

Harborough Local Plan 2011-2031



Schedule of Main Modifications

8 April 2019

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Schedule of Main Modifications (8 April 2019)

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

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

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

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

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MM2	SS1: The Spatial Strategy	20	<u>SS1 (Extract):</u> ... 2. enable housing and commercial development, during the period 2011- 2031, including: a. Housing: provision of land for a minimum of 12,800 dwellings (Use Class C3), including: i. about 7,915 8,792 dwellings already completed or committed, including through planning permissions, resolutions to grant permission and allocations in made neighbourhood plans; ii. about 1,500 1,260 dwellings in a strategic development area (SDA) on land east of Lutterworth ; iii. about 1,200 dwellings in a SDA at Scraftoft North; iv. about 1,170 1,200 dwellings on other sites allocated in this Local Plan; v. about 790 307 dwellings on non-allocated sites or sites to be allocated in neighbourhood plans for Rural Centres and Selected Rural Villages; vi. about 225 dwellings on windfall sites outside Rural Centres and Selected Rural Villages. b. Business: safeguard important existing employment areas, identify sites to meet future economic development needs and replace losses in the stock of employment land for offices (B1(a) and (b)), industry (B1(c) and B2) and non-strategic storage and distribution (B8) as follows: i. about 16.5 18.3 hectares of employment land already completed or committed, including through planning applications, resolutions to grant permissions and allocations in made neighbourhood plans; ii. about 23 hectares of employment land in the East of Lutterworth SDA; iii. about 35.5 hectares of employment land on other sites allocated in this Local Plan. c. Strategic storage and distribution: safeguard existing provision at Magna Park and ensure further sites contribute towards meeting the future requirement enable additional development for non rail-served land across Leicester and Leicestershire in accordance with Policy BE2. <u>strategic storage and</u>

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

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

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

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

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			<u>immediate setting;</u> <u>d. the subdivision of an existing dwelling;</u> <u>e. a design of exceptional quality, in that it is truly outstanding or innovative and would significantly enhance its immediate setting; or</u> <u>f. the rebuilding or replacement of an existing dwelling providing that the resultant dwelling preserves or enhances the character and appearance of the countryside.</u>
MM5	GD5: Landscape and townscape character	39	Policy GD5: Landscape and townscape character 1. Development will should be located and designed in such a way that it is sensitive to its landscape and/or townscape setting and landscape character area and will be permitted where it: a. respects and, where possible, enhances local landscape and/or townscape, the landscape setting of settlements, and settlement distinctiveness; b. avoids the loss of, or substantial harm to, features of landscape, townscape, historic/heritage, wildlife or geological importance, whether of national or local significance importance; c. safeguards important public views, skylines and landmarks; and d. restores or provides equivalent mitigation for damaged features and/or landscapes/townscapes that would be damaged in poor or degraded condition as a result of the development. <u>Explanation (Extract)</u> 4.9.1 Harborough is essentially rural in character and the quality of the landscape has a key role to play in maintaining the District's identity. The Local Plan provides a framework for conserving, enhancing and managing the character, distinctiveness and appearance of landscape and townscape alongside providing for development which meets needs and delivers a thriving rural economy. Policy GD5 ensures that development proposals do not result in unacceptable harm to the landscape or townscape.

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

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Part B			
MM8	H1: Provision of new housing	52	<u>H1</u> In addition to delivery of existing commitments and completions and the allowance for windfalls, land for a minimum of 4,660 <u>3,975</u> new homes will be provided during the plan period to 2031 in the following locations: 1. at Scraftoft about 1,200 dwellings in a Strategic Development Area on land north of Scraftoft, in accordance with Policy SC1; 2. at Market Harborough a minimum of 1,140 <u>1,078</u> dwellings, including in the following allocations: a. Overstone Park - about 600 dwellings in accordance with Policy MH1; b. East of Blackberry Grange, Northampton Road - about 350 dwellings in accordance with Policy MH2; c. Burnmill Farm - a maximum of 90 <u>128</u> dwellings in accordance with Policy MH3; 3. at Lutterworth about 1,500 <u>1,260</u> dwellings in a Strategic Development Area on land east of Lutterworth, in accordance with Policy L1; 4. at Fleckney a minimum of 295 <u>about 130</u> dwellings, including in an the following allocation: a. land at Arnesby Road – about 130 dwellings 5. at the following other Rural Centres, a minimum of: a. Billesdon -10; b. Great Glen – 35 - e.b. Houghton on the Hill – 65 <u>20</u>; 6. at the following Selected Rural Villages, a minimum of: a. Bitteswell - 30, b. Church and East Langton -30, c. the Claybrookes – 50 <u>12</u>,

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

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			requirements of the strategic storage and distribution growth proposed at Magna Park, in accordance with Policy BE2 <i>Strategic distribution</i>. The Magna Park Employment Growth Sensitivity Study, 2017 concluded that the HEDNA’s objectively assessed housing needs (OAN) remain true and robust both for the Leicester and Leicester HMA and the Harborough District. However, taking account of Objective 2, particularly reducing the need for out-commuting and thereby helping to increase the sustainability and self-containment of communities (from 19% currently to 25% in future), there is a need for a small re-distribution of housing growth across the Leicester and Leicestershire area. This re-distribution would lead to a modest increase in housing requirements in Harborough District over and above the OAN, in order to help house the new workers expected to be employed at Magna Park. The Magna Park Employment Growth Sensitivity Study identified that the 700,000 sq m. of strategic storage and distribution proposed for the plan period within Policy BE2 results in the need for approximately 25 more dwellings per annum. This results in an overall housing requirement for Harborough District of 557 dwellings per annum, <u>which amounts to a total housing requirement for the plan period of 11,140 dwellings.</u> 5.1.11 Policy H1 therefore makes provision for <u>a minimum of</u> 12,800 dwellings from 2011 to 2031. Of this, about 8,140 <u>8,792</u> dwellings have already been built or committed (through the granting of planning permission, or through allocation in neighbourhood plans) or are <u>with a further 225</u> anticipated on windfall sites. Policy H1 therefore provides housing land for a <u>minimum of a</u> further 4,660 <u>3,975</u> dwellings. <u>Table B.1 Sources of Housing Land Supply</u> <table><tr><th></th><th>Dwellings</th></tr><tr><td>Completions (already built, as at 31 March 2017 8)</td><td>2,458 <u>3,042</u></td></tr><tr><td>Commitments (with planning permission or allocated through neighbourhood plans, as at 31 March 2017 8)</td><td>5,454 <u>5,750</u></td></tr></table>		Dwellings	Completions (already built, as at 31 March 2017 8)	2,458 <u>3,042</u>	Commitments (with planning permission or allocated through neighbourhood plans, as at 31 March 2017 8)	5,454 <u>5,750</u>
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			On allocated housing sites (Policy H1, 2, 3 and 4)	3,870 <u>3,668</u>
			To be delivered on non-allocated sites	793 <u>307</u>
			Assumed contribution from unidentified (windfall) sites	225
			Total housing land supply	12,800 <u>12,992</u>
			5.1.13 Housing land supply includes provision of two Strategic Development Areas (SDAs) at: - land to the east of Lutterworth, delivering approximately 1,500 <u>1,260</u> dwellings within the plan period and a further approximately 1,250 <u>1,490</u> dwellings beyond 2031; - land to the north of Scraptoft, delivering approximately 1,200 dwellings within the plan period. 5.1.17 The scale of new housing to be provided in individual settlements reflects the roles of different places in the settlement hierarchy (see Policy SS1 <i>The spatial strategy</i>). These roles partly reflect the population size of the settlements and their location in respect of other settlements but also relate to the range of activities and services present and, in relation to primary schools, their ability to expand to accommodate the needs generated by new development. In selecting the scale of housing to be provided in each settlement, account has been taken of fundamental constraints on development, such as flood risk, and the supply of potential development sites in the Strategic Housing Land Availability Assessment (SHLAA). It also included further detailed consideration of villages where the Sustainability Appraisal (SA) of this Local Plan identified potential sensitivity, or where the SHLAA sites were considered to conflict with the criteria in Policy GD2 <i>Settlement development</i>. Each settlement figure is a residual figure <u>(as at 31 March 2018)</u>, taking account of existing commitments and previous completions within the settlement. For this reason there are relatively few dwellings required to be found in Rural Centres, where a large number of planning applications have been recently approved. <u>Some settlements have not been set a minimum housing requirement under Policy H1 because of the substantial number of completions and/or commitments that had already taken place by 31 March 2018 in proportion to the size of the settlement and the level of service provision. Policy GD2 allows for some flexibility in the provision of housing, but prevents a level of growth which could risk overwhelming local</u>	

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			<u>character and facilities or distorting the spatial strategy.</u>
MM9	H2: Affordable Housing	58	1. 40% affordable housing will be required on relevant housing sites: - of more than 10 dwellings; or - with a combined gross floorspace of more than 1,000 square metres; or of more than 0.5 hectares. 2. The tenure split for the affordable housing will be as follows: - about 75% affordable or socially rented; and - about 25% low cost home ownership products; or - a variation on the above mix which is shown to be justified by reference to the latest assessment of affordable housing need. 3. Where on-site provision is demonstrated to be impractical, off-site commuted sums of an equivalent value will be made in lieu of on-site provision. 4. Where small housing developments (of 10 or fewer dwellings or, with a combined gross floorspace of 1,000 square metres gross or less, or 0.5 hectares or less) are proposed within five years of each other on sites that have a spatial relationship (such as a shared access or being located adjacent to each other), or on adjacent sites that are (or have been within the five year period) in the same ownership, affordable housing will be required where a cumulative total of more than 10 dwellings, <u>or a combined gross floorspace of more than</u> 1,000 square metres or 0.5 hectares is proposed. 5. Proposals which do not meet the above policy requirements will be acceptable where it is demonstrated to the Council's satisfaction that a different level or mix of affordable housing is required to make the development viable and the approach contributes towards creating mixed and balanced communities. <u>H2 Explanation (Extract)</u> 5.3.3 Policy H2 requires relevant market housing developments to provide a minimum of 40% of the dwellings as affordable housing. Emerging national policy (as set out in 'Fixing our broken housing market', the Housing White Paper published by the Government in February 2017) is expected to set out a number of exemptions, where some types of new market housing will not be required to provide affordable housing, and will therefore not be considered 'relevant'. These are expected to include build to rent schemes, supported housing, custom build schemes and rural exception sites. Such schemes would not be 'relevant' and would therefore fall outside the requirements of this policy.

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MM10	H3: Rural exception sites	62	1. Development proposals for affordable housing on small sites in rural areas that would not normally be permitted for housing, will be approved as rural exception sites where: a. the site is visually and physically connected to a settlement; b. the scale of the development would be in keeping with the role and function of the settlement c. <u>a. the development would meet clearly evidenced local affordable housing need</u> there is clear evidence of local affordable housing need; d. the development would accommodate households who are either current residents of the parish or have a strong local connection with the local community; and e. <u>b. the housing remains affordable in perpetuity;</u> f. <u>c. the site is proportionate in scale to, closely related to, and in safe and reasonable walking distance of a rural settlement; and</u> g. <u>d. the development respects the character, form and appearance of the immediate vicinity and surrounding rural area.</u> 2. Small numbers of market homes may be permitted on rural exception sites where they: a. are essential to enable the delivery of affordable units; b. meet an identified and proven element of local need, such as starter homes or units to enable 'downsizing'; and c. constitute no more than 20% of the number of dwellings proposed, the exact percentage being determined by the viability of each scheme. <u>Explanation (Extract)</u> 5.5.2 The letting or ownership of properties delivered on rural exception sites will be confined to

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			existing residents of the relevant Parish, or to those with a local connection. A local connection policy will be agreed per scheme between the relevant Housing Association and the Council. This will ensure that dwellings are let or sold to those who are in need of accommodation and on the Council's housing register and will include lettings and ownership criteria with the following pattern: <u>The Council will ensure that dwellings provided under Policy H3 meet local affordable housing needs through mechanisms such as lettings and ownership criteria with the following pattern:</u> • A property would usually be released to a household currently living in the Parish who needs an affordable dwelling. Such a household would usually have lived in the Parish for a minimum period of time (e.g. 9 out of the previous 12 months). • If no one who lives in the Parish needs the affordable home, then any person with a strong local connection to the Parish would be considered. Strong local connections include a resident: ◦ with immediate family living in the Parish; ◦ who previously lived in the Parish; ◦ who works in the Parish; or ◦ who needs to move to the Parish to provide care or receive care.
MM11	H4: Specialist housing	65	<u>1. The provision of well-designed specialist forms of accommodation in appropriate locations will be supported, taking into account housing needs.</u> 21. <u>Specialist accommodation</u> housing development, such as sheltered and extra care accommodation, will be: a. permitted on sites within existing residential areas; and b. <u>permitted where it is in accordance with Policy GD2;</u> b. c. <u>c.</u> sought as an integral part of all residential developments of over 100 dwellings at a rate of at least 10% of all dwellings proposed, where:

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			i. the site offers a suitable location for the provision of specialist housing; and ii. provision of specialist housing would not have an adverse impact upon the deliverability and/or viability of the scheme. <u>32. Any proposal for specialist accommodation development will be permitted where should demonstrate that it:</u> a. is conveniently situated in relation to local retail and community services; and b. has a design, layout and access suitable for occupation by people with disabilities and the elderly <u>the particular specialist group for whom it is intended.-</u> <u>H4 Explanation (Extracts)</u> 5.7.3 The <u>District's</u> need for specialist housing <u>for older people</u> to 2031 in the District has been estimated to be 51 <u>63</u> dwellings per annum or 1,267 dwellings over the plan period..... 5.7.4 The call for sites to be included in the Strategic Housing Land Availability Assessment (SHLAA) did not identify any specific specialist housing sites and the Council has very little land of its own that may be suitable. New provision often arises on previously unidentified / redevelopment sites. However specialist housing can also be appropriately located as part of a larger general purpose residential scheme and will be sought by the Council on sites delivering more than 100 dwellings that offer a suitable location. Provision of at least 10% of units on sites of 100 or more dwellings would yield approximately 280 <u>400</u> specialist housing units throughout the plan period. In combination with the provision of specialist housing on dedicated sites, this requirement will make a significant contribution to meeting identified needs. <u>This will be in addition to the 154 specialist unit completions since 2011 and the 217 units currently with planning permission.</u> 5.7.5 <u>Provision of</u> tThe remaining approximately 600 <u>900</u> units will <u>be encouraged</u> need to be provided on <u>suitably located</u> windfall sites in accordance with the <u>spatial strategy and Policy GD2</u> criteria in part 2 of the policy. The provision of properties suitable for older people in the villages is also important, as many villages have even higher age profiles. Neighbourhood plans are well placed

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			to identify local need and include provision in neighbourhood plan policies. 5.7.6 The design of specialist housing should include meeting the needs of those in wheelchairs. The requirements laid out in Building Regulations Part M4(2) Category 2 include wider doorways, step free access to bathroom facilities and wider parking spaces.
MM12	H5: Housing density, mix and standards	67	1. New housing development will be permitted where it: a. makes efficient use of land and, while respecting the character of the surrounding area, maximises the density on sites from where a full range of services and facilities is accessible by walking, cycling and public transport; and b. meets the nationally described space standards; <u>be. is designed to meet higher water efficiency standards of 110 litres per person per day as prescribed in Building Regulations, Part G.</u> 2. Major housing development should provide a mix of house types that is informed by up to date evidence of housing need. 3. Housing development on sites capable of providing 100 dwellings or more, should meet the accessible and adaptable standards in Building Regulations, Part M4(2); Category 2, in 4% of dwellings proposed. 4. Housing development on sites capable of providing 250 dwellings or more should provide land for self-build and custom build dwellings to help meet identified local demand for them. <u>Proposals for self-build and custom build housing will be supported in any location suitable for housing, including allocated sites, committed sites, windfall sites and sites which are in accordance with Policy GD2. Where there is clear evidence of demand, and where servicing and site arrangements can be made suitable and attractive for such homes, the Council will seek the provision of land for custom and self-build housing on housing allocations capable of providing 250 or more dwellings, as part of an appropriate mix of dwellings.</u> <u>H5 Explanation (extracts)</u> 5.9.3 Minimum construction standards for new buildings are set by Building Regulations. Nationally described space standards can be applied through the Building Regulations provided there is a policy to

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

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MM13	H6: Gypsy, Traveller and Travelling Showpeople accommodation	70-71	6. Development for new, and extensions/improvements to existing permitted or lawful, Travelling Showpeople sites will be permitted subject to: a. the site meeting criteria 5b – 5g above; b. the site being used exclusively for residential, storage and maintenance purposes only; and <u>any commercial use remaining ancillary;</u> c. <u>any ancillary commercial activity,</u> the movement of vehicles to and from the site and the maintenance of equipment on the site not creating unacceptable noise or visual disturbance for occupants of existing land uses within the surrounding area-; <u>and</u> <u>d. additional traffic movements resulting from commercial uses not being considered detrimental to highway safety or resulting in the residual cumulative impact on the road network being severe.</u>
MM14	BE1: Provision of new business development	75	1. <u>Scale and Distribution</u> In addition to the delivery of existing commitments, a minimum of 59 hectares for office B1(a) and (b), industrial B1(c) and B2, and non-strategic storage and distribution B8 will be provided in the following locations: b. at Lutterworth, a minimum of 26 hectares including the following allocations: i. <u>about 10</u> hectares of business use within Use Class Orders B1 and B2 as part of the East of Lutterworth Strategic Development Area (SDA) in accordance with Policy L1; <u>BE1 Explanation (Extract)</u> 6.1.1.... • B8 – Storage and distribution, but excluding strategic distribution, namely <u>where for the purposes of this plan units below 9,000sq.m gross are considered non-strategic and</u> units

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			in excess of than 9,000sq.m gross <u>are considered strategic.</u> 6.1.8 In order to ensure delivery of sufficient land to meet the requirement for employment, Policy BE1 takes the HEDNA future need for different B class uses and factors in the supply side. <u>BE1 therefore provides for a minimum of 59 hectares of employment land. This is more than the minimum 51 hectares of gross need, identified by the HEDNA (using the upper end of the range identified for office use). The additional supply provides for flexibility in order to: strengthen Market Harborough's established role as the District's primary economic centre; achieve a balance between jobs and areas of housing provision; provide for a sustainable distribution of sites; and off-set potential future losses of existing employment sites.</u> This includes the need to replace poorer quality existing employment floor-space which is expected to be lost during the plan period. Further allowance..... 6.1.9 Since the start of the plan period (1 April 2011) a net total of 16.5 <u>18.3</u> hectares has been built or committed for B1, B2 and non strategic B8 uses through the granting of planning permission or through allocation in neighbourhood plans. This results in a residual requirement for a minimum of 34.5 <u>32.7</u> hectares based on the upper end of the range for offices. As illustrated in Table B.11 below, the Plan allocates sites in excess of this minimum figure <u>for the reasons outlined in para 6.1.8 above.</u> Table B.11 Sources of Employment Land Supply (Hectares) <u>at 31 March 2018</u> (For modifications to table B.11 see Appendix 1) 6.1.10 Policy BE1 provides for a supply of employment land in accordance with the settlement hierarchy and strategic aims of Policy SS1 <i>The spatial strategy</i>. The preferred strategy is to focus development at Market Harborough and Lutterworth (particularly within the SDAs) as the District's main economic centres, and at Rural Centres all of which are well located, served by infrastructure and are accessible by sustainable modes of travel. In order to support the delivery of allocated sites in the District's main economic centres, further employment delivery would only be supported in accordance with Policy

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

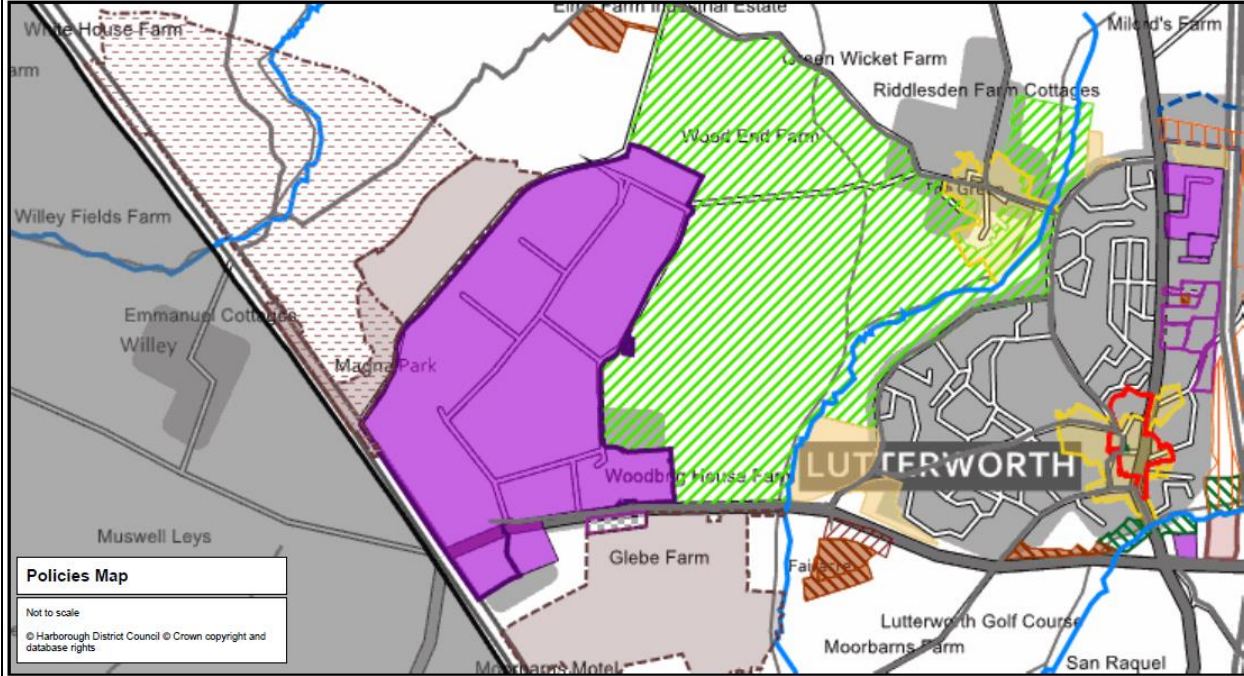
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			<u>b. proposals for any non-strategic storage and distribution use are small-scale, proportionate in scale to the strategic storage and distribution use and ancillary to the use of individual plots or beneficial to the functioning of the site as a strategic storage and distribution park;</u> <u>c. heritage assets and their settings are protected and where possible enhanced, including Bittesby Deserted Mediaeval Village (DMV) which is a Scheduled Monument and non-designated heritage assets including Bittesby House which forms part of the setting of the DMV. Any planning application will be informed by a heritage impact assessment, which forms the basis for approaches to design, scale and layout of development. Green space, such as a community park, is to be provided to protect the setting of the DMV;</u> <u>d. the layout and design is informed by a landscape visual impact assessment to minimise the impact on the character of the immediate and wider landscape;</u> <u>e. impacts on the highway are mitigated through:</u> i. <u>junction improvements to the Whittle Roundabout (A4303/A426);</u> ii. <u>junction improvements to the Gibbet Hill Roundabout (A426/A5);</u> iii. <u>an extension to the dual carriageway of the A5;</u> iv. <u>improvements to public transport services, including serving the development at shift changeover times of 6am, 2pm and 10pm;</u> v. <u>provision of a Travel Plan, to incorporate measures and targets for reducing single car occupancy use;</u> vi. <u>provision of HGV parking facilities, including overnight lorry parking facilities; and</u> vii. <u>footpath and cycle provision, linking the development with the existing Magna Park, and the wider footpath and cycle network.</u> <u>f. impacts on Lutterworth Air Quality Monitoring Area are minimised and an HGV routing agreement (to include a monitoring and enforcement scheme) is to be submitted to and approved by the Local Planning Authority;</u> <u>g. impacts of construction on air quality through dust and other emissions are mitigated and a</u>

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

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			within Harborough District; e. not lead to severe traffic congestion anywhere on the nearby strategic and local road network, particularly the A5, whether within Harborough District or outside; and f. ensure 24 hour operations do not have an unacceptable environmental, community or landscape impact in the immediate and wider surrounding area. 6.3 BE2 Explanation <u>6.3.1 The NPPF 2019 requires planning policies to recognise and address specific locational requirements of different sectors, including provision for storage and distribution operations at a variety of scales and in suitably accessible locations. Policy BE2 therefore sets out the amount of additional development that should be provided, directs development towards sites adjoining Magna Park that best meet the locational requirements of the sector, and allocates a site in this location which can provide strategic distribution operations at a variety of scales.</u> 6.3.21 This policy contributes towards meeting the requirement for land to support the strategic distribution sector within the Leicester and Leicestershire Housing Market Area (HMA) to 2031, specifically non rail-served provision. It does so without compromising the overall objective of sustainable development and the protection of the quality and diversity of the District's natural and historic environment. 6.3.32 The need for further strategic distribution facilities was identified in the Leicester and Leicestershire Strategic Distribution Sector Study (L&L SDSS) 2014, which was updated in 2016. The study considered all existing and planned sites within Leicestershire and the East Midlands. These were as follows: • East Midlands Distribution Centre, Castle Donnington, Leicestershire. • East Midlands Gateway, Lockington, Leicestershire. • East Midlands Intermodal Park, Etwell, Derbyshire. • Daventry International Rail Freight Terminal (DIRFT) Phase 3, Lilbourne, Northamptonshire.

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			• South Northants, Milton Malsor, Northamptonshire. • Corby Eurohub, Corby, Northamptonshire. • Corby International Rail Freight Terminal, Corby, Northamptonshire. 6.3.43 The sector and industry is global in its nature and economic drivers and cross-boundary in its effects. The study identified minimum gross land requirements for strategic B8 development across the HMA, including provision for non rail-served sites of 152 hectares by 2031. 6.3.54 Harborough District has been a focus of strategic distribution since Magna Park was developed in the early 1990s. Magna Park is a 223 hectare strategic warehousing and distribution park located to the west of Lutterworth. It is located in an area of land bounded by the M1, M6, and M69 motorways; known as the 'Golden Triangle' for its logistically favourable location. 6.3.65 Magna Park is the largest single employment centre in the District in terms of land and the number of jobs. It is significant in economic terms at a district and sub-regional level and as a nationally recognised distribution centre. The site is occupied by blue chip multi-national companies who operate their national and regional distribution centres from there. 6.3.76 Magna Park is a first generation specialist distribution park, which meets the criteria for a commercially attractive strategic distribution site and will serve the needs of a modern logistics and distribution industry throughout the plan period. Policy BE2.<u>1</u> therefore maintains and safeguards the existing Magna Park as a leading regional and national distribution hub by limiting future development to Class B8 uses only with a minimum floorspace of 9,000 sq.m <u>(this part of the policy will also apply to the committed and allocated sites once they have been developed)</u>. Plots should be re-developed for new strategic distribution buildings once existing units have become either physically or functionally obsolete. 6.3.87 The M1 corridor in Harborough District is a key area of opportunity for Leicester and Leicestershire as identified in the L&L SDSS Update, 2016 and is of regional and national significance to the strategic distribution sector. The forecasts of land in the SDSS are minimum levels of provision and there is a strong case that Harborough should continue to make a substantial contribution to long term non-rail served strategic warehouse, logistics and distribution development in Leicester and Leicestershire. There is a need to meet the further requirements for non rail-served B8 strategic

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

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

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

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

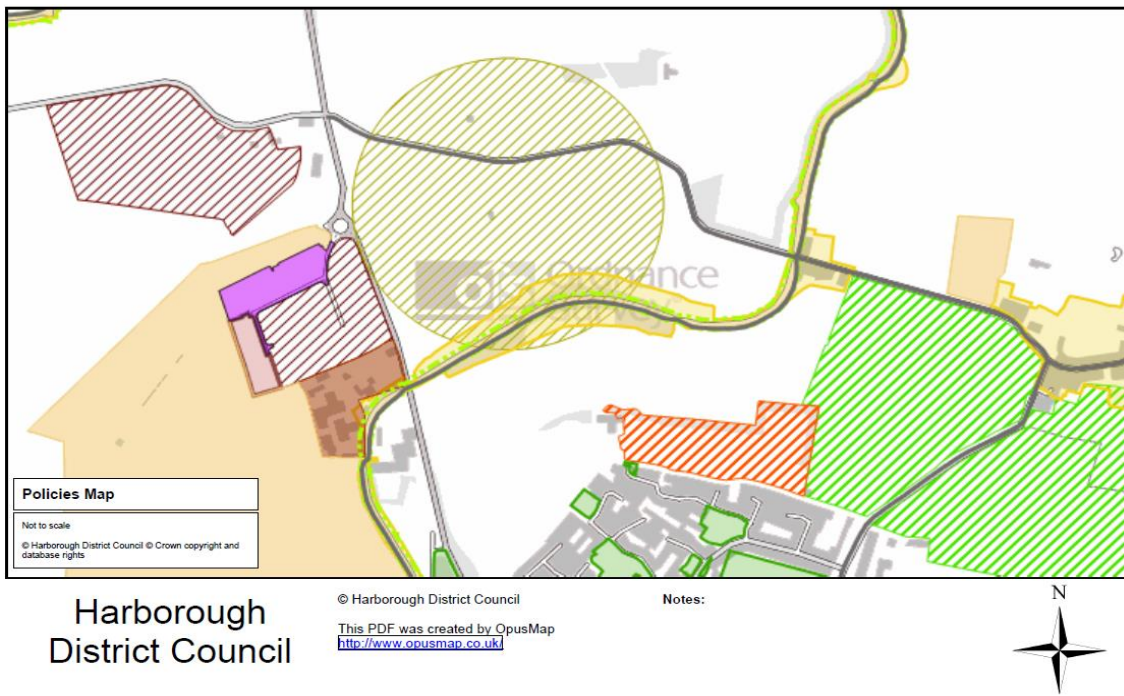
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			be approved <u>permitted</u>. 4. Residential development within the defined town centres of Market Harborough and Lutterworth will be permitted, subject to the creation of a satisfactory residential environment and so long as it does not undermine the functionality and heritage of the town centres. (Renumber criteria 5 – 6 as 4 – 5) 76. Within the local centres of Fleckney, Great Glen and Kibworth Beauchamp, as defined on the Policies Map, proposals for shopping and business uses, <u>including mixed development with residential accommodation</u>, will be permitted provided development proposals do not detract from the character of the area in terms of design, mass, material height or location and the amenity of neighbouring residents is not adversely affected. Proposals outside the defined local centre will need to apply the sequential test and carry out an impact assessment in accordance with the threshold set out above.
MM18	HC1: Built Heritage	110	1. Development affecting heritage assets and their settings will: a. be appraised in accordance with national policy; and b. be permitted where it protects, conserves or enhances the significance, character, appearance and setting of the asset, including where possible better revealing the significance of the asset and enabling its interpretation. 2. Development will be refused where the proposal would lead to harm to or the loss of significance of a heritage asset and/or its setting, unless it can be demonstrated that the harm or loss is clearly outweighed by the public benefits of the proposal. <u>2. Where the proposed development would lead to substantial harm to (or total loss of significance of) a designated heritage asset and/or its setting, planning permission will not be granted unless:</u> <u>a. The proposed development demonstrates that the substantial harm or total loss is</u>

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

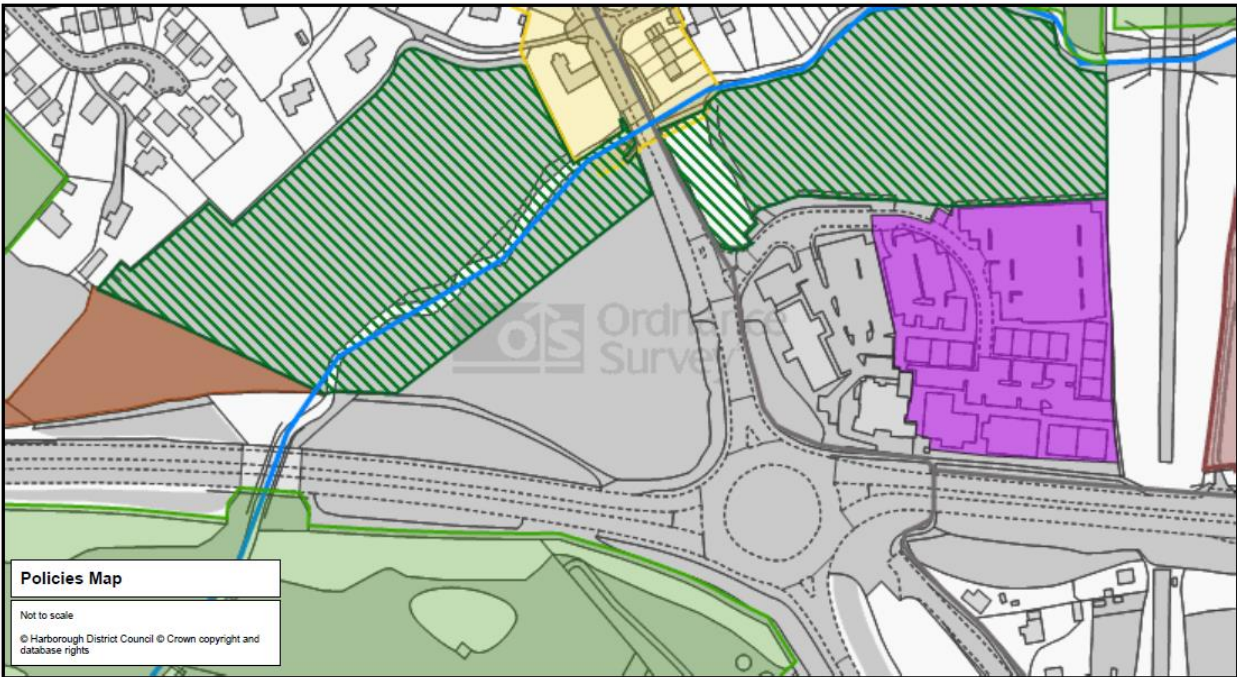
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			<u>will have regard to the scale of any harm or loss and the significance of the non-designated heritage asset.</u> 5. Development which enhances the local and regional role of Foxton Locks and the former inclined plane as a tourism and recreational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

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			— a. Welland, Sence, Soar, Swift and Avon river corridors; — b. Grand Union Canal; — c. Dismantled railway lines; — d. Saddington, Stanford and Eyebrook reservoirs; and — e. Traffic free cycle routes, and long-distance recreational paths and bridleways.
MM20	GI2: Open space, sport and recreation	122	2. Development resulting in the loss of or reduction in public and private defined open spaces, sport and recreation spaces facilities will not be permitted unless it can be clearly demonstrated that:
MM21	GI3: Cemeteries	128	1. The Council will ensure sufficient burial provision continues to be provided in the District in the following ways: a. Extensions to existing burial sites will be permitted where there is a demonstrable requirement for additional capacity for burials and cremation ashes and this cannot be met within the curtilage of an existing site; b. New burial sites will be permitted where there is a need for additional capacity for burials which cannot be met through extending existing sites, including provision for the East of Lutterworth and Scraftoft North SDAs; new sites should be located as close as possible to the assessed need; c. Land is allocated for a new burial site to serve Market Harborough and surrounding villages to meet identified needs at land to the east of Harborough Road (B6047), Market Harborough, as shown on the Policies Map, providing a minimum of 3,000 burial plots. <u>c. The need for a new burial site to serve the needs of Market Harborough and surrounding villages has been identified. A broad location for this new site has been identified on land to the east of Harborough Road (B6047) to the north-west of the town, as shown on the Policies Map. In the event that a new burial site to serve the town is not delivered through b. above beforehand and subject to further technical work to demonstrate the site is suitable, a new burial site in this broad location should be provided as a component of the town's future expansion as part of a Local Plan Review.</u>

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			9.5 GI3 Explanation 9.5.3 A number of areas of the District have been identified where the shortage of burial/ cremation ash capacity cannot be accommodated by the intensification or extension of existing sites. These areas are: • Towards the south of the District around Market Harborough. There is a shortage of capacity within Market Harborough and around Foxton. Lubenham and Great Bowden are also expected to see shortages of capacity in the period between 2031 and 2039. A site is allocated for new cemetery provision at land east of Harborough Road (B6047). This will have a minimum capacity of 3000 burial plots and will be implemented by the Council as burial authority or by, or in partnership with, a private provider. The Council will consider use of its CPO powers if necessary to deliver this project. <u>A broad location for a new cemetery has been identified to the north of Market Harborough as part of a future expansion of the town in this area.</u> Table B.32 Supporting Information: Policy GI3 Add following to 'What evidence has informed this policy?' row: <u>Market Harborough Cemetery Site Assessments, 2017</u> <u>Policies Map:</u> Cemeteries (GI3): Deletion of cemetery allocation to serve Market Harborough. Inclusion of broad location for cemetery. (Shown below for illustrative purposes as a circle with green stripe hatching.)

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MM22	GI4: Local Green Space	130	 2. The construction of new buildings on Local Green Space will not be permitted except in very special circumstances where the potential harm to the Local Green Space, including to its openness, special character and significance to the local community, is clearly outweighed by other considerations, such as the benefits of the development in enabling or enhancing public access to and use of the Local Green Space <u>other than:</u> <u>a) buildings providing appropriate facilities for outdoor, sport, recreation, cemeteries, burial grounds and allotments as long as the facilities preserve the openness of the Local Green Space, or</u>

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

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MM23	CC2: Renewable energy generation	137	1. Development for renewable and low carbon energy generation will be permitted where: a. it is an appropriate technology for the site; b. it avoids harm to important bird and animal species; c. it avoids substantial harm to any heritage asset, designated or not, and its setting and any less than substantial harm is clearly outweighed by the other benefits of the development;

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

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

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

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			<u>climate change.</u> 35. Development in Flood Zone 3, unless meeting the Exceptions Test, will only be permitted as follows: a. Flood Zone 3a: 'less vulnerable' uses, including retail and business uses (A and B Use Classes), agriculture and some non-residential institutions (Use Class D1) other than for health services, nurseries and education; and water compatible development; b. Flood Zone 3b: water compatible development <u>where appropriate</u>; this zone will be safeguarded to ensure protection of the functional floodplain.
MM25	IN2: Sustainable Transport	151	1. Development proposals should support <u>have regard to</u> the transport policies of the Local Transport Authority (and where appropriate adjoining transport authorities) and where there are impacts on the national road network be aligned with policies of Highways England 2. Residential and commercial development proposals will be permitted, subject to the provision of: a. safe access, servicing and parking arrangements in accordance with <u>having regard to</u> highways authority guidance and standards; <u>Explanation (extract)</u> 11.3.7 The approach to transport set out in this Local Plan acknowledges that additional transport infrastructure improvements will be largely developer funded, and that public transport provision, for both new and existing services, will also be developer funded where necessary. Within and adjacent to Market Harborough, development will be expected to contribute to transport improvement schemes set out in the Market Harborough Transport Strategy 2017-2031, with development within and adjacent to Lutterworth and Magna Park expected to contribute towards transport improvement schemes set out in the A5 Strategy and Action Plan. <u>Where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network, the Council will seek measures, including if necessary a financial contribution fairly and reasonably related to the development, to mitigate the impact of the scheme. The Market Harborough Transport Strategy 2016 sets out 18 recommendations for transport mitigation measures within and around</u>

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			<u>Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance. A table of mitigation measures is set out below.</u> (see Appendix 3 for table to be included).
MM26	IN3: Electronic connectivity	155	1. Major development will only be permitted where adequate broadband services are <u>infrastructure is</u> to be made available to all residents and/or users of the development. 11.5.5 Applications for major residential and employment development should be supported by a communications strategy that delivers future-proofed infrastructure and supports sustainable communications services. Developers are encouraged to engage with broadband providers at the earliest opportunity to enable <u>infrastructure to support</u> the highest possible internet connection speeds to be provided in new developments.
MM27	IN4: Water resources and services	158	1. Water resources will be protected and water services provided. Development will be permitted where it would: - not adversely affect the quality of any water course into which the surface water emanating from new development flows; - not adversely affect ground water quality by preventing potential sources of water pollution within Source Protection Zones (as identified on the Policies Map); - have access to an adequate water supply to support the development proposed; - have ready access to adequate foul water treatment and disposal facilities that either already exist or can be provided in time to serve the development; - ensure the removal of any contamination from the site and that the development would not result in the migration of any contamination to a location where it could have an adverse affect upon the water environment; and <u>have no adverse impact on and, wherever possible,</u> contribute to an enhanced water environment and its associated ecology wherever possible. 2. Major developments, and high or intense water use developments, should include a grey water and rainwater harvesting system, unless demonstrated to the Council's satisfaction that such a system is not viable <u>feasible</u> or practical.

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MM28	IMR1: Implementation, monitoring and review	162	1. The Council will monitor and manage, through the preparation of its Annual Monitoring Report, the delivery and effectiveness of policies of this Local Plan against specific performance indicators and targets set out Appendix K: Monitoring Framework. 2. <u>A full or partial update of the Local Plan will be commenced (defined as the publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) within 6 months of the following:</u> a. <u>the adoption by the Council of a Memorandum of Understanding (MOU) or Statement of Common Ground (SoCG) which proposes a quantity of housing or employment development to 2031 that is significantly greater than the housing requirement or employment need identified in this Local Plan; or</u> b. <u>in the absence of an adopted MOU or SoCG, 12 months from the date of publication of a Local Plan for Leicester City (defined as publication of an invitation to make representations in accordance with Regulation 19 of the Town and Country (Local Planning) (England) Regulations 2012) that includes satisfactory evidence of an unmet local housing need; or</u> c. <u>conclusion of a review in response to specific trigger points as set out in the monitoring framework, including identification of significant and persistent shortfalls in the delivery or supply of housing against the housing requirement.</u> 3. <u>Any full or partial update of the Local Plan triggered by 2. above will be submitted for examination within 30 months from the date it commenced.</u> 2. The Council will commence a partial or full review of the Local Plan no later than five years from the date of adoption, or earlier where:- a. specific review trigger points as set out under policies and in the monitoring framework have been, or are likely to be, met; b. collaborative working with other planning authorities, including those within the Leicester & Leicestershire Housing Market Area (HMA) establishes objectively the need for further provision of

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			housing and/or employment land within the Harborough District and there is insufficient flexibility already provided for within the Plan; or c. the Leicester and Leicestershire Strategic Growth Plan sets out a scale and spatial distribution of development for Harborough District which is significantly different to that set out in the Local Plan and there is insufficient flexibility already provided for within the Plan. 3. The should a review be required under b. or c. above, it will be commenced within 12 months of the need for the review being established. <u>IMR1 Explanation (Extracts)</u> 12.1.7 The Council recognises that to be effective the Local Plan needs to be kept up to date. The national Planning Practice Guidance (PPG) indicates that plans will need to be reviewed, either in whole or part, at least every five years. 'Fixing our broken housing market', the Housing White Paper (DCLG February 2017) indicates that this may become a statutory requirement. <u>Policies in the Local Plan, including the spatial strategy, will be reviewed to assess whether they need updating at least five years from adoption and, where necessary, they will be updated. This review process will take account of any significant changes to national policy and changing circumstances affecting the District.</u> The Council will undertake a partial or full Monitoring or review of the Local Plan to take account of significant changes to national policy where relevant and. <u>In addition an early Local Plan update (full or partial) will be initiated</u> in the following circumstances: a. When specific trigger points have been met Specific trigger points for partial or full Monitoring and review of the Local Plan have been set out for relevant key policies in Appendix K <i>Monitoring framework</i>. Where monitoring through the AMR indicates that the trigger point has been reached or will be reached in the near future, the Council will commence a review of appropriate policies. b. Responding to the HEDNA The Council has worked collaboratively with other authorities to establish, objectively, the level of growth

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

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

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MM29	SC1: Scraptoft North SDA	167-169	<u>SC1 Scraptoft North Strategic Development Area</u> 1. Land to the north of Scraptoft, as identified on the Policies Map, is allocated as a Strategic Development Area (SDA). 2. This new neighbourhood will be developed comprehensively in accordance with a masterplan, including delivery and phasing arrangements, <u>to be prepared in accordance with masterplanning requirements set out in Appendix L</u> and informed by key design principles, an independent design review and community consultation. This masterplan will be incorporated into a Supplementary Planning Document and/or an outline planning application and <u>a</u> supporting section 106 agreement. 3. The masterplan will <u>guide the creation of</u> create a sustainable and high quality living environment <u>within a network of green infrastructure which maintains and enhances the existing areas of highest ecological value, creates new habitats of local Biodiversity Action Plan priorities, provides recreational opportunities and maintains the distinct identity of Scraptoft village</u> and will provide for: Housing a. approximately 1,200 dwellings during the plan period to 2031-; b. affordable and specialist housing in accordance with Policies H2 and H4; c. a mix of house types, including serviced plots for self-build and custom homes, <u>as appropriate</u>, and housing standards in accordance with Policy H5; d. a range of housing densities, with lower densities towards the northern and rural boundaries of the site; Community facilities e. a two-form entry primary school to be provided soon after <u>in parallel with the progress of housing development, with at least a one form entry primary school to be open the first</u>

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			<u>September before</u> the completion of 300 dwellings, <u>or at a specified date whichever is the later, having regard to the relevant policy of the Local Education Authority;</u> f. appropriate contributions towards secondary education provision, as determined by the local education authorities; g. a neighbourhood centre as a social and retail hub for the new community to be provided before the completion of 500 dwellings <u>in accordance with a phasing plan to be agreed with the Local Planning Authority;</u> to include some or all of the following: i. a supermarket or shops to meet local convenience needs; ii. a public house/café; iii. a doctors' surgery; iv. a community hall; and v. other community facilities or upgrade of existing facilities; h. a multifunctional green infrastructure network, including: i. green corridors along Scraptoft Brook to retain its value as an important wildlife corridor, including designation of part of the area as a Local Wildlife Site; ii. open space, sport and recreation facilities including equipped play space and sports pitches in accordance with Policy GI2;₁ and iii. a new cemetery in accordance with Policy GI3; Highways and Transportation i. a minimum of two access points to the development, with an east-west connection across the site; j. well connected street patterns that deliver high quality, safe and direct walking, cycling and public

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

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

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

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

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

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

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

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

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

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

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

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

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

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			<u>secondary schools, leisure and health facilities as well as for wider employment opportunities. Whilst the distances from the new development to the town centre and other facilities are suitable for walking and cycling, the presence of the M1 running north and south between the existing town and the new development creates a form of severance between the two parts of the community. The masterplan must address and overcome this; ensuring the new development is well-connected and integrated with the existing town.</u> <u>15.2.5 Ensuring integration and connection with Lutterworth will be achieved, in part through the creation or substantial upgrading of existing routes across the M1, resulting in a minimum of 5 connections, 4 of which are expected to be bridges, and 1 is expected to be a route under the M1. All of which will provide dedicated, lit, legible, safe and direct walking and cycling routes. These connections across the M1 will be part of a wider network of legible routes, both within the SDA site itself and continuing through into the existing town and providing routes to key facilities within Lutterworth.</u> (para numbering changes from this point on) 15.2.4 <u>15.2.6</u> The SDA will also provide a new road, linking the A426 to the north of Lutterworth to the A4304 to the east of M1 junction 20 via a new bridge over the M1. This new 'spine road' is predicted to remove some of the through traffic currently travelling through the centre of Lutterworth, helping to improve air quality. The southern part of this spine road, and not Gilmorton Road, should be used as the main means of accessing the site, both for residents and construction traffic, until such time as the link across the motorway from the north is in place. 15.2.7 <u>15.2.9</u> • deliver a relief<u>spine</u> road to alleviate existing pressure upon Lutterworth High Street and the Air Quality Management Area: 15.2.9 <u>15.2.11</u> The SDA will provide for a range of housing needs, providing affordable homes, self-build plots, specialised care homes and a range of housing types and sizes. While there is a capacity plan submitted as part of the Vision Statement, the location and capacity of each 'plot' (development

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

Main Modification Ref	Policy ref and Name	Local Plan page	Main Modification
			facilities. The Education Authority require that the first new primary school is to serve the SDA is opened by the September after before occupation <u>completion</u> of the 300th dwelling, <u>or at a later date, as agreed, should predicted pupil numbers suggest this is appropriate.</u> 15.2.18 15.2.20 New or upgraded junctions will be provided at: • A4304 Lutterworth Road/'spine road' - signalised junction; • A4304 Lutterworth Road/access to B8 employment site -signalised junction; • A426 Leicester Road/'spine road' -roundabout or signalised junction; • M1 Junction 20 -signalisation of all approach arms and widening of circulating lanes; • A4303/A426 Rugby Road ('Frank Whittle <u>roundabout</u>') – <u>necessary improvements</u>; signalised crossroads junction, plus roundabout to the north ; and • A426 Leicester Road/Bill Crane Way - signalised junction plus pedestrian crossing. 15.2.22 15.2.24 Lutterworth town centre is one of just two Air Quality Management Areas (AQMA) in the District. This is primarily as a consequence of the volume of traffic including HGV's using the A426. Development of the site provides the potential to deliver an eastern relief road for the town <u>a spine road</u> which can deliver significant environmental benefits to the town centre, as well as improving the health and well-being of residents. The policy requires noise and air quality mitigation measures for proposed dwellings adjoining the M1, and no moderate or worse adverse impact upon air quality within the Lutterworth Air Quality Management Area. A moderate adverse impact is defined by Land-Use Planning & Development Control: Planning For Air Quality May 2015 b(v1.1) EPUK & IAQM (or a successor

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

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			17.2 K1 Explanation 17.2.1 The site is allocated for business and light industrial development to help meet Policy BE1 Provision of new business development <u>and retail development to help meet the needs of the growing local population</u>. It comprises agricultural land approximately 9.0 hectares in size to the south and west of the existing Priory Business Park, which was not assessed in the Council's Existing Employment Areas Review, 2012. The majority of the site comprises arable fields with some areas of plantation woodland existing hedgerows and an attenuation pond. 17.2.3 The site would contribute towards meeting the need for economic development land as identified in the Leicester and Leicestershire Housing and Economic Development Need Assessment (HEDNA), 2017. <u>Along with the retail development element, it</u> would also help to widen employment opportunities in the District's rural areas outside the key settlements and has the ability to contribute to sustainable economic growth and respond to market trends. 17.2.5 The site is allocated for a mix of B1a, B1b, B1c, B2 <u>and A1</u> uses with B1c/B2 uses expected to predominate. <u>There is an extant outline planning permission for development on the site for:</u> • <u>B1b/B1c/B2 commercial/industrial uses (up to 11,368sq.m);</u> • <u>B1a office use (up to 882sq.m); and</u> • <u>A1 retail use (up to 294sq.m).</u> <u>17.2.6 Provision of approximately 12,500sq.m of business floorspace, is expected to be in accordance with the approved site phasing plan and indicative master plan</u> in units ranging from 48sq.m to 140sq.m within a developable area of approximately 5.7 hectares <u>and</u> is envisaged to meet market demand. Ideally units will be flexible in size with the potential for neighbouring units to be joined together to cater for the needs of starter and expanding businesses.

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MM42	Appendix G	256	<u>Appendix G: Housing Trajectory updated to 31.3.2018</u> (see Appendix 2 below)

Appendix 1

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

	Office B1a/b	Industrial B1c/B2	Non-strategic B8 Storage & Distribution (units > ≤9,000sqm)	Total
Net Completions (already built, as at 31 March 2018)	2.4 <u>4.6</u>	5.3 <u>6.9</u>	-2.9 <u>-3.1</u>	4.8 <u>8.4</u>
Net Commitments (with planning permission or allocated through NDP at 31 March 2018)	5.3 <u>3.9</u>	4.9 <u>3.0</u>	1.4 <u>3.0</u>	11.7 <u>9.9</u>
On allocated employment sites (Policy BE1)	18.6 <u>18.6</u>	18.9 <u>18.9</u>	21.0 <u>21.0</u>	58.5 <u>58.5</u>
Total employment land supply	26.3 <u>27.1</u>	29.1 <u>28.8</u>	19.5 <u>20.9</u>	75 <u>76.8</u>

Appendix 2

Delete existing trajectory

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

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

Appendix 3

Market Harborough Transport Strategy recommendations

(Source: Market Harborough Transport Strategy, updated recommendations)

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

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

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