Promoting Design and Built Heritage
		Policy CS17	Countryside, Rural Centres and Rural Villages
EV/8	The Keeping of Horses	Policy CS17	Countryside, Rural Centres and Rural Villages
EV/11	Conservation Areas - Character	Policy CS11	Promoting Design and Built Heritage
EV/12	Conservation Areas - Outline applications	Policy CS11	Promoting Design and Built Heritage
EV/13	Conservation Areas - Demolition	Policy CS11	Promoting Design and Built Heritage
EV/15	Historic buildings - extensions and alterations	Policy CS11	Promoting Design and Built Heritage
EV/16	Historic buildings - setting	Policy CS11	Promoting Design and Built Heritage
EV/17	Conversion of historic buildings	Policy CS11	Promoting Design and Built Heritage
EV/18	Historic parks and gardens	Policy CS11	Promoting Design and Built Heritage

EV/19	Protection of trees	Policy CS11	Promoting Design and Built Heritage
EV/20	Landscaping	Policy CS11	Promoting Design and Built Heritage
EV/21	Advertisements on land adjacent public highways	Policy CS11	Promoting Design and Built Heritage
EV/22	Light pollution	Policy CS5 Policy CS11	Providing Sustainable Transport Promoting Design and Built Heritage
EV/23	Control of pollution and nuisance	Policy CS11	Promoting Design and Built Heritage
<b>Housing and Settlement Character</b>			
HS/1	Provision of housing to meet a range of needs	Policy CS3	Delivering Housing Choice and Affordability
HS/4	Affordable Housing	Policy CS3	Delivering Housing Choice and Affordability
HS/5	Rural exceptions sites	Policy CS3 Policy CS17	Delivering Housing Choice and Affordability Countryside, Rural Centres and Rural Villages
HS/6	Access housing	Policy CS3	Delivering Housing Choice and Affordability
HS/7	Settlement Character	Policy CS1 Policy CS11 Policy CS13 Policy CS14 Policy CS15 Policy CS16 Policy CS17	Spatial Strategy for Harborough Promoting Design and Built Heritage Market Harborough Lutterworth Leicester Principal Urban Area Broughton Astley Countryside, Rural Centres and Rural Villages
HS/8	Limits to Development	Retained	
HS/9	Important Open Land	Retained	
HS/10	Development in smaller settlements	Policy CS17	Countryside, Rural Centres and Rural Villages
HS/11	Conversion of Buildings to Residential Use	Policy CS11	Promoting Design and Built Heritage
HS/12	Domestic, Extensions, Outbuildings and Garages	Policy CS11	Promoting Design and Built Heritage
HS/17	Replacement Dwellings	Policy CS17	Countryside, Rural Centres and Rural Villages
HS/18	Established Areas of Frontage Development	Policy CS17	Countryside, Rural Centres and Rural Villages
HS/21	Residential Moorings on the Grand Union Canal	Policy CS17	Countryside, Rural Centres and Rural Villages
<b>Employment</b>			
EM/2	Control of Development on Employment Sites	Retained	
EM/3	Conversion of Buildings to Employment Uses	Policy CS7 Policy CS11	Enabling Employment and Business Development Promoting Design and Built Heritage
EM/4	Workspace Housing	Policy CS5 Policy CS7 Policy CS11	Providing Sustainable Transport Enabling Employment and Business Development Promoting Design and Built Heritage



EM/5	Relocation of Employment Premises	Policy CS11	Promoting Design and Built Heritage
EM/6	New Employment Development in Villages	Policy CS7 Policy CS17	Enabling Employment and Business Development Countryside, Rural Centres and Rural Villages
EM/9	Stoughton Airfield - general	Retained	
EM/10	Stoughton Airfield - criteria for development	Retained	
EM/11	Airfield Farm	Retained	
EM/12	Magna Park - criteria for development	Policy CS7	Enabling Employment and Business Development
EM/13	Magna Park - restriction to large scale units	Policy CS7	Enabling Employment and Business Development
EM/14	Magna Park - retail and service development	Policy CS7	Enabling Employment and Business Development
EM16 - 23	Bruntingthorpe	Retained	
<b>Transportation</b>			
TR/1	Road Improvement Lines	Retained	
TR/3	Development impacts on the existing road network	Policy CS5	Providing Sustainable Transport
TR/8	Access to public buildings for people with disabilities	Policy CS11	Promoting Design and Built Heritage
TR/10	Parking	Policy CS5	Providing Sustainable Transport
TR/11	Contributions in lieu of on-site parking provision	Policy CS12	Delivering Development and Supporting Infrastructure
<b>Leisure, Recreation and Community Facilities</b>			
LR/4	Development of land in educational use	Policy CS8 Policy CS11	Protecting and Enhancing Green Infrastructure Promoting Design and Built Heritage
LR/5	Recreation requirements in new residential development	Policy CS8	Protecting and Enhancing Green Infrastructure
LR/6	Golf	Policy CS11 Policy CS17	Promoting Design and Built Heritage Countryside, Rural Centres and Rural Villages
LR/7	Noisy Sports	Policy CS11 Policy CS17	Promoting Design and Built Heritage Countryside, Rural Centres and Rural Villages
LR/8	Gliding at Husbands Bosworth Airfield	Policy CS11 Policy CS17	Promoting Design and Built Heritage Countryside, Rural Centres and Rural Villages
LR/9	Canal-based recreation	Policy CS8 Policy CS11	Protecting and Enhancing Green Infrastructure Promoting Design and Built Heritage
LR/14	Tourism - self catering accommodation	Retained	
LR/17	Foxton Locks Area - inclined plane	Policy CS11	Promoting Design and Built Heritage
LR/18	Foxton Locks Area - moorings	Retained	
LR/21	Loss of Community Facilities	Policy CS1 Policy CS6 Policy CS13	Spatial Strategy for Harborough Improving Town Centres and Retailing Market Harborough

		Policy CS14 Policy CS15 Policy CS16 Policy CS17	Lutterworth Leicester Principal Urban Area Broughton Astley Countryside, Rural Centres and Rural Villages
LR/26	De Montfort University - restriction of development	Policy CS11	Promoting Design and Built Heritage
<b>Shopping</b>			
SH/1	Principal Shopping and Business Areas	Retained	
SH/4	Shop fronts and advertisements	Policy CS11	Promoting Design and Built Heritage
SH/5	Local Shops	Policy CS6	Improving Town Centres and Retailing
SH/8	Garden centres	Policy CS6	Improving Town Centres and Retailing
<b>Market Harborough Policies</b>			
MH/1	Land between Burnmill Road and Leicester Road	Retained	
MH/2	Land north of Kettering Road	Retained	
MH/3	Land west of Farndon Road	Retained	
MH/4	Land west of Northampton Road	Retained	
MH/5	Land east of Northampton	Retained	
MH/6	Land east of Rockingham Road	Retained	
MH/7	Former railway goods yard	Retained	
MH/8	Kettering Road/Rockingham Road - employment area	Retained	
MH/10	Development in Principal Shopping and Business Area	Retained	
MH/11	Office development in Principal Shopping + Business Area	Retained	
MH/12	Redevelopment of the yards rear of High Street	Retained	
MH/13	Redevelopment of land at Mill Hill Road	Retained	
MH/14	Northampton Road Office Policy Area	Retained	
MH/15	St Mary's Road Mixed Use Policy Area	Retained	
<b>Lutterworth Policies</b>			
LW/1	Retention of the former railway embankment	Retained	
LW/2	Western Relief Road	Policy CS12 Policy CS14	Delivering Development and Supporting Infrastructure Lutterworth
LW/3	Land between Bitteswell Road and Leicester Road	Retained	
LW/4	Land between Brookfield Way and Coventry Road	Retained	
LW/5	Land south of Coventry Road	Retained	
LW/6	Land east of Rugby Road	Retained	
LW/7	Public recreation area land south of Orange Hill	Retained	

LW/8	Cemetery	Retained	
LW/9	Development in the Principal Shopping + Business Area	Retained	
LW/10	Office development in Principal Shopping + BusinessArea	Retained	
LW/11	Extension of the George Street car park	Retained	
<b>Kibworth Policies</b>			
KB/1	Land off Wistow Road and Warwick Road	Retained	
KB/2	Land south of Harborough Road	Retained	
KB/3	Railway station	Policy CS5 Policy CS12	Providing Sustainable Transport Delivering Development and Supporting Infrastructure
<b>Great Glen Policies</b>			
GG/1	Stretton Hall	Retained	
GG/2	Land east of Stretton Road	Retained	
GG/4	Motorists Service Area	Policy CS17	Countryside, Rural Centres and Rural Villages
<b>Fleckney Policies</b>			
FL/1	Land south-west of Saddington Road	Retained	
<b>Broughton Astley Policies</b>			
BA/1	Land east of Cromford Way and Chandler Way	Retained	
<b>Billesdon, Gilmorton, Stoughton, Tilton on the Hill and Ullesthorpe Policies</b>			
BI/1	Land south-west of Rolleston Road	Retained	
SN/1	Land at Charity Farm, Gaulby Lane	Retained	
UL/1	Land east of Mill Road	Retained	
<b>Alterations to the Harborough District Local Plan Policies</b>			
ALT 1	Phasing	Policy CS2	Delivering New Housing
ALT 3	Density	Policy CS2	Delivering New Housing

## 4 Monitoring Framework

Policies	Indicator	Target	Harborough District Council reference
<b>Objective 1:</b> To meet strategic housing requirements, the accommodation needs of the District's population and the need for affordable housing			
<ul style="list-style-type: none"> <li>Policy CS1: Spatial Strategy</li> <li>Policy CS2: Delivering New Housing</li> </ul>	Total amount of housing planned to be delivered over the plan period	At least 7,700 dwellings (2006-2028) At least 350 dwellings per annum (2006-2028)	HDC Local Indicator 1 (Core Output Indicator H1),
	Net additional dwellings provided in the previous 5 years	5 year milestones (using the start date of the plan i.e. 2006/07):	HDC Local Indicator 2 (Core Output Indicator H2(a))
	Net additional dwellings provided in the reporting year	By 31 March <b>2011</b> at least <b>1750</b> dwellings will be provided across the District	HDC Local Indicator 3 (Core Output Indicator H2(b))
	Net additional housing expected to come forward over at least a 15 year period	By 31 March <b>2016</b> at least <b>3500</b> dwellings will be provided across the District	HDC Local Indicator 4 (Core Output Indicator H2(c))
	Net additional dwellings expected to come forward each year over the remaining plan period to meet the overall housing requirement, taking into account previous delivery since the start of the plan period.	By 31 March <b>2021</b> at least <b>5250</b> dwellings will be provided across the District  By 31 March <b>2026</b> at least <b>7000</b> dwellings will be provided across the District.	HDC Local Indicator 5 (Core Output Indicator H2(d))
<ul style="list-style-type: none"> <li>Policy CS3: Delivering Housing Choice and Affordability</li> </ul>	Gross affordable housing completions	At least 90 dwellings per annum (2010-2028) including delivery from both existing	HDC Local Indicator 6 (Core Output Indicator H5)

		commitments and planned growth	
○ Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs	Net additional Gypsy and Traveller pitches provided	- At least 30 pitches - At least 10 transit pitches - At least 29 plots for showpeople (2007-2016)	HDC Local Indicator 7 (Core Output Indicator H4)
<b>Objective 2:</b> To meet employment needs, foster economic growth and maintain high employment levels in the District.			
○ Policy CS7: Enabling Employment and Business Development	Total amount of additional employment floorspace by type	To be determined following review of existing employment sites and allocations (as per Policy CS7d)	HDC Local Indicator 8 (Core Output Indicator BD1), BD3
○ Policy CS7: Enabling Employment and Business Development	Employment land available by type	To be determined following review of existing employment sites and allocations (as per Policy 7d)	HDC Local Indicator 9
<b>Objective 3:</b> To locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable locations.			
○ Policy CS2: Delivering New Housing ○ Policy CS13: Market Harborough ○ Policy CS14: Lutterworth ○ Policy CS15: Leicester Principal Urban Area ○ Policy CS16: Broughton Astley ○ Policy CS17: Countryside, Rural Centres and Rural Villages	Location of new housing growth	Housing growth as follows: - At least 3,300 dwellings at Market Harborough; - At least 700 dwellings at Lutterworth; - At least 880 dwellings at the Leicester PUA; - At least 400 dwellings at Broughton Astley; - 2,420 dwellings at the Rural Centres and selected rural villages	HDC Local Indicator 10
○ Policy CS2: Delivering New	Percentage of dwellings	100% of dwellings on	HDC Local Indicator 11

Housing	completed at a minimum of 40 dwellings per ha on sites within or adjacent to the Principal Shopping and Business Area of Market Harborough and Lutterworth.  Percentage of dwellings completed at a minimum of 30 dwellings per hectare elsewhere within the district.	appropriate sites of 0.3ha or above  100% of dwellings on appropriate sites of 0.3ha or above	HDC Local Indicator 12
○ Policy CS12: Delivering Development and Supporting Infrastructure	Provision of necessary infrastructure	Delivery of the Core Strategy Infrastructure Services plan.	HDC Local Indicator 13
○ Policy CS2: Delivering New Housing	% of new dwellings on previously developed land (PDL)	At least 35% (2006-2028) At least 16% (2010-2028) including delivery from both existing commitments and planned growth	HDC Local Indicator 14 (Core Output Indicator H3)
<b>Objective 4:</b> To protect, enhance and, where appropriate, secure the provision of additional accessible community services, facilities, open spaces and infrastructure throughout the District.			
○ Policy CS12: Delivering Development and Supporting Infrastructure	Provision of necessary infrastructure	Delivery of the Core Strategy Infrastructure Services plan	HDC Local Indicator 15
○ Policy CS8: Protecting and Enhancing Green Infrastructure	Provision of open space associated with new development in accordance with the standards contained within the District Council's document 'Provision of Open Space , Sport and Recreation'	100% of relevant developments to comply with the standards	HDC Local Indicator 16

	Amount of eligible open spaces managed to Green Flag standard.	All publicly accessible open space in the District to achieve the 'Good' quality standard when assessed against the 'Green Flag' standard.	HDC Local Indicator 17 (Core Output Indicator 4c)
<b>Objective 5:</b> To protect and enhance the District's distinctive rural landscape, settlement pattern, historic assets, natural environment and biodiversity			
○ Policy CS11: Promoting Design and Built Heritage	Protection of non-listed historic assets  Designation of additional Conservation Areas	Establishment of a local list of buildings / features of local importance  Further investigation of suitability of Dunton Bassett, Great Glen, Mowsley, Little Bowden and Peatling Magna and designation as Conservation Areas, where appropriate	HDC Local Indicator 18  HDC Local Indicator 19
○ Policy CS8: Protecting and Enhancing Green Infrastructure	Maintaining Green Wedges  Provision of Local Nature Reserves  Change in areas of biodiversity importance	Green Wedge review complete  Provision of a new Local Nature Reserve will be sought as part of the strategic development area in Market Harborough  No net loss	HDC Local Indicator 20  HDC Local Indicator 21  HDC Local Indicator 22 (Core Output Indicator E2)
○ Policy CS17: Countryside,	Percentage of development	No inappropriate development	HDC Local Indicator 23

Rural Centres and Rural Villages	considered not to comply with Policy CS17(c)	in the countryside	
<b>Objective 6:</b> To safeguard and enhance the character and built heritage of the District's settlements and ensure that residential amenity is protected.			
○ Policy CS11: Promoting Design and Built Heritage	Protection of non-listed historic assets	Establishment of a local list of buildings / features of local importance	HDC Local Indicator 17
	Designation of additional Conservation Areas	Further investigation of suitability of Dunton Bassett, Great Glen, Mowsley, Little Bowden and Peatling Magna and designation as Conservation Areas, where appropriate	HDC Local Indicator 18
<b>Objective 7:</b> To protect and promote the economic viability and vitality of the District's towns and rural centres.			
○ Policy CS6: Improving Town Centres and Retailing	Provision of additional retailing floorspace	Comparison shopping: Minimum of 13,800m <sup>2</sup> , Convenience shopping: Minimum of 7,800m <sup>2</sup> (2006-2028)	HDC Local Indicator 24
<b>Objective 8:</b> To promote good design which respects, and where possible enhances, its surroundings and quality of life and which improves community safety, reduces antisocial behaviour and reduces the fear and incidence of crime.			
○ Policy CS11: Promoting Design and Built Heritage	The proportion of new residential developments of 10 or more dwellings achieving very good, good, average and poor ratings against the Building for Life Criteria.	Aspirational target of 100% achieving very good or good (resources need to be identified to undertake assessment of sites)	HDC Local Indicator 25
<b>Objective 9:</b> To reduce the environmental impacts of road traffic, both private and commercial, and lessen the need for car use by			



encouraging alternative modes of transport including cycling and walking.			
○ Policy CS5: Providing Sustainable Transport	Percentage of completed non – residential development within Use Classes Orders A, B and D complying with car-parking standards set out in LDF.	100%	HDC Local Indicator 26 (Core Output indicator 3a)
○ Policy CS13: Market Harborough	Provision of enhanced cycling facilities	Creation and implementation of a town wide cycle network for Market Harborough	HDC Local Indicator 27
○ Policy CS14: Lutterworth	Improvements to air quality within the Lutterworth town centre Air Quality Monitoring Area	Working towards achieving the National Air Quality objectives	HDC Local Indicator 28 (Annual Air Quality Updating and Screening Assessment)
○ Policy CS2: Delivering New Housing	Percentage of dwellings completed at a minimum of 40 dwellings per ha on sites within or adjacent to the Principal Shopping and Business Area of Market Harborough and Lutterworth.	100% of dwellings on appropriate sites of 0.3ha or above	HDC Local Indicator 11
	Percentage of dwellings completed at a minimum of 30 dwellings per hectare elsewhere within the district.	100% of dwellings on appropriate sites of 0.3ha or above	HDC Local Indicator 12
Objective 10: To minimise waste production and maximise re-use and recycling of waste			
○ Policy CS11: Promoting Design and Built Heritage	Waste reduction and recycling	To recycle/compost 58% of household waste by 2017	HDC Local Indicator 29

<b>Objective 11:</b> To minimise energy demand and maximise the use of renewable energy resources.			
○ Policy CS9: Addressing Climate Change	Renewable energy generation by installed capacity and type	To increase the amount of renewable energy generation by installed capacity and type	HDC Local Indicator 30 (Core Output Indicator E3)
<ul style="list-style-type: none"> <li>○ Policy CS2: Delivering New Housing</li> <li>○ Policy CS13: Market Harborough</li> <li>○ Policy CS14: Lutterworth</li> <li>○ Policy CS15: Leicester Principal Urban Area</li> <li>○ Policy CS16: Broughton Astley</li> <li>○ Policy CS17: Countryside, Rural Centres and Rural Villages</li> </ul>	Location of new housing growth	Housing growth as follows: <ul style="list-style-type: none"> <li>- At least 3,300 dwellings at Market Harborough;</li> <li>- At least 700 dwellings at Lutterworth;</li> <li>- At least 880 dwellings at the Leicester PUA;</li> <li>- At least 400 dwellings at Broughton Astley;</li> <li>- At least 2,420 dwellings at the Rural Centres and selected rural villages</li> </ul>	HDC Local Indicator 10
○ Policy CS13: Market Harborough	Provision of enhanced cycling facilities	Creation and implementation of a town wide cycle network for Market Harborough	HDC Local Indicator 27
○ Policy CS2: Delivering New Housing	Percentage of dwellings completed at a minimum of 40 dwellings per ha on sites within or adjacent to the Principal Shopping and Business Area of Market Harborough and Lutterworth.	100% of dwellings on appropriate sites of 0.3ha or above	HDC Local Indicator 11
	Percentage of dwellings completed at a minimum of 30 dwellings per hectare	100% of dwellings on appropriate sites of 0.3ha or above	HDC Local Indicator 12

	elsewhere within the district.		
<b>Objective 12:</b> To promote sustainable growth of tourism and access to the countryside within the district.			
○ Policy CS8: Protecting and Enhancing Green Infrastructure	Maintaining Green Wedges	Green Wedge review complete	HDC Local Indicator 20
○ Policy CS11: Promoting Design and Built Heritage	Provision of enhanced tourism facilities	Increased range and/or enhanced quality of tourism attractions and supporting infrastructure	HDC Local Indicator 28
<b>Objective 13:</b> Locate new development in areas which will not put life or property at risk of flooding.			
○ Policy CS10: Addressing Flood Risk	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.	0	HDC Local Indicator 31 (Core Output Indicator E1)

## 5 How the Strategy delivers Spatial Objectives and SCS Themes

OBJECTIVE NO.	SPATIAL OBJECTIVE	SUSTAINABLE COMMUNITY STRATEGY THEME	CORE SPATIAL STRATEGY POLICIES
1	To meet strategic housing requirements, the accommodation needs of the District's population and the need for affordable housing.	1. Improved life chances for vulnerable people and places 2. Stronger, more cohesive communities	Policy CS1: Spatial Strategy, Policy CS2: Delivering New Housing, Policy CS3: Delivering Housing Choice and Affordability, Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs, Policy CS13: Market Harborough, Policy CS14: Lutterworth, Policy CS15: Leicester Principal Urban Area, Policy CS16: Broughton Astley, Policy CS17: Countryside, Rural Centres and Rural Villages
2	To meet employment needs, foster economic growth and maintain high employment levels in the District.	1. Improved life chances for vulnerable people and places 5. A prosperous, innovative and dynamic economy	Policy CS6: Improving Town Centres and Retailing, Policy CS7: Enabling Employment and Business Development, Policy CS13: Market Harborough, Policy CS14: Lutterworth, Policy CS15: Leicester Principal Urban Area, Policy CS16: Broughton Astley
3	To locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable locations.	3. A safe and attractive place to live and work 4. A more effective response to climate change 6. A healthier Harborough 7. More effective and efficient service delivery	Policy CS1: Spatial Strategy, Policy CS2: Delivering New Housing, Policy CS3: Delivering Housing Choice and Affordability, Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs, Policy CS5: Providing Sustainable Transport, Policy CS10: Addressing Flood Risk, Policy CS12: Delivering Development and Supporting Infrastructure, Policy CS13: Market Harborough, Policy CS14:

			Lutterworth, Policy CS15: Leicester Principal Urban Area, Policy CS16: Broughton Astley, Policy CS17: Countryside, Rural Centres and Rural Villages
4	To protect, enhance and, where appropriate, secure the provision of additional accessible community services, facilities, open spaces and infrastructure throughout the District.	<ul style="list-style-type: none"> <li>1. Improved life chances for vulnerable people and places</li> <li>2. Stronger, more cohesive communities</li> <li>3. A safe and attractive place to live and work</li> <li>6. A healthier Harborough</li> <li>7. More effective and efficient service delivery</li> </ul>	Policy CS1: Spatial Strategy, Policy CS3: Delivering Housing Choice and Affordability, Policy CS8: Protecting and Enhancing our Green Infrastructure, Policy CS12: Delivering Development and Supporting Infrastructure, Policy CS13: Market Harborough, Policy CS14: Lutterworth, Policy CS15: Leicester Principal Urban Area, Policy CS16: Broughton Astley, Policy CS17: Countryside, Rural Centres and Rural Villages
5	To protect and enhance the District's distinctive rural landscape, settlement pattern, historic assets, natural environment and biodiversity.	<ul style="list-style-type: none"> <li>3. A safe and attractive place to live and work</li> <li>4. A more effective response to climate change</li> </ul>	Policy CS1: Spatial Strategy, Policy CS2: Delivering New Housing, Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs, Policy CS8: Protecting and Enhancing our Green Infrastructure, Policy CS10: Addressing Flood Risk, Policy CS11: Promoting our Built Heritage and Design, Policy CS13: Market Harborough, Policy CS14: Lutterworth, Policy CS15: Leicester Principal Urban Area, Policy CS16: Broughton Astley, Policy CS17: Countryside, Rural Centres and Rural Villages
6	To safeguard and enhance the character and built heritage of the District's settlements and ensure that residential amenity is protected.	<ul style="list-style-type: none"> <li>3. A safe and attractive place to live and work</li> </ul>	Policy CS1: Spatial Strategy, Policy CS2: Delivering New Housing, Policy CS8: Protecting and Enhancing our Green Infrastructure, Policy CS10: Addressing Flood Risk, Policy CS11: Promoting our Built Heritage and Design, Policy CS12: Delivering Development and Supporting Infrastructure, Policy CS17: Countryside,

			Rural Centres and Rural Villages
7	To protect and promote the economic viability and vitality of the District's towns and rural centres.	2. Stronger, more cohesive communities 3. A safe and attractive place to live and work 5. A prosperous, innovative and dynamic economy	Policy CS1: Spatial Strategy, Policy CS6: Improving Town Centres and Retailing, Policy CS7: Enabling Employment and Business Development, Policy CS13: Market Harborough, Policy CS14: Lutterworth, Policy CS16: Broughton Astley, Policy CS17: Countryside, Rural Centres and Rural Villages
8	To promote good design which respects, and where possible enhances, its surroundings and quality of life and which improves community safety, reduces anti-social behaviour and reduces the fear and incidence of crime.	1. Improved life chances for vulnerable people and places 2. Stronger, more cohesive communities 3. A safe and attractive place to live and work	Policy CS2: Delivering New Housing, Policy CS8: Protecting and Enhancing our Green Infrastructure, Policy CS11: Promoting our Built Heritage and Design, Policy CS12: Delivering Development and Supporting Infrastructure
9	To reduce the environmental impacts of road traffic, both private and commercial, and lessen the need for car use by encouraging alternative modes of transport including cycling and walking.	3. A safe and attractive place to live and work 4. A more effective response to climate change 6. A healthier Harborough	Policy CS1: Spatial Strategy, Policy CS2: Delivering New Housing, Policy CS5: Providing Sustainable Transport, Policy CS8: Protecting and Enhancing our Green Infrastructure, Policy CS12: Delivering Development and Supporting Infrastructure, Policy CS13: Market Harborough, Policy CS14: Lutterworth, Policy CS15: Leicester Principal Urban Area, Policy CS16: Broughton Astley
10	To minimise waste production and maximise re-use and recycling of waste.	4. A more effective response to climate change 7. More effective and efficient service delivery	Policy CS9: Addressing Climate Change, Policy CS11: Promoting our Built Heritage and Design, Policy CS12: Delivering Development and Supporting Infrastructure
11	To minimise energy demand and maximise the use of renewable energy resources.	3. A safe and attractive place to live and work 4. A more effective response to climate change 5. A prosperous, innovative and dynamic economy	Policy CS2: Delivering New Housing, Policy CS9: Addressing Climate Change, Policy CS11: Promoting our Built Heritage and Design, Policy CS12: Delivering Development and Supporting Infrastructure

12	To promote sustainable growth of tourism and access to the countryside within the district.	3. A safe and attractive place to live and work 5. A prosperous innovative and dynamic economy 6. A healthier Harborough	PolicyCS6: Improving Town Centres and Retailing, Policy CS8: Protecting and Enhancing our Green Infrastructure, Policy CS11: Promoting our Built Heritage and Design, Policy CS14: Lutterworth, Policy CS17: Countryside, Rural Centres and Rural Villages
13	Locate new development in areas which will not put life or property at risk of flooding.	1. Improved life chances for vulnerable people and places 3. A safe and attractive place to live and work 4. A more effective response to climate change	Policy CS1: Spatial Strategy, Policy CS4: Providing for Gypsy, Traveller and Travelling Showpeople Needs, Policy CS10: Addressing Flood Risk, Policy CS12: Delivering Development and Supporting Infrastructure, Policy CS14: Lutterworth, Policy CS16: Broughton Astley

## 6 Glossary

<b>Affordable Housing</b>	Housing provided to eligible households whose needs are not met by the market. This can include social
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	rented housing (target rents determined by nation rent regime) and intermediate housing (rent above social rent but below market rates).
<b>Affordable Housing Viability Assessment (AHVA)</b>	An assessment of the economic viability of land for housing, testing a range of percentages and thresholds of affordable housing and the impact of developer contributions.
<b>Air Quality Management Area (AQMA)</b>	Area of Lutterworth Town Centre where air quality levels fall below government standards. Air quality in Lutterworth Town Centre is monitored by the Council.
<b>Annual Monitoring Report (AMR)</b>	Part of the Local Development Framework. Document that assesses implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.
<b>Biodiversity</b>	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
<b>Biodiversity Conservation Area (BCA)</b>	An area that has a higher than average ecological value and coherence and which has the best prospects for retaining environments with a rich and resilient biodiversity resource (i.e. Leighfield Forest).
<b>Building Research Establishment Environmental Assessment Method (BREEAM)</b>	BREEAM is the world's most widely used environmental assessment method for buildings.
<b>Brownfield Land and Sites</b>	See 'Previously Developed Land'.
<b>Building for Life Standard</b>	A national standard for well designed homes and neighbourhoods.
<b>Climate Change</b>	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.
<b>Coalescence</b>	The merging or coming together of separate towns or villages to form a single entity.
<b>Code for Sustainable Homes</b>	A new national standard for sustainable design and construction of new homes launched in December 2006.
<b>Combined Heat and Power (CHP)</b>	The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.
<b>Community Infrastructure Levy (CIL)</b>	A charge which aims to ensure that costs incurred in providing infrastructure to support the development of an area are partly met by land owners who have benefited from the increase in land value when planning permission is granted.
<b>Conservation Area</b>	Areas of special architectural or historic interest, designated under the Planning (Listed Buildings and Conservation Areas) Act 1990, whose character and appearance should be preserved or enhanced.
<b>Core Strategy</b>	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Sustainable Community Strategy (see also DPDs).
<b>Curtilage</b>	The enclosed area of land around a house or other building.
<b>Density</b>	In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
<b>Developer Contributions</b>	A contribution made by a developer towards local infrastructure and services to meet needs arising from the development, e.g. affordable housing, public open space and public transport provision.
<b>Development Plan Document (DPD)</b>	Part of the Local Development Framework. Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework.



	<p>Development Plan Documents include the Core Strategy, Site-Specific Allocations of land and, where needed, Area Action Plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.</p> <p>All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.</p>
<b>District Centre</b>	Will usually comprise groups of shops often containing at least 1 supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library
<b>Evidence Base</b>	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
<b>Flood Plain</b>	Land adjacent to a watercourse over which water flows, or would flow but for defences in place in times of flood.
<b>Geodiversity</b>	Geodiversity incorporates all the variety of rocks, minerals and landforms and the processes which have formed these features throughout geological time.
<b>Green Corridor / Wildlife Corridor</b>	Green corridors can link housing areas to the national cycle network, town and city centres, places of employment and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.
<b>Green Infrastructure (GI)</b>	The open environment within urban areas, the urban fringe and the countryside which comprises of a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.
<b>Green Wedge</b>	Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities.
<b>Greenfield Land and Sites</b>	Sites which have not been previously developed (e.g. agricultural land, parks, recreation grounds and allotments).
<b>Gypsy and Traveller Accommodation Assessment (GTAA)</b>	An assessment looking into detailed information about local Gypsies and Travellers which aims to generate reliable estimates of future accommodation.
<b>Housing Market Area (HMA)</b>	The administrative area covered by the City Council and the District Councils in Leicestershire make up the HMA.
<b>Infrastructure</b>	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
<b>Key Diagram</b>	Diagram setting out the broad spatial locations of development within the Core Strategy.
<b>Key Employment Area</b>	An existing office park, industrial estate, or larger individual employment site (or site allocated for these purposes) that will be protected for employment generating use.
<b>Landscape Character Assessment (LCA)</b>	An assessment which identifies different landscape areas which have a distinct character based on a

	recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.
<b>Listed Building</b>	A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells within its curtilage).
<b>Leicester and Leicestershire Integrated Transport Model (LLITM)</b>	Extensive land use and transport model developed by Leicestershire County Council to test future housing growth scenarios and their impact on the transport network.
<b>Local Centre</b>	Include a range of small shops of a local nature, serving a small catchment. Typically local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre
<b>Local Development Documents (LDD's)</b>	These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.
<b>Local Development Framework (LDF)</b>	The Local Development Framework (LDF) is a non-statutory term used to describe a suite of documents, which includes all the local planning authority's local development documents (as above). An LDF is comprised essentially Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents.
<b>Local Development Scheme (LDS)</b>	The local planning authority's 3 year programme and timetable for the preparation of Local Development Documents that must be approved by the Secretary of State.
<b>Local Plan</b>	A previous development plan prepared by district and other local planning authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.
<b>Local Transport Plan (LTP)</b>	Sets out Leicestershire County Council's local transport strategies and policies, and an implementation programme.
<b>Major Development</b>	The Government defines major development in terms of a planning application as more than 10 dwellings or site over 0.5 ha. For all other uses floorspace over 1000 sqm or site area over 1 ha.
<b>Masterplan</b>	A document that sets out the broad development proposals for an area often prepared by a developer
<b>Open Space</b>	All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
<b>Pitch</b>	Area of land on a Gypsy and Traveller caravan site developed for a single family (a group of related people who live and/or travel together - assumed to be the basic unit when assessing accommodation requirements). A single pitch will often need to contain more than one caravan.
<b>Planning Policy Statement (PPS)</b>	Issued by central government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.
<b>Planning for Climate Change Study</b>	A study commissioned jointly by Harborough and other local authorities in order to underpin future planning policies relating to climate change.

<b>PPG 17 Assessment</b>	An open space audit aimed at providing a clear picture of existing and future needs for open space, sport and recreation in the District. The study set out local standards based on assessments of local needs, demographics and audits of existing open spaces. The methodology and development of the study was undertaken in accordance with national Planning Policy Guidance 17 (Planning for Open Space, Sport and Recreation, July 2002).
<b>Previously Development Land (PDL)</b>	Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development. Planning Policy Statement 3 (Housing) has a detailed definition.
<b>Registered Social Landlord (RSL)</b>	A provider of low cost market housing for rent or sale which is accessible to people on low incomes and below the minimum cost of local market housing. Typically these are Housing Associations and Councils.
<b>Renewable Energy</b>	Energy that is derived from a source that does not run out. These include solar, wind, wave, hydro and biomass.
<b>Rural Exception Site / Policy</b>	A development plan or Development Plan Document may allocate small sites within rural areas solely for affordable housing, which would not otherwise be released for general market housing.
<b>Scheduled Ancient Monument (SAM)</b>	Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.
<b>Section 106 Agreement</b>	A legal agreement under section 106 of the 1990 Town and Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
<b>Site of Special Scientific Interest (SSSI)</b>	A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).
<b>Smarter Choices</b>	Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning.
<b>Spatial Planning</b>	<p>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.</p> <p>This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</p>
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	A document that identifies sites and assesses their potential for housing and when they are likely to be developed.
<b>Strategic Housing Market Assessment (SHMA)</b>	An assessment of housing need and demand which is carried out on the basis of sub-regional housing market areas.
<b>Strategic Development Area (SDA)</b>	Area of land north west of Market Harborough allocated for development.
<b>Statement of Community Involvement (SCI)</b>	Document setting out when, with whom and how consultation will be undertaken on Local Development Documents.

<b>Supplementary Planning Document (SPD)</b>	A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
<b>Sustainability Appraisal (SA)</b>	A process by which the economic, social and environmental impacts of a project, strategy or plan are assessed. The aim of the appraisal process is to minimise adverse impacts and resolve as far as possible conflicting or contradictory outcomes of the plan or strategy.
<b>Sustainable Community Strategy (SCS)</b>	A statutory document which demonstrates how local organisations and agencies will work together to improve the economic, social and environmental well-being of their area while also safeguarding the prospects of future generations.
<b>Sustainable Development</b>	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Town Centre</b>	Usually the 2nd level of centres after city centres and, in many cases, they will be the principal centre in a Local Authority area. In rural areas they are likely to be market towns and other centres of similar size and role which function as important service centres, providing a range of facilities and service for extensive rural catchment areas.
<b>Travel Plan</b>	A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.
<b>Urban Fringe</b>	The urban fringe is the transitional area between urban areas and the countryside. It can provide a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land within urban areas to meet provision.
<b>Use Class Order</b>	The Town and Country Planning (Use Classes Order) 1987 as amended specifies various classes of use for buildings or land. Within each class the use for another purpose of the same class does not require planning permission.

## 7 List of Evidence Documents

The following documents have contributed to determining the policy approach in the Core Strategy.

Study (referred to in document as)	Completion date	Author
2010 Strategic Housing Land Availability Assessment (2010 SHLAA)	2010	HDC
6C's Green Infrastructure Strategy Volume 5	2010	Chris Blandford Associates
Affordable Housing Provision and Developer Contributions (Affordable Housing Viability Assessment 2009)	2009	Three Dragons, Roger Tym & Partners
Affordable Housing Supplementary Planning Document (Affordable Housing SPD)	2006	HDC
Annual Monitoring Report	2008, 2009, 2010	HDC
Assessment of Highways and Transportation Implications: Leicester Urban Fringe Addendum Report	2009	Arup
Assessment of Local Community Provision and Developer Contributions	2010	Roger Tym & Partners
Circular 01/2006: Planning for Gypsy and Traveller Caravan Sites (2006)	2006	ODPM
Circular 04/2007; Planning for Travelling Showpeople (2007)	2007	CLG
Code for Sustainable Homes: A step-change in sustainable home building practice	2006	CLG
Community Safety Plan	2008	Harborough District Community Safety Partnership
Consultation Draft Planning Policy Statement 4 – Planning for Prosperous	2009	CLG

Communities		
Delivering a Sustainable Transport System 2008	2008	DfT
Delivering Affordable Housing	2006	CLG
Designing Gypsy and Traveller Sites - Good Practice Guide	2008	CLG
District Landscape Character Assessment	2007	Atkins
East Midlands Regional Strategy (Regional Strategy)	2009	GOEM
East Midlands Strategic Distribution Study	2006	MDS Transmodal, Roger Tym & Partners, Savills
Employment Monitoring Information Paper 2007/08	2008	HDC
Greener homes for the future	2008	CLG
Harborough Employment Land Study	2006	Nathaniel Lichfield & Partners
Highways, Transportation and Development	2009	LCC/6Cs
Level 1 Strategic Flood Risk Assessment	2008	Scott Wilson
Harborough District Local Plan (Local Plan)	2001	HDC
Harborough District Retail Study (Retail Study)	2007	Roger Tym & Partners
Homes for the future: more affordable, more sustainable – Housing Green Paper	2007	CLG
Housing Market Area Growth Infrastructure Assessment	2009	Roger Tym & Partners
Housing Strategy 2009-2014	2009	HDC

Leicester and Leicestershire – Green Wedge Review Joint Methodology	2011	Leicester City, Charnwood Borough Council, Hinckley & Bosworth Borough Council, Harborough District Council, Oadby & Wigston Borough Council
Leicester and Leicestershire HMA Employment Land Study	October	PACEC
Leicester and Leicestershire Strategic Housing Market Assessment (Strategic Housing Market Assessment or SHMA)	December 2008	(B.Line Housing Information Ltd, Three Dragons, Rural Solutions, DDC, De Montfort Centre for Comparative Housing Research, Housing Vision)
Leicester, Leicestershire and Rutland Biodiversity Action Plan	1998	Leicestershire & Rutland Wildlife Trust
Leicester PUA Landscape Character Assessment and Landscape Capacity Study	2009	The Landscape Partnership
Leicestershire, Leicester and Rutland Gypsies' and Travellers' Accommodation Needs Assessment 2006 - 2016 (GTAA)	2007	Centre for Urban and Regional Studies University of Birmingham
Leicestershire and Rutland Sports Facilities Strategic Framework Final Report	2009	Knight Kavanagh & Page
LLITM Assessment of transport impacts from alternative development scenarios in Market Harborough	2010	LCC and HDC
Local Transport Plan 3 2011-2026	2011	LCC
Lutterworth Town Centre Vision and Master Plan	2006	Faber Maunsell GVA Grimley

		Taylor Young
Market Harborough Landscape Character Assessment and Landscape Capacity Study	2009	The Landscape Partnership
Oadby & Wigston Borough Council and Harborough District Council Assessment of Highways and Transportation Implications	2009	Arup
Open Space/Sport and Recreational Facilities and Assessment of Local Needs	2004	PMP
Phase 1 Habitat Survey	2008	WYG
Planning for Climate Change Assessment	2008	IT Power
Planning for Renewable Energy: A Companion Guide to PPS22	2004	CLG
Planning Obligations Development Guidance Note	2009	HDC
Planning Policy Statement: Planning and Climate Change Supplement to Planning Policy Statement 1	2007	CLG
Planning Policy Statement 1: Delivering Sustainable Development	2005	CLG
Planning Policy Statement 3: Housing	2006	CLG
Planning Policy Statement 4: Planning for Sustainable Economic Growth	2009	CLG
Planning Policy Statement 5: Planning for the Historic Environment	2010	CLG
Planning Policy Statement 5: Historic Environment Planning Practice Guide	2010	CLG/English Heritage
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation	2002	ODPM



Planning Policy Statement 22: Renewable Energy	2004	CLG
Planning Policy Statement 25: Development and Flood Risk	2010	CLG
Planning Policy Statement 25: Development and Flood Risk - Practice Guidance	2009	CLG
Provision of Open Space, Sport and Recreation	2009	HDC
Safer Places – The Planning System and Crime Prevention	2004	ODPM
Strategic Distribution Site Assessment Study for the Three Cities Sub Area of the East Midlands	2010	AECOM
Sustainable Community Strategy 2009 – 2014 (SCS)	2009	Harborough Together
Tackling Climate Change in the East Midlands: Regional Programme of Action, 2009 – 2011	2009	East Midlands Regional Climate Change Partnership
The Natural Environment and Rural Communities (NERC) Act	2006	Natural England and the Commission for Rural Communities