

CHAPTER 4 : POPULATION AND HOUSING

PARAGRAPHS 4.12 and 4.13 - AIMS AND OBJECTIVES

Inspector's Recommendation

4.3 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.2 in the Inspector's Report.

Proposed Modification

None.

PARAGRAPHS 4.14 to 4.19 - NEW HOUSING PROVISION

Inspector's Recommendation:

4.32 *I recommend that:*

- (i) *line 1 of paragraph 4.14 of the Plan be modified by the deletion of the word "provided" and the addition of the word "constructed" after the words "dwellings to be".*
- (ii) *the Plan be modified by the deletion of the text at paragraph 4.15 and by the addition of the following :*

" At March 1997 a substantial proportion of the overall requirement of 8350 dwellings was already provided for as follows:

	<u>DWELLINGS</u>
<i>Strategic Housing Requirement 1991 to 2006</i>	8,350
<i>Less:</i>	3,144
<i>Completions 1991 to 1997</i>	
<i>Dwellings under construction on large, non-windfall sites</i>	354
<i>Expected completions on small sites (less than 0.4ha) 1997 to 2006</i>	585
<i>Expected completions on windfall sites (0.4ha to 1.0ha) 1997 to 2006</i>	<u>270</u>
	<u>4,353</u>
<i>Balance to be found</i>	3,997
<i>+ 10% Flexibility allowance</i>	<u>400</u>
<i>Total Residual Requirement</i>	4,397

Less:

<i>Commitments at 1/4/97 on large sites, ie, Outstanding permissions at 3/97</i>			2,304	
<i>Less - on windfall sites</i>	203			
<i>- on small sites</i>	581			
<i>- under construction at 3/97</i>	354	1,138		1,166
<i><u>Therefore the Plan needs to provide</u></i>				<u>3,231</u>

(iii) *the Plan should not be modified by PC 81*

(iv) *the Plan should be modified by the inclusion of FPC 81A but taking account of recommendation (ii) in relation to paragraph 4.15 and the additional and consequential changes that may be necessary arising from the implementation of recommendation (ii).*

CBC Decision

Recommendations (i) and (iii) Accept.

Recommendations (ii) and (iv) Reject with further modifications.

Reason

Recommendations (i) and (iii):

For the reasons set out in paragraphs 4.5 to 4.31 in the Inspector's Report.

Recommendations (ii) and (iv):

1. The Inspector's consideration of housing land supply issues focuses on three key aspects:

- small site expectations;
- the need for flexibility;
- windfall expectations.

Small Site Allowance:

2. The Inspector's conclusion that the scale of the small site allowance should be set at 65 dwellings per year for the remainder of the Plan period is accepted for the reasons set out in paragraphs 4.24 and 4.25 in the Inspector's report.

Flexibility:

3. The Inspector recommends that a 10% flexibility allowance should be applied to the calculation of housing land supply to allow for non-completions, slower than anticipated construction rates, and other unforeseen difficulties (paragraphs 4.17 to 4.23 in the Inspector's report).
4. PPG3 sets out a new policy direction for the delivery of housing through the planning system based upon the 'plan, monitor and manage' approach. Central to this approach is the managed release of housing land based on realistic assumptions on delivery, supported by regular monitoring of implementation to ensure that housing requirements are being met.
5. It is accepted that there needs to be some flexibility in the Plan in order to respond to potential shortfalls in the delivery of housing land, identified through regular monitoring. However, in the context of the revised guidance contained in PPG3, a blanket 10% flexibility allowance as

recommended by the Inspector is no longer the appropriate approach. Without any control on the release of allocated sites, this could mean that, if sites develop as anticipated, green field land will have been released unnecessarily.

6. It is proposed that the calculation of the housing land requirement should be based on a realistic assessment of the potential delivery from allocated sites. To enable the Plan to respond to changed circumstances, additional allocations, over and above the identified remaining requirement, should be included. The release of these additional sites will be managed and will only come forward for development in the event of under-achievement from any element of the housing land supply. This would be identified through annual monitoring. This approach is fully in line with guidance contained in PPG3 and a 'plan, monitor and manage' approach to housing land release. It would mean that additional green field sites would not be released unless and until they are needed.
7. The Inspector, at paragraph 4.21 of his report, expresses concern that it would not be practical to undertake a review of the Plan in what remains of the Plan period to bring forward additional sites in the event of under-achievement. It is accepted that the limited timescale remaining means that a review of the Plan to bring forward additional sites is not an option. The approach recommended in the following Proposed Modifications addresses these concerns by allocating additional sites in the Plan to allow for uncertainty, but managing their release through regular monitoring of housing land development. An additional phasing policy is proposed to set out the circumstances where these additional sites would be released for development. In this way, a review of the Plan would not be necessary to address identified shortfalls. It will be important to carefully monitor progress on housing development so that, if needed, the identified additional sites can be brought forward in time to make a contribution to housing land requirements before 2006.
8. The assessment of contributions from allocated sites is set out in the Council's response to the Inspector's recommendations on Policy H/1 below.

Windfall Expectations:

9. The Inspector concludes that for windfall sites, allowances should only be made for sites between 0.4ha and 1ha and that a more realistic assumption of the potential contribution from this element should be 30 dwellings per year. The revised PPG3 Housing introduces a new approach to the assessment of this 'windfall' element. The Inspector's recommendations need to be reconsidered in the light of this new guidance.
10. The PPG indicates that local plans should identify sites for housing to meet requirements after making an allowance for windfalls, and should make specific allowance for all different types of windfalls. It recommends that this should be on the basis of an examination of past trends and likely future potential as assessed in an urban capacity study. There is nothing in the revised guidance to suggest that an assessment of windfall potential through an urban capacity study should be limited to sites of less than 1ha. Paragraph 35 of PPG3 defines windfall sites as follows:

"They comprise previously-developed sites that have unexpectedly become available. These could include, for example, large sites such as might result from a factory closure or very small changes to the built environment, such as a residential conversion or a new flat over a shop."

PPG3, para 35.

11. In evidence presented to the Housing Round Table session the Borough Council argued that larger windfall sites in excess of 1ha had made an important contribution to housing land supply in Charnwood, and would continue to do so. This element should be accounted for in the calculation of housing land requirements.
12. The windfall expectation has been re-assessed using information from work undertaken on urban capacity in conjunction with the County Council and other Leicestershire Districts to inform the Structure Plan Review. From this work an assessment of potential additional urban capacity in the period to 2006 has been derived. Technical Report 8: Urban Capacity sets out the methodology used and the main conclusions from this study for the remainder of the Plan period to 2006.
13. This assessment identifies additional urban capacity sites with the potential to provide some 637 dwellings in the remainder of the Plan period. The study also considered the scope to achieve higher densities of development on unimplemented commitments in line with PPG3. It concludes that this could provide an additional 85 dwellings, providing a total additional urban capacity of some 720 dwellings. It is considered that this represents a realistic assessment of the potential contribution from additional urban capacity sites.
14. Nine of the sites identified through the urban capacity study are considered suitable for allocation in the Plan. An additional policy allocating these previously developed sites for residential development should be included in the Plan. The remaining sites represent additional windfall capacity, over and above existing commitments. For one of the sites it is proposed that Policy E/8 Employment Land Safeguarding should be removed to provide the flexibility for the site to contribute to windfall housing opportunities. This additional windfall capacity is identified in the calculation of the residual housing land requirement set out in Proposed Modification M4.2.
15. Whilst the build rate on windfall sites for the remainder of the Plan period implied by this approach would be higher than past trends, this reflects a realistic appraisal of potential delivery on sites identified through the urban capacity study. Recent trends in completions on windfall sites have been higher than past trends. This is partly due to the effects of the downturn in the hosiery industry leading to the release of older employment sites no longer suitable for continued employment use. It may also reflect a response on the part of the development industry to the restriction on additional greenfield site releases while decisions on the local plan are awaited. From the work undertaken on urban capacity, it is considered that the assessment of additional windfall potential, and the higher build rate implied, does represent a realistic assessment of potential over the relatively short timescale of the remaining six years of the Plan period.
16. If monitoring reveals that windfall sites are not coming forward as expected, then the additional housing allocations included in the Plan would be brought forward to address any potential shortfall.

A Roll-Forward of Housing Land Supply:

17. The Inspector's assessment of housing land requirements was based on the housing land supply position as at March 1997. In assessing the need for additional housing in the light of the Inspector's recommendations, it is considered that the most up to date figures on housing land supply should be used. The latest housing land supply information available relates to the position as at the 31st March 2000. Details of the housing land supply position are included in Technical Report 7: March 2000 Residential Land Availability Survey.
18. The housing land supply position has been re-calculated on the basis of this updated information and the scale of small site expectations recommended by the Inspector. The Inspector's recommendations in relation to a 10% flexibility allowance and an allowance for medium windfall sites have not been accepted. Instead, in the light of guidance in the recent PPG3, the

revised calculation of windfall site potential detailed above has been introduced, along with a realistic assessment of delivery on allocated sites and the inclusion of additional allocations to be released in the event of any shortfall in housing land provision.

19. The Proposed Modification adapts paragraphs 4.14 to 4.19 of the Deposit Plan to reflect the updated position on housing land supply and the approach to urban capacity, flexibility and small site allowances. A consequential modification to paragraph 4.5 is necessary to reflect the up to date position in relation to PPG3. The Proposals Map will also need amending to reflect the up to date position in relation to housing land commitments.

Proposed Modification

M4.1

Amend paragraph 4.5:

- 4.5 PPG3 'Housing' (~~March 2000~~~~January 1992~~) provides the guiding principles for considering housing within the planning system. It encourages local planning authorities to plan to meet the housing requirements of the whole community, including those in need of affordable or special needs housing. It promotes the re-use of previously developed land within urban areas in preference to the development of greenfield sites, and encourages the creation of more sustainable patterns of development. The importance of good design in new housing is emphasised along with the need to promote more sustainable patterns of development by concentrating most additional housing within urban areas, maximising the re-use of previously developed land, assessing the capacity of urban areas to accommodate more housing, and adopting a sequential approach to the allocation of housing land. This should start with previously developed land and buildings within urban areas, then urban extensions and finally new development around nodes in good public transport corridors. The PPG suggests that planned extensions to existing urban areas are likely to prove the most sustainable option after sites within urban areas. On new settlements the guidance suggests that in the right location and with the right concept, they can make a contribution, but that they will infrequently be a viable option due to their scale and the time required to develop them.

~~Fundamental to the approach is the need to provide for projected new housing requirements whilst ensuring established environmental considerations are safeguarded. Development Plans are expected to consider many factors in identifying an acceptable range of sites which are suitable and available for housing. These include conservation of land, energy, natural and built environments; taking into account changing employment and travel to work patterns; responding to trends in the housing market with provision for more varied types of housing to meet the needs of smaller households, the elderly, people unable to enter the housing market, gypsies and travellers. The guidance recognises that new settlements may on occasion be a viable and acceptable means of meeting housing needs.~~

Proposed Modification

M4.2

Amend paragraphs 4.14 to 4.19:

- 4.14 The Structure Plan requires about 8,350 dwellings to be ~~constructed~~ provided in Charnwood between 1991 and 2006. This level of provision acknowledges that environmental constraints limit the ability of the Borough to meet its projected natural population increase. Provision is made for 1500 dwellings, which would have been needed to meet natural increase requirements within Charnwood, to be accommodated in other Districts.
- 4.15 At March ~~2000~~~~1995~~ a substantial proportion of the overall requirement of 8,350 dwellings was already provided for as follows:

			DWELLINGS
<u>Strategic Housing Requirements 1991 to 2006</u>			<u>8,350</u>
<u>Less:</u>			
<u>Completions 1991 to 2000</u>			<u>4,776</u>
<u>Expected completions on small sites (less than 0.4ha) 2000-2006 (6 x 65)</u>			<u>390</u>
<u>Outstanding Planning Permissions</u>		<u>1,691</u>	
<u>Less on small sites</u>	<u>538</u>		<u>1,153</u>
<u>Additional urban capacity</u>			<u>370</u>
<u>Therefore the Plan needs to provide:</u>			<u>1,661</u>

Since 1991 some 4,776 dwellings have been completed on a variety of sites throughout the Borough. As at March 2000 there was outstanding planning permission for some 1,690 dwellings.

In identifying sites to meet housing requirements, PPG3 requires local planning authorities to firstly make an allowance for windfalls. These are previously developed sites, large or small, which unexpectedly become available. Structure Plan Housing Policy 4 indicates that an allowance should be made for unidentified sites when making provision for housing requirements so that the need to release further greenfield sites is minimised.

The Council has made an allowance for the contribution from small sites of less than 10 dwellings. Based on an assessment of past trends and future potential an allowance of 65 dwellings per year on small sites for the remainder of the Plan period is made.

An allowance has also been made for the potential contribution from windfall sites over 0.4ha likely to come forward in the remainder of the Plan period. This assessment has been based on an urban capacity study which looked at the potential additional contribution from previously developed sites, over and above existing commitments, and possible increased densities on existing committed sites. The study takes a realistic assessment of the potential number of dwellings that will be constructed on these sites in the remaining part of the Plan period. Details of this assessment are included in Technical Report 8: Urban Capacity. A number of sites identified in the urban capacity assessment are included as allocations in Policy H/A. The urban capacity study has also informed the assessment of the potential for additional windfall sites likely to come forward in the remainder of the Plan period. The assessment of housing land supply allows for a further 370 dwellings coming forward on unidentified windfall sites, or through increases in densities on committed sites.

After taking account of these various factors there remained at April 2000 an outstanding balance of approximately 1,660 dwellings to be found. The Deposit Plan meets this requirement through the allocation of a range of new sites.

	<u>Dwellings</u>
<u>Housing Requirement 1991-2006</u>	<u>8350</u>
<u>Completions on Large sites 1991-1995</u>	<u>1884</u>
<u>Completions on Small Sites 1991-1995</u>	<u>230</u>
<u>All Completions 1991-1995</u>	<u>2114</u>
<u>Commitments on Large Sites</u>	<u>2083</u>
<u>Balance to be found</u>	<u>4153</u>
<u>Of this figure allowance is already made for:</u>	
<u>Small Sites 4/95-3/06 (84x11yrs)</u>	<u>924</u>

~~Windfall 4/94 3/06 (77x12yrs)~~~~924~~~~Therefore the Local Plan needs to provide for:~~~~2305~~

- ~~4.16 The level of commitments on large sites differs in its calculation from those shown in the Consultation Draft Local Plan. In the first instance the schedule of sites with outstanding planning consents has been scrutinised to remove “unreliable” commitments which were the product of speculative planning applications or which were otherwise so heavily constrained as to render unlikely their release within the plan period. Secondly surviving allocations from previous local plan exercises which have yet to attract a planning permission have also been removed as commitments and, where appropriate, are now advanced as proposals in the paragraphs below. The large housing sites comprising 10 or more dwellings which remain to form the body of outstanding commitments at March 1995 are catalogued in Table 1 and identified on the Proposals Map for information.~~
- ~~4.17 Allowance is made for contributions from small sites and windfalls. The small sites allowance is for an assumed average of 84 dwellings per year on small sites of under 10 dwellings from April 1995 to the end of the plan period. This level of provision accords with the County Council’s guidance based on the Structure Plan. The figures indicated take into account the view of the Borough Council that an adjustment be made to reflect actual completions on small sites between April 1991 and March 1995.~~
- ~~4.18 A further allowance is made for about 77 dwellings a year to be completed on large windfall sites which are expected to come forward. The overall contribution of 924 dwellings is based on an assessment of previous yields and realistically achievable future contributions as set out in Technical Report No 5, a background document to this Local Plan. The Structure Plan makes clear that contributions from unidentified windfall sites should be maximised as one means of reducing the need to release greenfield sites. The proposed level of windfalls represents a realistic figure as part of a plan led development strategy based on a site specific assessment of potential. It is anticipated that completions from windfall sites will achieve a low level in the early years of the plan period, because of the time taken to implement permissions. The expectation is that completion levels will increase over the plan period thus achieving the average indicated over the life of the plan. Windfall consents granted since March 1994 are separately accounted for in Table 1 and shown on the Proposals Map as Commitments for information.~~
- ~~4.19 After taking into account these various factors there remained to be found at March 1995 an outstanding balance of 2,305 dwellings. This will have to be met through the release of new ‘greenfield’ sites in this Plan.~~

POLICY H/1 - NEW HOUSING ALLOCATIONS

Inspector’s Recommendation

4.50 *I recommend that:*

(i) the Plan be modified in accordance with PC 82 except for the deletion of paragraph 4.20 which should be replaced by the new paragraph 4.20 listed below and for the additional and consequential changes that may be necessary arising from the implementation of this recommendation:

“4.20 POLICY H/1

The sites listed below as identified on the Proposals Map are allocated for new housing and related ancillary uses subject to the criteria specified for each site.

	<i>Net Residential Area ha (acres)</i>		<i>Approx No of Dwellings</i>	<i>Net Density</i>	
(a) Land north of Bradgate Road, Anstey	3.3	(8.1)	60	18	(8)
(b) Land between Cotes Road and Willow Way, Barrow upon Soar	12.0	(29.7)	300	25	(10)
(c) Land off Nottingham Road, Barrow upon Soar	1.4	(3.5)	35	25	(10)
(d) Land at Brook Street, Burton on the Wolds	1.6	(4.0)	40	25	(10)
(e) Land at Melton Road, East Goscote	2.7	(6.7)	50	18	(8)
(f) Land at Empress Road, Loughborough	1.0	(2.5)	50	50	(20)
(g) Land south of Hazel Road and Manor Road, Loughborough	29.4	(72.6)	765	26	(11)
(h) Land at Meynell Road, Quorn	0.8	(2.0)	20	25	(10)
(i) Land south of A607 and north of Gaddesby Lane, Rearsby	1.0	(2.5)	20	20	(8)
(j) Land between Loughborough Road and A6 Bypass, Cossington Lane, Rothley	0.9	(2.2)	20	22	(9)
(k) Land at Moscow Lane, Shepshed	2.3	(5.7)	60	26	(11)
(m) Land at Kendall Road, Sileby	3.0	(7.4)	75	25	(10)
(n) Land at corner of Park Road, Sileby	0.3	(0.7)	25	83	(34)
(o) Land at Seagrave Road, Sileby	7.7	(19.0)	200	26	(11)
(p) Land at Barkby Lane, Syston	1.4	(3.5)	10	7	(3)
(q) Land at Barkby Road, Syston	11.3	(27.9)	270	24	(10)
(r) Land north of Harrowgate Drive and west of the A6, Wanlip	27.0	(66.7)	600	22	(9)
(t) Land at Wharncliffe Road, Loughborough	2.6	(6.5)	90	35	(14)
(u) Land off Kingfisher Way, Loughborough	5.5	(13.6)	150	27	(11)
(v) Towles Factory site, Nottingham Road, Loughborough	1.7	(4.2)	75	44	(18)
(w) Little Moor Lane, Loughborough	1.0	(2.5)	30	30	(12)
(x) Rear 17 – 19 Leicester Road, Mountsorrel	1.1	(2.7)	30	27	(11)
(y) Land off Pear Tree Lane, Loughborough	4.2	(10.4)	100	24	(10)
(z) Little Haw Farm, Tickow Lane, Shepshed	2.0	(4.9)	20	10	(4)
(aa) Land at Barkby Lane, Syston	2.7	(6.7)	30	11	(5)
(bb) Land at Hallfields Lane, Rothley	2.0	(4.9)	50	25	(10)
(cc) Land at Homefield Road, Sileby	1.0	(2.5)	15	15	(6)
(dd) Land at Wysall Lane, Wymeswold	2.3	(5.7)	45	20	(8)
TOTAL	133.2	(329.3)	3235	24.3	(9.8)

(See also in particular Policies ST/3, EV/20, EV/25, H/2, H/3, H/5, H/14, TR/7, TR/17, TR/21, RT/3, RT/4, RT/5, RT/6, RT/8, RT/9)”

N.B The list of sites will require to be renumbered after the Council has considered these recommendations

(ii) *the Plan be modified in accordance with FPC 82 A*

(iii) *the Plan be modified in accordance with FPC 82 B*

(iv) *the Plan be modified in accordance with FPC 82 C except for the “Total” figures which should be modified to take account of those specified in recommendation (i)*

CBC Decision

Recommendations (i) and (iv) Reject with modifications.

Recommendations (ii) and (iii) Accept.

Reason
Recommendations (ii) and (iii):

For the reasons set out in paragraph 4.42 in the Inspector's report.

Recommendations (i) and (iv):

1. In the light of guidance contained in PPG3 and an update of the housing land supply position to March 2000, Proposed Modification M4.2 presents a revised calculation of housing land requirements over the remainder of the Plan period to 2006. This assessment indicates that, after allowances for completions, existing planning permissions and additional small and windfall sites, the Plan needs to find land for an additional 1,660 dwellings to meet the strategic housing requirement.
2. The allocated sites proposed by the Borough Council in its Proposed Changes to the Deposit Plan would potentially provide for some 2,880 dwellings. In his report the Inspector has supported all of the Council's proposed housing allocations with the exception of the land at Swifts Close, Wymeswold.
3. In considering the likely delivery from these allocations within the Plan period, the Inspector concludes that it is likely that the outturn from the two major allocations at Hazel Road, Loughborough and north of Harrowgate Drive, Wanlip will be short of their potential capacity. He also concludes that the other substantial sites at Barrow Upon Soar, Syston and Sibleby may not provide the predicted number of dwellings before 2006.
4. In his view, this provides further justification for the need for a 10% flexibility allowance to cover uncertainties in the delivery of existing commitments and allocations. It is on this basis that the Inspector concludes that there is need for additional allocations to provide a further 400 dwellings in the Plan period. The additional 400 dwellings required represents a 10% flexibility factor applied to the residual requirement as at March 1997 to allow for uncertainties surrounding the development of allocated sites and sites with planning permission.
5. On the basis of the update of the housing land supply position to March 2000 set out in Proposed Modification M4.2, the Plan needs to allocate land for an additional 1,660 dwellings. With the Deposit Plan allocations potentially providing 2,880 dwellings in total, there is no longer the shortfall in housing land supply identified by the Inspector. Therefore there is now no need to allocate the additional greenfield site releases he recommended. The revised figures would also suggest that not all the existing housing allocations identified in the Deposit Draft Plan are needed to meet the remaining requirement.
6. In line with PPG3 and a 'plan, monitor and manage' approach to housing land supply, the scale of additional allocations required in the Plan should be based on a realistic assessment of likely build rates within the remainder of the Plan period. This acknowledges the Inspector's concerns about the expected delivery from the larger allocations identified in the Plan. The DETR good practice guide 'Monitoring the Provision of Housing Through the Planning System' emphasises that building up a robust understanding of delivery rates is an important element of the plan, monitor and manage approach set out in PPG3.

7. Technical Report 9 assesses the potential build rates on the Deposit Plan allocations based on an assessment of actual build rates achieved on large sites in Charnwood, and discussions with key developer interests. This assessment also takes account of the potential for increased densities on sites in line with PPG3. Actual densities on individual allocated sites will be a matter for detailed discussion through the consideration of planning applications on sites.
8. As part of this assessment the allocated sites have been grouped according to their broad location in relation to the search sequence set out in PPG3. A number of the allocated sites have now been granted planning permission and therefore appear as commitments in the calculation of housing land supply as at March 2000, rather than as allocations. The remaining allocated sites include:
 - previously developed sites within urban areas;
 - previously developed sites at nodes in public transport corridors;
 - greenfield sites within urban areas;
 - greenfield urban extensions;
 - greenfield sites around nodes in public transport corridor;
 - rural settlement expansion on previously developed land (in part);
 - greenfield expansions to rural settlements.
9. The assessment of likely delivery on sites allocated in the Proposed Changes to the Deposit Plan, indicates that in total, in combination with additional urban capacity sites identified as suitable for allocation in the Urban Capacity study, 2,190 dwellings could realistically be expected to be constructed within the remainder of the Plan period from these sources. On this basis there is no need for the additional greenfield sites recommended by the Inspector, and no need for the least sustainable of the local plan allocations.
10. The proposed allocations on previously developed and greenfield sites in the smaller villages are the least sustainable of the Deposit Plan allocations, followed by the larger greenfield allocations at transport nodes- sites at Barrow Upon Soar, Sileby and Syston.
11. The smaller rural settlement allocations include sites at Bradgate Road, Anstey, Brook Street, Burton-on-the-Wolds, and Swifts Close, Wymeswold. The sites at Anstey and Wymeswold involve expansion onto greenfield land. The site at Burton-on-the-Wolds includes a mix of greenfield and previously developed land. The site includes buildings in use for car repair and a former haulage yard which has now been largely assimilated into the surrounding landscape. None of these sites lie within urban areas or transport choice corridors identified in the Structure Plan. These allocations were included in the Deposit Plan principally to address identified affordable housing needs in these locations. They were also required to help meet the identified strategic housing requirement for the Borough.
12. PPG3, paragraphs 69 to 71 outlines the situations where the expansion of rural villages may be considered acceptable. Paragraph 70 states that villages will only be suitable locations for accommodating significant additional housing where this would support local services, where additional housing would meet local needs (such as affordable housing), and the development would be in keeping with the character of the village. For the 3 sites identified it is not considered that the developments are necessary to support local services or facilities.
13. Whilst the sites were proposed largely on the basis of an identified need for affordable housing in these locations, this was in a context where they were needed to help meet the strategic housing requirement. The revised assessment of housing land supply indicates that the strategic requirement can now be met through the allocation of land in more sustainable locations without the need to release these sites. PPG3 makes it clear that in applying a search sequence it is not necessary to extend the search further than is required to meet the strategic housing requirement. In the absence of a need for the release of these sites to meet the overall housing requirement, the issue is whether, on balance, the contribution they would make to affordable housing needs

is sufficient in itself to justify their release. The expected affordable housing contribution from these sites was 5 units at Burton on the Wolds and Wymeswold and 10 units at Anstey.

14. The sites were expected provide 20 affordable units from a total development of 140 dwellings. PPG 3 suggests that the needs of local people for affordable housing in rural areas can best be met by the use of the rural exceptions policy. In view of the fact that the release of these sites is not necessary to meet strategic housing requirements, it is not considered that the limited contribution they would make to affordable housing needs is sufficient justification to retain these sites as allocations. It is acknowledged that the site at Burton-on-the-Wolds includes previously developed land and would help to secure local environmental improvements through the removal of existing uses. On balance it is not considered that these 'advantages' are sufficient to justify the sites' retention. There are other mechanisms whereby elements of affordable housing provision could be achieved to address these identified shortfalls. Policy H/4 allows for the granting of planning permission on an exceptions basis for small scale schemes to address identified rural housing needs.
15. An accessibility assessment of the major green node allocations has been undertaken (see Technical Report 9). This looked at the availability of and access to key transport modes and main services and facilities. This assessment highlights the site at Barkby Road, Syston as the most sustainable, and Seagrave Road, Sileby as the least sustainable of the larger green node allocations proposed in the Plan.
16. From the assessment of likely build rates, some 1,275 dwellings can realistically be expected to come forward in the Plan period from allocations without the need to allocate the greenfield sites in the smaller rural settlements, or the least sustainable of the larger green node allocations at Barrow Upon Soar and Sileby. This assessment reflects an average build rate for each builder on each site of 28 dwellings per year based on evidence of build achieved on existing large sites in the Borough. With higher density developments on sites there may be potential for higher build rates to be achieved in the remainder of the plan period. However, it is important that the strategic housing requirement of 8,350 dwellings is built within the Plan period. The assumed build rate reflects a concern to ensure that this strategic requirement can be met.
17. In addition, the urban capacity study identified the scope for residential development on 11 previously developed sites for some 410 dwellings. It is proposed that these sites should be specifically allocated in the Plan. In combination these allocations on previously developed and greenfield sites will provide some 1,685 dwellings in the remainder of the Plan period.
18. A proportion of the proposed strategic allocations at Loughborough and Wanlip will be expected to take place beyond the current Plan period. This is a result of the natural phasing of development on these large sites based on a realistic assessment of build rates over a construction period extending beyond 2006. These allocations are the key strategic sites in the Plan and are fundamental to the delivery of its strategy. They involve significant investment in infrastructure provision at the outset and therefore the developers need certainty to programme the necessary investment associated with these major sites.
19. To limit the potential delivery from these sites through phasing could mean less sustainable sites being released unnecessarily. The delivery from these strategic allocations should be maximised and should not be limited through arbitrary phasing based on expected build rates. This would serve no useful purpose. However, it remains important to take a realistic view on the contribution these sites will make to house completions in the Plan so that the strategic housing requirement is met.
20. There remains a need for a degree of flexibility to respond to lower than expected delivery from existing commitments, urban capacity sites or allocations. The possible under provision can be managed through the allocation of one or more supplementary sites that would only be released for development should monitoring indicate a potential shortfall in delivery against the strategic

housing target. This approach is fully in line with guidance in PPG3. The assumptions seek to maximise the potential for urban capacity, contributions from key strategic greenfield sites, and also, through increased densities, the amount of development that can be accommodated on the sites allocated. In this way the unnecessary release of greenfield land in less sustainable locations is avoided.

21. If these assumptions prove to be unrealistically optimistic, the release of a supplementary greenfield site would address any shortfall. It is proposed that the Plan should include additional green node sites, which would only be released in the event of under provision on other elements of housing land supply. The larger sites at Barrow Upon Soar and Sileby should therefore be retained as allocations, but should be subject to a phasing policy so that they would only be released if monitoring identified a shortfall in provision.
22. The Proposed Modifications to Policy H/1 sets out the revised greenfield allocations based on this approach and takes account of changes in circumstances in relation to the planning status of sites since the Inquiry. A new policy is proposed allocating previously developed sites identified through the urban capacity study. For consistency the existing allocations at Empress Road, Loughborough and Nottingham Road, Barrow Upon Soar, as previously developed sites, have been incorporated into this new policy. A phasing policy is included to govern the release of land at Willow Road, Barrow Upon Soar, and Seagrave Road Sileby in the event of a shortfall in housing land supply over the remainder of the Plan period.

Proposed Modification

M4.3

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Insert new Policy before Policy H/1(paragraph 4.20) allocating 11 previously developed sites for residential development:

POLICY H/A

The previously developed sites listed below as identified on the Proposals Map, are allocated for new housing development provided layout, density, design, landscaping, access and parking details are in accordance with other policies of the Plan:

		<u>Net Residential Area</u>		<u>Approx No of Dwellings to 2006</u>	<u>Net Density Approx</u>	
		<u>Ha</u>	<u>(acres)</u>		<u>Ha</u>	<u>(acres)</u>
<u>H/1(c)</u>	<u>Land off Nottingham Road, Barrow Upon Soar</u>	<u>1.0</u>	<u>2.5</u>	<u>30</u>	<u>30</u>	<u>12</u>
<u>H/1(f)</u>	<u>Land at Empress Road, Loughborough</u>	<u>0.6</u>	<u>1.5</u>	<u>30</u>	<u>50</u>	<u>20</u>
<u>H/A(iii)</u>	<u>Garages off Alan Moss Road, Loughborough</u>	<u>0.5</u>	<u>1.1</u>	<u>15</u>	<u>30</u>	<u>13</u>
<u>H/A(iv)</u>	<u>Former Factory, Moor Lane, Loughborough</u>	<u>0.7</u>	<u>1.6</u>	<u>50</u>	<u>70</u>	<u>31</u>
<u>H/A(v)</u>	<u>Land at Little Moor Lane, Loughborough</u>	<u>0.9</u>	<u>2.3</u>	<u>35</u>	<u>40</u>	<u>15</u>

	<u>Net Residential Area</u>		<u>Approx No of Dwellings to 2006</u>	<u>Net Density Approx</u>	
	<u>Ha</u>	<u>(acres)</u>		<u>Ha</u>	<u>(acres)</u>
<u>H/A(vi)</u>	<u>Land at Bottleacre Lane, Loughborough</u>	<u>1.8</u>	<u>4.4</u>	<u>70</u>	<u>40</u> <u>16</u>
<u>H/A(vii)</u>	<u>Former Westertex Site, Derby Road, Loughborough</u>	<u>0.5</u>	<u>1.3</u>	<u>75</u>	<u>150</u> <u>57</u>
<u>H/A(viii)</u>	<u>Perrys Garage, Derby Road, Loughborough</u>	<u>0.4</u>	<u>1.1</u>	<u>20</u>	<u>50</u> <u>18</u>
<u>H/A(ix)</u>	<u>Rear 17 - 19 Leicester Road, Mountsorrel</u>	<u>0.9</u>	<u>2.2</u>	<u>25</u>	<u>30</u> <u>12</u>
<u>H/A(x)</u>	<u>Former Factory Churchside/ Forest Street, Shepshed</u>	<u>1.0</u>	<u>2.4</u>	<u>40</u>	<u>40</u> <u>16</u>
<u>H/A(xi)</u>	<u>Land rear 55 Wolsey Way, Syston</u>	<u>0.7</u>	<u>1.8</u>	<u>20</u>	<u>30</u> <u>11</u>
	<u>TOTAL</u>	<u>9</u>	<u>22.2</u>	<u>410</u>	<u>45</u> <u>18</u>

(See also in particular Policies ST/3, EV/A, EV/7, EV/20, EV/25, EV/43, H/2, H/3, H/5, H/14, TR/7, TR/21, RT/3, RT/4, RT/5, RT/6, RT/7, RT/8, RT/9)

PPG3 encourages local planning authorities to make more efficient use of land by maximising the re-use of previously developed land, assessing the capacity of urban areas to accommodate more housing, and adopting a sequential approach to the allocation of land for housing. In identifying additional land to meet strategic housing requirements the Council has sought to maximise the potential for development on previously developed land and buildings. Technical Report 8 details the urban capacity study which has been undertaken to identify the scope for development on such sites.

Where sites identified in the study are available and considered capable of development within the Plan period they have been allocated and are identified on the Proposals Map. There will also be the potential for further unidentified windfall sites to come forward in the remainder of the Plan period. The urban capacity study has helped to inform an assessment of additional potential from this source and this is outlined in paragraph 4.14 above.

The allocated sites are varied in their size, type and location. In total they will provide some 410 dwellings. Development proposals for the sites will need to accord with other policies in the Plan dealing with design, layout and density of development, access and parking. Because of the urban location of a number of sites, there is the potential for high density developments, particularly where sites are located close to existing town or district centres. The policy assumes higher density development for sites in these locations.

Where sites include buildings of local historic or architectural interest, such as the hosiery factory at Moor Lane, the scope to retain and re-use these buildings as part of any development will be considered in line with Policy EV/7.

Because of the former uses associated with some of the sites, there may be potential contamination problems that would need to be assessed. In line with Policy EV/43, where it is suspected that contaminated land could be involved, conditions will be attached to any planning consent or a legal agreement sought to ensure that full site investigations are carried out prior to development.

Where a need for improved infrastructure or community facilities, including education, is identified in association with a development, reasonably related contributions may be sought from the developer in line with Policy ST/3. These could include improvements to public transport, and walking and cycling facilities where a need is identified.

In considering proposals for the development of these sites, the Council will apply the recreational space standards specified in Policies RT/3 to RT/5. Where a need for additional provision is identified but cannot be provided on site, a contribution towards the improvement of nearby sport and recreation or open space facilities may be sought.

Many of the allocated sites are in locations where there is an identified need for affordable housing provision and are well located to help to address that need. For those sites in areas of need, meeting the size thresholds set out in Circular 6/98 Planning and Affordable Housing, an element of affordable housing provision will be sought. Policy H/3 sets targets for the provision of an element of affordable housing on allocated sites. For the smaller sites, whilst a specific element of affordable housing provision cannot be sought, there is the potential for these sites, by virtue of their location, to provide smaller units of open market housing that may help to meet an element of affordable housing needs.

After allowing for additional windfall potential and specific allocations on previously developed land, there remains a need to allocate greenfield sites to meet the strategic housing requirement.

Proposed Modification

M4.4

Amend Proposals Map to allocate land at Alan Moss Road, Loughborough for housing development (see Plan M4.4)
--

Proposed Modification

M4.5

Amend Proposals Map to remove E/8 Employment Protection Policy and allocate land at Moor Lane, Loughborough for housing development (see Plan M4.5).
--

Proposed Modification

M4.6

Amend Proposals Map to remove E/8 Employment Protection Policy and allocate land at Little Moor Lane, Loughborough for housing development (see Plan M4.6).

Proposed Modification

M4.7

Amend Proposals Map to remove E/8 Employment Protection Policy and allocate land at Bottleacre Lane, Loughborough for housing development (see Plan M4.7).
--

Proposed Modification

M4.8

Amend Proposals Map to remove former Westertex site at Derby Road, Loughborough from RT/17 Grand Union Canal Opportunity Site and allocate for housing development (see Plan M4.8).

Proposed Modification**M4.9**

Amend Proposals Map to remove E/8 Employment Protection Policy and allocate former Perry's Garage site, Derby Road, Loughborough and allocate for housing development (see Plan M4.9).

Proposed Modification**M4.10**

Amend Proposals Map to remove E/8 Employment Protection Policy and allocate land to the rear of 17-19 Leicester Road, Mountsorrel and allocate for housing development (see Plan M4.10).

Proposed Modification**M4.11**

Amend Proposals Map to remove E/8 Employment Protection Policy from former factory at Churchside/ Forest Street, Shepshed and allocate for housing development (see Plan M4.11).

Proposed Modification**M4.12**

Amend Proposals Map to allocate land to the rear of 55 Wolsey Way, Syston for housing development (see Plan M4.12).

Proposed Modification**M4.13**

Amend Policy H/1 and paragraphs 4.21 to 4.30 of the reasoned justification. Insert new paragraphs after para 4.29.

4.20 POLICY H/1

The greenfield sites listed below are as identified on the Proposals Map are allocated for new housing and related ancillary uses subject to the criteria specified for each site:

	<u>Net Residential Area</u>		<u>Approx No of Dwellings to 2006</u>	<u>Balance after 2006</u>	<u>TOTAL Approx</u>	<u>Net Density</u>	
	<u>ha</u>	<u>(acres)</u>				<u>ha</u>	<u>(acres)</u>
H/1(g) Land south of Hazel Road/ Manor Road, Loughborough	<u>29.4</u>	<u>72.6</u>	<u>335</u>	<u>545</u>	<u>880</u>	<u>30</u>	<u>12</u>
H/1(h) Land at Meynell Road, Quorn	<u>0.8</u>	<u>2.0</u>	<u>30</u>		<u>30</u>	<u>38</u>	<u>15</u>
H/1(j) Land between Loughboro Rd and Cossington Lane, Rothley	<u>1</u>	<u>2.5</u>	<u>25</u>		<u>25</u>	<u>25</u>	<u>10</u>
H/1(k) Land at Moscow Lane, Shepshed	<u>2.3</u>	<u>5.7</u>	<u>60</u>		<u>60</u>	<u>26</u>	<u>11</u>
H/1(p) Land at Barkby Lane, Syston	<u>1.4</u>	<u>3.5</u>	<u>35</u>		<u>35</u>	<u>25</u>	<u>10</u>
H/1(q) Land at Barkby Road, Syston	<u>11.3</u>	<u>27.9</u>	<u>340</u>		<u>340</u>	<u>30</u>	<u>12</u>

	<u>Net Residential Area</u>		<u>Approx No of Dwellings to 2006</u>	<u>Balance after 2006</u>	<u>TOTAL Approx</u>	<u>Net Density</u>	
	<u>ha</u>	<u>(acres)</u>				<u>ha</u>	<u>(acres)</u>
H/1(r) Land north of Harrowgate Drive and west of the A6, Wanlip	<u>27</u>	<u>66.7</u>	<u>335</u>	<u>475</u>	<u>810</u>	<u>30</u>	<u>12</u>
H/1(u) Land at Kingfisher Way, Loughborough	<u>5.5</u>	<u>13.6</u>	<u>115</u>	<u>50</u>	<u>165</u>	<u>30</u>	<u>12</u>
<u>TOTAL</u>	<u>79</u>	<u>194.5</u>	<u>1275</u>	<u>1070</u>	<u>2345</u>	<u>30</u>	<u>12</u>

(See also in particular Policies ST/3, EV/A, EV/20, EV/25, H/2, H/3, H/5, H/14, TR/7, TR/17, TR/21, RT/3, RT/4, RT/5, RT/6, RT/8, RT/9)

	<u>Gross Area</u>	<u>Gross Area</u>	<u>Approx No</u>
	<u>Hectares</u>	<u>Acres</u>	<u>of Dwellings</u>
a) Land north of Bradgate Road, Anstey	<u>3.0</u>	<u>7.4</u>	<u>60</u>
b) Land between Cotes Road and Willow Way, Barrow Upon Soar	<u>21.0</u>	<u>52.0</u>	<u>230</u>
c) Land off Nottingham Road Barrow Upon Soar	<u>1.4</u>	<u>3.5</u>	<u>35</u>
d) Land at Brook Street, Burton on the Wolds	<u>2.6</u>	<u>6.3</u>	<u>30</u>
e) Land at Melton Road, Loughborough	<u>3.0</u>	<u>9.6</u>	<u>50</u>
f) Land at Empress Road Loughborough	<u>1.0</u>	<u>2.5</u>	<u>50</u>
g) Land south of Hazel Road and Manor Road Loughborough.	<u>48.6</u>	<u>12.0</u>	<u>650</u>
h) Land at Meynell Road, Quorn	<u>1.0</u>	<u>2.4</u>	<u>20</u>
i) Land south of A607 & north of Gaddesby Lane Rearsby	<u>1.4</u>	<u>3.4</u>	<u>20</u>

j) Land between Loughborough and A6 Bypass north of Cossington Lane, Rothley	2.3	5.8	20
k) Land at Moscow Lane,	2.7	6.7	30
l) Land north of Brook St. Sileby	0.5	1.3	25
m) Land at Kendall Road, Sileby	4.8	11.8	65
n) Land at corner of Park Road and Seagrave Road Sileby	0.3	0.7	25
o) Land at Seagrave Road, Sileby	9.7	24	150
p) Land north of Barkby Lane, System	1.4	3.5	10
q) Land at Barkby Road, Syston	15.0	37	300
r) Land north of Harrowgate Drive and west of the A6, Wanlip	71	175	600
s) Land at Swifts Close, Wymeswold	1.3	3.2	30
TOTAL			2400

4.21 The development site selection process has been guided by the approved strategy for the location of development in Charnwood set out in Chapter 2 at paragraph 2.58. It has been further informed by the thorough examination of development possibilities afforded by the preparation of the report “Sustainability and the Impact of Major Development Options”. A further influential factor has been the findings of the Borough Council’s Housing Needs Study which, when combined with details of the distribution of the existing stock of rented housing, has provided the most effective tool to date in identifying the relative needs of communities across the Borough for the provision of affordable housing.

4.22 In allocating the bulk of the housing requirement in two sites adjacent respectively to the urban areas of Loughborough and Greater Leicester the plan is entirely in accord with the strategic aims of the Structure Plan which seeks to reinforce urban concentration. It also fully accords with the search sequence outlined in PPG3, which identifies planned extensions to existing urban areas as the next most sustainable option after building on appropriate sites within urban areas. Both sites may derive considerable advantage from the extension of existing good quality public transport services already operating within the urban areas offering residents access to genuine transport choice. Additionally, located at either end of the bus based transport choice corridor between Leicester and Loughborough, the two sites in tandem offer the prospect of securing related investment in improvements to the transport system to deliver effectively an attractive bus link with competitive journey times

advantageous to existing users and all communities lining the route. The potential for the encouragement in a modal shift to buses is unparalleled in the Borough.

- 4.23 ~~The allocations at Barrow upon Soar, Sileby and Syston, cumulatively accounting for 35% of the housing allocation, may derive some advantage from their locations in relation to an established stations on the rail based transport choice corridors and proximity to a District Centre with a wide range of local services and facilities.~~
- 4.24 ~~Allocations outside the urban areas and transport choice corridors cumulatively account for less than 8% of the overall housing allocation. By comparison most represent modest areas of additional housing within the rural villages directed in part towards the enablement of elements of affordable housing to address demonstrable local needs.~~
- 4.25 The Council's Housing Needs Study revealed that the areas of greatest demand for rented or shared ownership housing mirrored broadly existing settlement size. However the ability of any particular settlement to meet the demand for affordable housing is likely to depend upon the quality and turnover of its existing stock of such housing. By comparing the results of the housing needs study with the available stock of rented housing it has been possible to identify those settlements where there is the greatest mismatch between need and available rented stock. By matching the result of the housing needs study to the stock of available housing for rent it has been possible to derive an "index of deficiency" to assist in the identification of those settlements where housing need is likely to be most acute.
- 4.26 Overall the study identified significant demand for affordable rented/shared ownership housing in Loughborough and Shepshed but the stock of rented housing in those communities is relatively extensive. The greatest gap between need and provision is found in Birstall, ~~Quorn and Syston and within the communities of the Wreake Valley.~~ These findings correspond closely with the experiences of the Council's housing officers.
- 4.27 The study also revealed localised housing needs within the rural areas of the North Wolds and Charnwood Forest although the scale of that need is considerably less than that recorded in the main pressure areas. Policy H/4 allows for the granting of planning permission on an exceptions basis for small scale schemes providing affordable housing in these rural locations and is considered the most appropriate solution to meeting these identified needs.
- 4.28 [No Change]
- 4.29 In combination the ~~8~~ 19 greenfield sites allocated provide for a wide range and choice of new housing opportunities across the Borough, well related to existing or proposed employment areas. For the most part areas of particular importance to the preservation of the rural landscape or by virtue of their role in safeguarding the physical separation of settlements, are retained. A degree of compromise in some areas is inevitable but in all cases the site selection exercise must be informed by a synthesis of all relevant material in which no single factor can be permitted to become the determining factor.

An assessment of the likely contribution from each site in the remainder of the Plan period up to 2006 has been made on the basis of an assessment of past build rates on large sites, and discussions with developer interests. Technical Report 8 sets out the conclusions of this study. This assessments suggests that on the two largest urban edge sites, an element of the proposed development will take place beyond the current plan period. This is a function of expected build rates for the sites. These sites represent the key strategic sites delivering the core strategy of the Plan. The potential for the developers to progress these key sites should not be restricted by phasing. It is important that there is commitment to the delivery of these sites in total so that the developers involved can plan for the necessary infrastructure associated with these major developments.

Monitoring will take place on an annual basis and will be published as Housing Land Availability reports looking at planning permissions and completions on sites, identifying progress on urban capacity and greenfield housing sites.

In line with PPG3 the densities proposed for the allocated sites seek to make the best use of the available land. For the previously developed sites within Loughborough, higher densities have been assumed to reflect their location within the urban area. The majority of the allocated sites involve densities in excess of 30 dwellings to the hectare. On three sites, densities of around 25 dwellings to the hectare are considered to be more appropriate in relation to the particular site characteristics.

- 4.30 The following paragraphs set out in further detail the measures required to minimise the impact of the development of the allocated sites upon the landscape, infrastructure and local amenities. The policy guidance differentiates between those matters which are requirements and any planning obligations which may be sought. The aim is to achieve new developments which contribute to a balanced mix of land uses, sustain the range of community needs and minimise any adverse off-site impact upon amenities, facilities and infrastructure. The site-specific matters need to be considered together with other general requirements for recreation space, landscaping and affordable housing. The Borough Council may seek legal agreement(s) with landowner/developer interests and any other body as appropriate to secure some provisions at the appropriate stage of a site's development.

Proposed Modification

M4.14

Insert new Policy and Reasoned Justification before paragraph 4.126 and after the detailed site by site policies relating to the greenfield site allocations, setting out proposals for the phased development of sites at Cotes Road/Willow Road, Barrow Upon Soar, and Seagrave Road, Sileby:

SUPPLEMENTARY HOUSING ALLOCATIONS

POLICY H/B

The greenfield sites listed below, as identified on the Proposals Map, will only be released for development where monitoring reveals a shortfall in housing land supply measured against the strategic requirement that cannot be resolved by the release of sites allocated in Policies H/A, H/1, or the release of additional windfall sites.

In the first instance land at Cotes Road/Willow Road, Barrow Upon Soar will be released for development in order to address an identified shortfall.

Land at Seagrave Road, Sileby will only be released for housing development where the expected build rate on site H/1(b) for the period of the Plan remaining would not be sufficient to address the shortfall:

		<u>Net Residential</u>		<u>Approx No of Dwellings</u>	<u>Net Density</u>	
		<u>Area</u>			<u>ha</u>	<u>(acres)</u>
		<u>ha</u>	<u>(acres)</u>			
<u>H/1(b)</u>	<u>Land Between Cotes Road and Willow Road, Barrow Upon Soar</u>	<u>12</u>	<u>29.7</u>	<u>360</u>	<u>30</u>	<u>12</u>
<u>H/1(o)</u>	<u>Land at Seagrave Road, Sileby</u>	<u>7.7</u>	<u>19.0</u>	<u>200</u>	<u>26</u>	<u>11</u>

The assessment of housing land supply as at March 2000, coupled with expectations of contributions from allocated sites outlined in paragraph 4.14 and Policy H/1 above suggests that the strategic housing requirement for the period to 2006 can be met without the need to release the larger green node sites at Barrow Upon Soar and Sileby for development.

To provide the flexibility to respond to a shortfall in provision on any aspect of the housing land supply, these two sites are retained as allocations in the Plan but will be subject to the above phasing policy. Housing land supply within the Borough will be monitored annually. Planning permissions and completions on sites will be assessed to identify whether the expected build rates to deliver the strategic requirement are being met. To achieve the strategic requirement of 8,350 dwellings by 2006 will require an annual build rate of 596 dwellings for the remaining six years of the Plan period.

Where this monitoring reveals a potential shortfall in provision is likely to occur, the Borough Council will firstly consider whether any previously developed sites or greenfield sites allocated in Policies H/A and H/1 remain to be released for development, and the scope for these sites to address the shortfall identified. The potential for additional windfall site releases would also be considered. If allocated sites remain to be released for development, the Council would need to be satisfied that there were clear planning reasons for this before the release of a supplementary site is considered. Where there is no planning reason why an allocated site has not come forward for development, the additional greenfield sites identified in this policy will not be released.

If none of the allocated sites can address the shortfall and there is no scope for additional windfall site releases, the site at Cotes Road/ Willow Road, Barrow Upon Soar will only be released for development. If the scale of shortfall is such that this site alone would fail to redress the problem, the site at Seagrave Road, Sileby will also be released.

The order of site release set out above is based on an accessibility assessment of major green node allocations looking at access to key transport modes and main services and facilities (see Technical Report 9).

POLICY H/1(a) - NORTH OF BRADGATE ROAD, ANSTEY

Inspector's Recommendation

4.77 *I recommend that :-*

- (i) *Policy H/1 be amended to indicate a net residential area for the site of 3.3ha and a net density of 18 dwellings per hectare;*
- (ii) *the Proposals Map be modified in accordance with the Plan attached as Appendix 1 to Item 8 of the report to the Local Plan Inquiry Sub Committee on 23rd September 1998;*
- (iii) *the Plan be modified in accordance with PC 83, FPC 83A and FPC 83B subject to;*
- (iv) *having regard to my conclusions in paragraph 4.76 the relevant sections of the Policy be reworded as follows:-*

POLICY H/1(a)

Planning permission for residential development of land north of Bradgate Road, Anstey will be granted provided the following criteria are met:

- (i) *Etc....*

CBC Decision

Reject with modification.

Reason

The revised assessment of housing land requirements set out in the Council's response to the Inspector's recommendations on Policy H/1, shows that there is no longer a need to allocate greenfield housing sites in the rural settlements in order to meet the housing requirement to 2006.

Identified affordable housing needs can be addressed through the application of Policy H/4 dealing with rural exceptions sites.

Proposed Modification**M4.15**

Delete Policy H/1(a) and paragraphs 4.32 to 4.36 in the Reasoned Justification.

Amend Proposals Map to delete allocation, amend Limits to Development and show site as countryside (see Plan M4.15)

4.31 POLICY H/1(a)

~~Planning permission for the residential development of land north of Bradgate Road, Anstey will be granted provided the following requirements are met:~~

- ~~i) landscaping and woodland planting to a minimum depth of 20 metres is provided where necessary to screen the development from important views;~~
- ~~ii) the public footpath and bridleway is retained as part of the development;~~
- ~~iii) vehicular access is taken from Bradgate Road;~~
- ~~iv) the form and layout of the development safeguards the amenities of existing properties around the site, particularly on Link Road;~~
- ~~v) the provision of a financial contribution towards the cost of providing additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority;~~
- ~~vi) the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:

 - ~~a) improved recreational facilities in the village;~~
 - ~~b) traffic calming along Bradgate Road.~~~~

(See also in particular policy H/1)

- 4.32 ~~A larger allocation of land at this location made in the Draft 'South West Charnwood Villages Local Plan' was later rejected because of access difficulties. The reduced scale of development now proposed is considered acceptable provided it is accessed off Bradgate Road and necessary visibility standards are achieved.~~
- 4.33 ~~The site proposed is considered to be substantially free from environmental constraints, especially with development being limited to the lower, southern area of the site. Extensive landscaping and woodland planting will need to extend towards the footpath boundary to the north of the site, and the bridleway running through the site must be retained.~~
- 4.34 ~~A contribution will be required to fund any improvements to education provision in the village identified by the County Council's Director of Education as a result of this development.~~
- 4.35 ~~Previous studies have identified a deficiency of recreational provision in Anstey. A contribution will be negotiated from this scheme to the improvement of the village's recreational facilities. It is proposed to access the site off Bradgate Road which runs downhill past the site towards the village centre. In order to slow vehicle speeds and enhance highway safety a contribution will be negotiated for traffic calming measures along Bradgate Road designed to meet the highway authority's standards.~~
- 4.36 ~~A contributory factor supporting the allocation of this site is the need to meet identified housing needs in the Forest sub area of the Borough. The Borough Council's Housing Needs Survey identified significant need in this area, with many respondents expressing a preference to live in Anstey. An element of affordable housing will therefore be negotiated as part of the proposed development.~~

POLICY H/1(b) - COTES ROAD & WILLOW ROAD, BARROW UPON SOAR

Inspector's Recommendation

- 4.123 *I recommend that the Plan should be modified in accordance with PC 84, FPC 84A, FPC 84B and FPC 84C, subject to:*
- (i) *the words "the following criteria are met" being inserted after "provided" in the introductory paragraph.*
 - (ii) *criterion (v), as it appeared in the Deposit Draft Plan, being reworded as follows:*

"vehicular access to the housing areas is taken primarily from the new distributor road;"
 - (iii) *criterion (vi), as it appeared in the Deposit Draft Plan, being reworded as follows:*

"provision is made for additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority."
 - (iv) *the Policy being amended to consistently refer to "Willow Road", in accordance with the name used on the base plan to the Proposals Map.*

CBC Decision

Reject with modification.

Reason

The revised assessment of housing land requirements set out in the Council's response to the Inspector's recommendations on Policy H/1, shows that there is no longer a need to allocate all of the original Deposit Plan allocations to meet the remaining housing requirement to 2006. However, to enable the Council to respond to any under provision in housing land supply, this site is identified as an allocation phased to come forward only when monitoring reveals a need for further land release to make up any shortfall in supply.

Proposed Modification**M4.16**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Amend the Policy Title and wording. Amend reasoned justification. Relocate Policy and Reasoned Justification to follow the new Policy H/B set out in Proposed Modification M4.14.

Amend the Proposals Map to show an area of public open space (RT/9) within the allocated housing area, with a slight realignment of the route of the proposed distributor road eastward between Willow Road and Strancliffe Lane to allow for this change. The balance of land previously shown for open space/structural planting outside the road would remain. See Plan M4.16

LAND BETWEEN COTES ROAD AND WILLOW WAY ROAD, BARROW UPON SOAR**4.37 POLICY H/1(b)**

Planning permission for the residential development of land between Cotes Road/Willow Way Road, Barrow upon Soar will be only be granted when monitoring indicates the release of the site is necessary in order to remedy a shortfall in housing land supply, and provided the following requirements criteria are met:

- i) a local distributor road and segregated cycle route -is provided from a junction on Cotes Road north of No. 148 Cotes Road, to Willow Road, with ~~a change in priority to the new~~ the road to which will be designed as a perimeter road to the new housing area;**
- ii) a layout, design and density of development is provided which is sympathetic with the sensitive edge of village location. This will include substantial block planting and landscaping to a minimum depth of 20 metres and public amenity open space extending ~~over some 3ha~~ over some 6ha on the northern and eastern site boundaries;**
- iii) the bridleway along Strancliffe Lane is retained as part of the development;**
- ~~iv) pedestrian and cycle links are provided from the development to the village centre and local schools;~~**
- v) vehicular access to the housing areas ~~will be~~ is taken primarily from the new distributor road;**
- vi) provision is made for ~~of a financial contribution towards the cost of providing~~ additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority.**

vii) In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development: the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:

- a) improved off-roadsite parking provision near the Barrow upon Soar railway station;
- b) improvements to the Cotes Road/Barrow Road and Barrow Road/Nottingham Road junctions and the A60 approach to Loughborough;
- c) improved community/health facilities;
- d) traffic calming along Cotes Road and Nottingham Road;
- e) creation of safe pedestrian and cycle links from the development to the village centre and schools.

(See also in particular policies ~~H/A~~ H/B, TR/6)

In combination, Policies H/A and H/1 identify sufficient sites to meet the remaining strategic housing requirement to 2006 without the release of this site. However it remains as a supplementary site in the plan in case the expectations of delivery from other elements of housing land supply prove to be optimistic. The site would only come forward for development before 2006 if monitoring of housing land supply reveals a shortfall in provision as detailed in Policy H/B. In the event of the site being needed within the plan period, the policy identifies the measures required for the development to proceed.

- 4.38 This site is well placed to achieve a new designed edge to the north and east of Barrow upon Soar and the provision of a new perimeter road between Cotes Road and Nottingham Road by the extension of Willow ~~Way~~ Road. The perimeter road has been re-routed further north than the Consultation Draft Plan proposal to meet Cotes Road to the north of existing housing. This new road will help distribute local traffic, relieve congestion in the village centre and extend the benefits of the Nottingham Road to Melton Road Link. In order to minimise the adverse impacts of construction on existing residential areas the various components of the development and supporting infrastructure will need to be phased in accordance with a programme agreed with the local planning authority in consultation with the highway authority.
- 4.39 [No Change]
- 4.40 The development will need to include informal recreation land together with pedestrian and cycleway links to Cotes Road and Nottingham Road, incorporating the retention and enhancement of the bridleway along Strancliffe Lane. Development as proposed will result in the capacity of the village school being exceeded if additional accommodation is not provided. A contribution will be required to fund any improved education provision at village schools identified by the County Council's Director of Education as a result of this development.
- 4.41 The traffic generated from about 230 dwellings in this location could add to problems on the A60 access to Loughborough via Cotes Road. Contributions ~~may~~ will be negotiated for improvements to the Cotes Road/Barrow Road and Barrow Road/Nottingham Road junctions,

traffic calming in the village, and improvements to the A60 access into eastern Loughborough and safe pedestrian and cycle links from the new housing to the village centre and schools to improve transport choice accessibility. The site has been allocated partly because Barrow upon Soar meets the transport choice requirements for rail. The site is at the edge of the 1km catchment area for the station and a contribution ~~may~~ will be negotiated to improve off-street parking provision in the vicinity of the station as a means of improving its accessibility. Given the scale of development a contribution ~~may~~ will also be negotiated for improved community/healthcare facilities in the village to cater for the resultant increase in population.

POLICY H/1(c) - LAND OFF NOTTINGHAM ROAD, BARROW UPON SOAR

Inspector's Recommendation

4.128 I recommend that the Policy be modified in accordance with PC 85 and FPC 85 A subject to:

(i) the introductory paragraph being replaced with:

“Planning permission for residential development on land south of Nursery Grove and Iliffes Close off Fishpool Way, Barrow upon Soar will be granted provided the following criteria are met:”

(ii) criterion (iv) being deleted and replaced with:

“provision is made for additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority”.

CBC Decision

Reject with modification.

Reason

Part of the site now has planning permission and appears in the rolled forward housing land availability assessment as a commitment. The allocated area has been amended to show the area remaining without planning permission. As a previously developed site it should be incorporated into the proposed new policy allocating a number of previously developed sites. The original policy should therefore be deleted.

Proposed Modification

M4.17

Delete Policy H/1(c) and Reasoned Justification.

Amend Proposals Map to reduce allocated area to reflect existing planning permission on part of the site (see Plan M4.17).

~~LAND OFF NOTTINGHAM ROAD, BARROW UPON SOAR~~

4.42 **~~POLICY H/1(c)~~**

~~**Planning permission for residential development on land south of Nursery Grove and Iliffes Close off Fishpool Way, Barrow upon Soar will be granted provided the following requirements criteria are met:**~~

- ~~i) the form and layout safeguards the amenities of existing properties adjoining the site;~~
- ~~ii) vehicular access to the site is taken from Nursery Grove and Iliffes Close;~~
- ~~iii) the footpath link established along Fishpool Brook is extended to link into Nursery Grove;~~
- ~~iv) the provision of a financial contribution towards the cost of providing additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority.~~
- ~~v) the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~
 - ~~a) improved off-road parking provision near the railway station;~~
 - ~~b) local traffic calming measures.~~

(See also in particular policy H/1)

- 4.43 This area of backland is a residue of the previous 'Barrow Upon Soar Local Plan' allocation east of Nottingham Road which remains to be developed. A careful design will be required to integrate the development with the recently developed housing area to the north, with existing properties adjoining the site, and the established footpath network.
- 4.44 A contribution will be required to any improved education provision at village schools identified by the County Council's Director of Education which arise from this development. The site is within the 1km catchment area for the rail station at Barrow upon Soar. A contribution will be negotiated to improve off street car parking provision in the vicinity of the station as a means of improving its accessibility.

POLICY H/1(d) - BROOK STREET, BURTON ON THE WOLDS

Inspector's Recommendation

4.146 *I recommend that :-*

- (i) no modification be made in response to these objections;*
- (ii) having regard to my conclusions in paragraph 4.145 the Policy be reworded as follows:-*

POLICY H/1(d)

Planning permission for residential development of land at Brook Street, Burton on the Wolds will be granted provided the following criteria are met:

- (i) the main vehicular access is taken from Main Street with only limited frontage development to Brook Street;*

- (ii) *a substantial landscaped buffer to a minimum depth of 20 metres is provided on the site's northern and eastern boundaries;*
- (iii) *the public footpath is retained as part of an open space network linking towards the ponds on the northern site boundary with land in the north-western corner of the site retained in open uses;*
- (iv) *the ponds area is reclaimed as a wildlife and amenity feature together with the retention of existing hedgerows on the site;*
- (v) *development is avoided on the steeply sloping portion of the site fronting Nos. 36-38A Brook Street;*
- (vi) *the existing agricultural uses are ceased together with the demolition of the associated buildings and clearance of the site prior to any new development commencing.*

CBC Decision

Reject with modification.

Reason

The revised assessment of housing land requirements set out in the Council's response to the Inspector's recommendations on Policy H/1, shows that there is no longer a need to allocate the least sustainable of the Deposit Plan allocations to meet strategic housing requirements. Whilst it is acknowledged that this site includes previously developed land, could help secure local environmental improvements through the removal of existing uses, and would provide an element of affordable housing, it is considered that on balance, in the absence of a need for this site to meet strategic housing requirements, this does not provide sufficient justification to retain the site as a housing allocation in the Plan.

Identified affordable housing needs can be addressed through the application of Policy H/4 dealing with rural exceptions sites.

Proposed Modification

M4.18

Delete Policy H/1(d) and supporting reasoned justification.

Amend Proposals Map to delete allocation and amend Limits to Development and show site within countryside (see Plan M4.18).

~~LAND AT BROOK STREET, BURTON ON THE WOLDS~~

4.45 ~~POLICY H/1(d)~~

~~Planning permission for residential development of land at Brook Street, Burton on the Wolds will be granted provided the following requirements are met:~~

- ~~i) the provision of a main vehicular access from Main Street with only limited frontage development to Brook Street;~~
- ~~ii) a substantial landscaped buffer to a minimum depth of 20 metres on the site's northern and eastern boundaries;~~

- iii) ~~the retention of the public footpath as part of an open space network linking towards the ponds on the northern site boundary with land in the north-western corner of the site retained in open uses;~~
- iv) ~~the reclamation of the ponds area as a wildlife and amenity feature and retention of existing hedgerows on the site;~~
- v) ~~no development on the steeply sloping portion of the site fronting Nos 36-38a Brook Street;~~
- vi) ~~the cessation of the existing agricultural uses and the demolition of the associated buildings and clearance of the site prior to any new development.~~
(See also in particular policy H/1)

4.46 The key concern in the Wolds sub area is to secure affordable housing provision to meet local needs identified in the Borough Council's 'Housing Needs Survey'. The proposed site is centrally placed within the sub area and able to help meet the affordable housing needs of the North Wolds communities. Development of this site could be achieved with least environmental harm and conforms well with the existing settlement form.

4.47 Given the character of this site at the village edge any housing scheme must incorporate measures to safeguard the setting of the village in views from the north and east, and provide for the retention of important landscape features within the site. The steeply sloping portion of the site fronting onto Brook Street will remain undeveloped as part of an open space network focused around the existing pond and public footpath across the site. The removal of existing uses occupying the site will secure a related local environmental improvement.

POLICY H/1(e) - MELTON ROAD, EAST GOSCOTE

Inspector's Recommendation

4.161 I recommend that :-

- (i) the Plan be modified in accordance with PC 86 and FPC 86A subject to;
- (ii) having regard to my conclusions in paragraph 4.160 the relevant sections of the Policy be reworded as follows:-

POLICY H/1(e)

Planning permission for residential development of land between East Goscote and the proposed Rearsby Bypass will be granted provided the following criteria are met:

- (i) *a form and layout is provided which safeguards the amenities of existing properties in and around the site and provides a positive, developed frontage to Melton Road;*
- (iii) *traffic management and traffic calming measures are provided along the A607 Melton Road for the purposes of environmental improvement and the integration of the development with East Goscote;*
- (iv) *a full assessment of the site is undertaken to establish the extent of any landfill gas problems associated with the adjacent disused waste disposal site. Where problems are identified measures will be needed to resolve them and to protect the residential environment.*

CBC Decision

Reject with modification.

Reason

This site now has detailed planning permission and is now largely complete. The site should be deleted as an allocation in the Plan.

Proposed Modification**M4.19**

Delete Policy H/1(e) and supporting reasoned justification.

Amend Proposals Map to remove allocation and RT/9 structural landscaping and show site within the Limits to Development as Primarily Residential (see Plan M4.19).

LAND AT MELTON ROAD, EAST GOSCOTE**4.48 POLICY H/1(e)**

~~Planning permission for residential development of land for housing between East Goscote and the proposed Rearsby Bypass will be granted provided the following requirements are met;~~

- ~~i) the provision of a form and layout is provided which safeguards the amenities of existing properties in and around the site and provides a positive, developed frontage to Melton Road;~~
- ~~ii) substantial block planting and landscaping to a minimum depth of 20 metres is provided where necessary to screen the development from important views;~~
- ~~iii) the provision of a contribution towards traffic management and calming measures along the A607 Melton Road for the purposes of environmental improvement and the integration of the development with East Goscote. These measures would be carried out after the Rearsby Bypass is open to traffic and should include a segregated cycleway;~~
- ~~iv) a full assessment of the site to establish the extent of any landfill gas problems associated with the adjacent disused waste disposal site;~~
- ~~v) vehicular access from Melton Road only after the proposed Rearsby Bypass is open to traffic.~~

(See also in particular policy H/1)

~~4.49 This allocation creates the opportunity to improve the local environment by rationalising the existing piecemeal pattern of land uses in the area between Rearsby Lodge Farm and the former Timber Yard (Nos 1661-1655 Melton Road). As part of any scheme attention must be given to upgrading the appearance of the Melton Road streetscape and the creation of a more attractive frontage.~~

~~4.50 It will be necessary to provide strongly screened edges onto adjoining land in order to minimise the potential intrusion of development into the local landscape.~~

~~4.51 Development of this site will not commence until the Rearsby Bypass is open to traffic and Melton Road is less heavily used. A contribution will be required for traffic calming along~~

~~Melton Road to improve highway safety and to assist the integration of the proposed development with the main body of East Goscote to the west of Melton Road.~~

- 4.52 ~~In the interests of safety no development will be allowed until any risks associated with the former landfill facility adjacent to this site have been fully assessed and resolved.~~

POLICY H/1(f) - EMPRESS ROAD, LOUGHBOROUGH

Inspector's Recommendation

- 4.168 *I recommend that the Policy be modified in accordance with PC 87 and FPC 87A subject to the addition of the words " the following criteria are met" after the word "provided" in the first paragraph of the Policy; the addition of the words "is undertaken" after the word "site" in criterion (iv) line 1, and the addition of the words "is made" after the word "provision" in criterion (v) line 1.*

CBC Decision

Reject with modification.

Reason

This allocation has been partly implemented and the Proposals Map should be amended to reflect this. This developed portion of the site forms part of the updated housing commitment figures in Proposed Modification M4.2. As a previously developed site, the remainder of the allocation should be incorporated into the proposed new policy allocating a number of previously developed sites. The original policy should therefore be deleted.

Proposed Modification

M4.20

Delete Policy H/1(f) and Reasoned Justification.

Amend Proposals Map to remove allocation from part of site that has been developed. Show this land as Primarily Residential (see Plan M4.20)

LAND AT EMPRESS ROAD, LOUGHBOROUGH

4.53 POLICY H/1(f)

~~Planning permission for the development of land between Empress Road and the Grand Union Canal, Loughborough for housing and other compatible uses will be granted provided the following requirements are met:~~

- ~~i) access to the site is provided from Empress Road;~~
- ~~ii) improvements are undertaken to the Little Moor Lane/Empress Road junction;~~
- ~~iii) a high density, quality development is provided which reflects in its scale and mass traditional canalside architecture, and which positively enhances the canalside environment.~~
- ~~iv) a full assessment of the site to establish the extent of any landfill gas problems associated with the adjacent waste disposal site;~~

- v) ~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~
- a) ~~the provision of a cycleway along the Grand Union Canal towpath;~~
- b) ~~off-site provision for recreation facilities.~~

~~In addition to housing and other compatible uses including a pub/restaurant/leisure uses which would enhance the tourist potential of the Grand Union Canal elements of canalside employment may also be acceptable on this site.~~

(See also in particular policy H/1)

- 4.54 ~~This site comprises largely derelict industrial buildings located between Empress Road and the Grand Union Canal. Development for housing would secure environmental improvements. The character and location of the site provides an opportunity to achieve a high quality development which takes advantage of the waterside frontage, whilst enhancing the canal corridor, and the transition from the urban area to adjoining Soar Valley countryside.~~
- 4.55 ~~A development including leisure and/or employment uses would assist the tourist potential of the Grand Union Canal corridor. Contributions will be negotiated from the development to improve transport choice accessibility in the form of a cycleway along the canal towpath, and to help secure recreational facilities in an area of the town lacking in outdoor recreational space.~~
- 4.56 ~~In the interests of safety no development will be allowed until any risks associated with the Allsopps Lane landfill facility close to this site have been fully assessed and resolved.~~

POLICY H/1(g) - LAND SOUTH OF HAZEL ROAD AND MANOR ROAD, LOUGHBOROUGH

Inspector's Recommendation

4.243 *I recommend that:*

- (i) *the Plan be modified in accordance with PC 88, FPC 88A, FPC 88B, and FPC 88C subject to: the deletion of the words "at the developers expense" in sub paragraph (i) and the addition of the Epinal Way Extension(EWE) to the matters listed within the negotiable part of the Policy after sub paragraph (x); the deletion of references to provision for cyclists and pedestrians in sub paragraph (ii) and the addition of such matters within the negotiable part of the Policy after sub paragraph (x); the deletion of specific routes for traffic calming in the negotiable part of the Policy and the consequential amendment of the RJ arising from the implementation of these recommendations. Furthermore, that the wording of the policy be varied to correct textual mistakes and to improve the grammar as follows:*

"SOUTH OF HAZEL ROAD AND MANOR ROAD, LOUGHBOROUGH

4.57 *POLICY H/1/(g)*

Planning permission for residential development with ancillary open space and community services be granted on land allocated to the south of Hazel Road and Manor Road, Loughborough, provided the following criteria are met:

- (i) the construction of the Epinal Way Extension from the existing Park Road/Shelthorpe Road roundabout to the northern end of the Quorn/Mountsorrel Bypass, to a design and specification to be agreed with the local planning authority incorporating a single carriageway design from the end of the Quorn/Mountsorrel Bypass to a roundabout junction with the distributor road servicing the development, and a dual carriageway design from that roundabout to the existing Park Road/Shelthorpe Road roundabout;*
- (ii) provision is made for improved access by bus. This will include bus priority measures and facilities along routes from the site via the A6 bus corridor, and including a bus only link into Manor Drive;*
- (iii) the primary vehicular access to the housing site is taken from a new roundabout on the Epinal Way Extension;*
- (iv) a distributor road is provided linking the Epinal Way Extension with Laurel Road and Fair Meadow Way. Secondary access to the site will be provided from existing estate roads with the carriageways and junctions improved as necessary to meet the details to be assessed in consultation with the Highway Authority and the Local Planning Authority;*
- (v) provision is made in the overall layout for high quality bus services;*
- (vi) routes and crossings for cyclists and pedestrians are provided within the development area linking into existing and planned routes adjacent;*
- (vii) provision is made for a linear park and woodland planting of approximately 11 hectares located between the local distributor road, Wallend plantation, Mucklin Lane, Woodthorpe Village and the Epinal Way Extension, together with woodland planting to a minimum depth of 30 metres at the eastern edge of the development area. Arrangements will need to be agreed with the Borough Council on completion to secure public access and proper maintenance;*
- (viii) provision is made for the laying out of 3.3 hectares of land at the eastern edge of the development as recreation land incorporating pedestrian access to existing and proposed recreational areas, associated car parking and peripheral woodland planting along its eastern and northern edge;*
- (ix) 1 hectare of land is reserved within the development for the establishment of a local centre. Up to 0.5 hectare of this land will be for shopping and commercial uses. Not less than 0.3 hectare shall be reserved for community health and welfare developments including a place of worship, doctor and dentist. Not less than 0.2 hectare will be reserved for a community hall, ancillary car parking and landscaping;*
- (x) provision is made for additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the Local Planning Authority.*

In addition, the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:

- a) *the construction of the Epinal Way Extension;*
- b) *off site traffic management measures to regulate traffic and discourage unnecessary through traffic and slow down traffic speed;*
- c) *improved access by cycleways and pedestrian links to local schools and to shops at Shelthorpe and in the town centre; and*
- d) *the establishment of commercially viable public transport services penetrating the site to a level of frequency that ensures the delivery of genuine transport choice.*

*The areas proposed for the main land uses are shown on the Proposals Map.
(See also in particular policies H/1, TR/2, TR/6, CA/13)”*

- (ii) *the Plan be modified by the deletion of the Policy RT/7 notation on PC 88 Map No 11 and by the addition of a new Policy (RT/**) in the Written Statement which relates to the provision and layout of 3.3 hectares of land at the eastern edge of the development as recreation land, and that the Proposals Map be amended accordingly.*

CBC Decision

Accept (i) & (ii).

Reason

For the reasons set out in paragraphs 4.170 to 4.242 in the Inspector’s report.

The Inspector’s recommendation removes the requirement as a matter of policy upon the developer to fund the Epinal Way Extension at his own expense, as set out in the Proposed Pre-Inquiry Changes to the plan. In place of that requirement the recommended modification proposes that reasonably related contributions towards the road are to be negotiated with the developer. This approach more correctly respects the terms under which local planning authorities may seek to secure benefits through the negotiation of planning obligations in accordance with Circular 1/97.

Elsewhere in the proposed modification it is made clear that the development of the housing will be dependent upon the construction of the Epinal Way Extension. In order to reassure the Inspector that the proposed housing development was capable of delivery the prospective developer submitted a Planning Agreement to the Inquiry confirming that the road scheme would be funded entirely by the development. The Inspector, at paragraph 4.241 of his report, was therefore able to acknowledge that commitment in the following terms:

“The certain provision of the EWE will be achieved by a Section 106 Agreement to which I accord significant weight.”

Proposed Modification

M4.21

[Note: Aspects of this Proposed Modification rely upon the Council’s Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy H1(g) and paragraphs 4.59 to 4.61 and 4.63 to 4.66.
Insert new supporting text after paragraph 4.64.

Modify the new housing allocation under policy H1(g) on the Proposals Map by the addition of 1.4ha of land at Park Grange Farm together with related changes to the extent and location of the structural open space provision notation under policy RT/9, and the limits to development under policy ST/2. Modify the committed large housing site notation to reflect the extent of land permitted/developed (see Plan No M4.21).

LAND SOUTH OF HAZEL ROAD AND MANOR ROAD, LOUGHBOROUGH

4.57 POLICY H/1(g)

Planning permission for residential development with ancillary open space and community services will be granted on land allocated to the south of Hazel Road and Manor Road, Loughborough, provided the following ~~requirements~~ criteria are met:

- i) ~~the provision of a financial contribution to meet the costs of~~ construction of the Epinal Way extension from the existing Park Road/Shelthorpe Road roundabout to the northern end of the Quorn/Mountsorrel bypass, to a design and specification to be agreed with the local planning authority incorporating a dual ~~single~~ carriageway for the whole length of the road and a roundabout junction with the design from the end of the Quorn/Mountsorrel bypass to a roundabout junction with the distributor road serving servicing the development, and a dual carriageway design from that roundabout to the existing Park Road/ Shelthorpe Road roundabout;
- ii) ~~the provision of a financial contribution to meet the costs of bus priority measures, improved bus facilities and provision for cyclists and pedestrians along the A6 transport choice corridor between the existing A6 bypass and Loughborough town centre~~ provision is made for improved access by bus. This will include bus priority measures and facilities along routes from the site via the A6 bus corridor, and including a bus only link into Manor Drive;
- iii) ~~the provision of~~ primary vehicular access to the housing site is taken from a new roundabout on the Epinal Way extension;
- iv) ~~the provision of~~ a distributor road is provided linking the Epinal Way extension with Laurel Road and Fair Meadow Way. Secondary access to the site will be provided from existing estate roads with the carriageways and junctions improved as necessary to meet the ~~requirements of the highway authority~~ details to be assessed in consultation with the Highway Authority and the Local Planning Authority;
- v) provision is made in the overall layout for high quality bus services;
- vi) ~~special features as appropriate~~ routes and crossings for cyclists and pedestrians are provided within the development area linking into existing and planned routes adjacent.
- vii) ~~the provision of~~ is made for a linear park and woodland planting of approximately 11 hectares located between the local distributor road, ~~and~~ Wallend plantation, Mucklin Lane, ~~and~~ Woodthorpe Village and the Epinal Way extension, and together with woodland planting to a minimum depth of 30 metres at the eastern edge of the development area. ~~These will be offered to~~ Arrangements will need to be agreed with the Borough Council on completion to secure public use access and proper maintenance;
- viii) ~~the provision and~~ is made for the laying out of ~~5~~ 3.3 hectares of land at the eastern edge of the development as recreation land incorporating pedestrian access to existing and proposed recreational areas, associated car parking and peripheral woodland planting along its eastern and northern edge;
- ix) ~~reservation of~~ 1 hectare of land is reserved within the development for the establishment of a local centre, ~~for shopping, community facilities and places of~~

~~worship. Some 0.5 hectares of this land will be reserved for health and welfare developments including places of worship, doctor and dentist or other health facilities and community uses to be agreed with the local planning authority. Up to 0.5 hectare of this land will be for shopping and commercial uses. Not less than 0.3 hectare shall be reserved for community health and welfare developments including a place of worship, doctor and dentist. Not less than 0.2 hectare will be reserved for a community hall, ancillary car parking and landscaping;~~

- x) ~~the provision of a financial contribution towards the cost of providing provision is made for additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the Local Planning Authority.~~
- xi) ~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~

In addition, the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:

- a) ~~traffic management measures along Park Road, Beacon Road, and Valley Road together with any other secondary access routes which must be designed and routed to discourage unnecessary through traffic and slow down traffic speeds; the construction of the Epinal Way Extension;~~
- b) ~~the construction of a recreational cycle route to Woodhouse village off site traffic management measures to regulate traffic and discourage unnecessary through traffic and slow down traffic speed;~~
- c) ~~the construction of a community hall with a gross floorspace not less than 500sq metres with necessary facilities for the full range of public community uses, and to submit proposals for future maintenance and management of the facility; improved access by cycleways and pedestrian links to local schools and to shops at Shelthorpe and in the town centre; and~~
- d) the establishment of commercially viable public transport services penetrating the site to a level of frequency that ensures the delivery of genuine transport choice.

The areas proposed for the main land uses are shown on the Proposals Map.

~~Planning permission will not be granted for the development of this site unless it conforms with the requirements of a development brief prepared by the Borough Council and the signing of necessary legal agreement(s) by the landowner/developer and the Borough Council, and any other body as appropriate, to secure these requirements at the appropriate stage of development.~~

(See also in particular policies H/1, TR/2, TR/6, CA/13)

4.58 [No Change]

- 4.59 ~~This proposal guarantees delivery of the Epinal Way extension. The County Council is not able to give any guarantee that Government grant will be forthcoming at the appropriate time to publicly fund this scheme in whole or in part. In April 1995 the Borough Council resolved that it was minded to grant permission for the development of the site. The application has been called in by the Secretary of State for his own determination and is to be the subject of a Public Inquiry. The highway authority has always been of the view that the development south of Hazel Road would only be acceptable following the provision of the Epinal Way extension. Given the uncertainties of public funding for this road proposal a revised scheme was devised (incorporating part single, part dual carriageway) which could be funded entirely by the development, but which was still acceptable in highway terms. That modified scheme has been approved by the County Council. The development of the allocated site is dependent upon, amongst other matters, the Borough Council securing through negotiation with the prospective developer(s) the necessary funding to enable the completion of the Epinal Way extension.~~
- 4.60 Provision of the Epinal Way extension will increase traffic capacity on the road network serving south Loughborough. This will bring relief to the A6 Leicester Road into the town centre, where the resulting increase in capacity will enable significant improvements to provision for buses to be made along the designated transport choice corridor ~~to which the developer will be expected to contribute.~~ The draft agreement for the "call-in" application secures a contribution from the development to provide bus priority measures from the site to the town centre. In addition, in order to facilitate transport choice the Borough Council will seek to secure a financial contribution towards the cost of providing cycleways and pedestrian links to nearby local schools, and shops at Shelthorpe and in the town centre.
- 4.61 The design and routing of secondary access arrangements will need to minimise the adverse impact of traffic on established residential areas and the local environment. In particular the Borough Council ~~will seek to~~ has negotiated the provision of appropriate traffic management measures to discourage the potential usage of existing routes through housing areas by traffic flows generated both directly and indirectly by the development. Beacon Road, Park Road and Valley Road are considered to be especially susceptible if the network of distributor roads serving south Loughborough experiences congestion.
- 4.62 [No Change]
- 4.63 The approved Fairmeadow development lying to the west of the allocation currently makes provision through a related planning agreement for 4.5ha (11 acres) of parkland adjacent to Wallend Plantation. This allocation will remove the opportunity to secure the implementation of that agreement. Accordingly the overall development will be expected to make provision, on at least a like for like basis for a suitable alternative. ~~Such provision might reasonably and conveniently be met within the designated area of Local Separation or elsewhere on agricultural land adjoining the development to the south of Mucklin Lane.~~ is proposed within the designated area of local separation between Woodthorpe village and the proposed distributor road.
- 4.64 To serve the day to day needs of the new community and to provide a focal point for the development the reservation of land for a local shopping centre, together with the opportunity to secure community facilities and places of worship will be required. ~~Through negotiations~~ The Borough Council intends to foster the growth of the new community through the and has negotiated provision by the developer of a site for a an appropriate community hall within the proposed local centre.

The various components of this major development area including supporting infrastructure will need to be phased in accordance with a programme agreed with the local planning authority in consultation with the highway authority.

- 4.65 ~~The development is expected to will generate the need for additional educational provision. A financial contribution towards the provision of such facilities will be negotiated with the developer under the guidance and assistance of the County Council's Director of Education. The capacity of the existing school is insufficient and additional primary school accommodation needs to be provided.~~
- 4.66 Measures will be required to improve and extend the transport network both within and in the vicinity of the site. Provision must be made for the encouragement of commercially viable good quality bus services which penetrate the site. If in the early stages of development the density of housing is insufficient to support such services the Borough Council will seek to negotiate a subsidy from the developer for a limited period to encourage the patronage and establishment of appropriate services. A good quality, frequent service is defined as one which operates at 15 minute intervals between 8am and 7pm linking areas of housing with major employment and shopping destinations. Transport choice accessibility will be enhanced by the provision of cycle and pedestrian routes

Proposed Modification**M4.22**

Extend the structural open space provision notation under policy RT/9 between the proposed new distributor road in relation to Policy H/1 (g) and Woodthorpe village as shown on Plan No.M4.22

Proposed Modification**M4.23**

Insert a new Policy RT/C and supporting text before policy RT/8 in the Recreation and Tourism chapter of the plan.

Add a new proposed recreation land notation to 3.3 ha of land adjacent to the eastern edge of the proposed H/1(g) allocated housing site to the south of Hazel Drive and Manor Road as shown on Plan M4.23

**NEW RECREATION LAND, SOUTH OF HAZEL ROAD AND MANOR DRIVE,
LOUGHBOROUGH**

POLICY RT/C

Land shown on the Proposals Map adjacent to the eastern edge of the proposed housing site to the south of Hazel Drive and Manor Road is allocated for recreation purposes. Proposals for such development will be permitted provided that:-

- (i) any built development is ancillary to the enjoyment of the open space;**
- (ii) vehicular access is taken from the proposed distributor road;**
- (iii) landscaping is provided on the site's northern and eastern boundaries;**
- (iv) pedestrian and cycle routes are created linking into housing areas and the proposed linear park; and**
- (v) a landscaped car park is provided;**

(See also in particular CT/1, CT/2, & CT/6)

There is a need to secure new public open space on the south side of Loughborough to cater for both formal and informal recreation, and this provision will become even more necessary as the population expands. A site of 3.3ha, has therefore, been allocated for this purpose at the eastern edge of the allocated H1(g) housing site where it can be readily accessed by both existing and new residents through a network of footpaths and cycle routes linking into the nearby proposed linear park.

The allocated site forms part of the designated area of local separation that covers the gap between the proposed southern edge of Loughborough urban area and Woodthorpe village. The new recreation area must therefore be designed and laid out in such a way as to maintain the degree of separation between the existing and planned built-up areas of these settlements. Any new built development must be ancillary to the enjoyment of the open space and well located in terms of its impact on the character of the area. Policies CT/1, CT2 and CT/6 will also apply.

In order to avoid recreation trips through residential streets the sole vehicular access to the site must be from the proposed distributor road serving the new housing development. Car parking will also need to be provided and should be well landscaped in order to respect the site's countryside setting.

The developer will also be required to make arrangements for the long term maintenance of the open space. The Council will, however, be prepared to accept responsibility for maintenance provided that the design and construction are to a satisfactory standard and an adequate commuted payment is offered by the developer. This will be secured through planning conditions or if necessary a legal agreement under Section 106.

POLICY H/1(h) - MEYNELL ROAD, QUORN

Inspector's Recommendation

4.253 *I recommend that the Plan be modified in accordance with PC 89, FPC 89A and FPC 89B subject to the addition of the words "the following criteria are met" after the word "provided" in the first paragraph of the Policy.*

CBC Decision

Accept

Reason

For the reasons set out in paragraphs 4.245 to 4.252 in the Inspector's Report.

Proposed Modification

M4.24

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Amend the wording of Policy H/1(h) and paragraph 4.68 of the reasoned justification.
--

4.67 **POLICY H/1(h)**

Planning permission for the residential development of land at Meynell Road, Quorn will be granted provided the following requirements criteria are met:

- i) substantial block planting and landscaping to a minimum depth of 20 metres is provided along the northern and western boundaries of the site adjacent to Meynell Road and the school playing fields;
- ii) a form and layout of development is provided which retains existing trees and hedgerows on the site and safeguards the open setting of this part of the village;
- iii) vehicular access to the site is provided from Meynell Road;
- ~~iv) a pedestrian and cycle link is provided from the site towards the village centre;~~
- v) In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development: the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:
 - a) improved provision for buses along the A6 transport choice corridor;
 - b) environmental enhancement in the village;
 - c) creation of safe pedestrian and cycle links from the site towards the village centre.

(See also in particular Policy H/1)

- 4.68 A triangular area of land south of the realigned Meynell Road has been severed from a larger field by road construction. The portion of this site to the east of a strong hedgerow is already edged by development on two sides. In this area a carefully designed layout accessed from Meynell Road, and providing a strong edge treatment along the Meynell Road frontage would create a firm edge to development. By restricting the developed area the open character of this part of the village is better retained. A contribution may be sought to provide better cycle and pedestrian links from the site to the village centre to improve access for people not using their cars, living in this area.
- 4.69 Contributions ~~may~~^{will} be negotiated from this development to improve transport choice accessibility by the implementation of measures for better bus provision along the former A6, and or traffic calming measures and environmental improvements elsewhere in the village.

POLICY H/1(i) - SOUTH OF A607 & NORTH OF GADDESBY LANE, REARSBY

Inspector's Recommendation

4.265 *I recommend that:-*

- (i) *having regard to my conclusions in paragraph 4.263, the Council should give further consideration to whether the Housing allocation should be retained in the Plan;*
- (ii) *if the allocation is to be retained, the Policy should be modified in accordance with PC 90 and FPC 90A subject to;*
- (iii) *having regard to my conclusions in paragraph 4.264 the relevant sections of the Policy be reworded as follows:-*
POLICY H/1(i)

Planning permission for residential development of land south of the A607 and north of Gaddesby Lane, Rearsby will be granted provided the following criteria are met:

CBC Decision

Recommendation (i):

Accept with modification. In light of further consideration, the site should be deleted as an allocation.

Recommendations (ii) and (iii):

Reject.

Reason

1. In the light of evidence presented at the time of the Inquiry on the likelihood of the construction of the Rearsby Bypass, the Inspector concludes that there can be no reasonable certainty of the allocation being implemented during the timescale of the Plan. Circumstances in relation to the bypass have now changed. Following the Leicestershire Local Transport Plan settlement for 2001-2006, the scheme has been provisionally accepted subject to satisfactory progress through the statutory procedures, with an expected start in 2003. The allocation site is therefore no longer constrained by uncertainty in relation to the likely construction of the bypass.
2. However the site is a rural greenfield site. As such it is one of the less sustainable of the allocated sites based on the search sequence outlined in PPG3. The revised assessment of housing land requirements set out in the Council's response to the Inspector's recommendations in relation to Policy H/1 shows that there is no longer a need to allocate greenfield housing sites in the rural settlements in order to meet the housing requirement to 2006.
3. Identified affordable housing needs can be addressed through the application of Policy H/4 dealing with rural exception sites.

Proposed Modification

M4.25

Delete Policy H/1(i) and supporting reasoned justification.

Amend Proposals Map to remove allocated site and show land as outside limits to development in area of countryside (see Plan M4.25).

4.70 ~~POLICY H/1(i)~~

~~Planning permission for residential development of land south of the A607 and north of Gaddesby Lane, Rearsby will be granted provided the following requirements are met:~~

- ~~i) substantial block planting and landscaping to a minimum depth of 20 metres is provided where necessary to screen the development from important views;~~
- ~~ii) vehicular access is taken from Melton Road. This will not be permitted until after the Rearsby Bypass is open to traffic;~~
- ~~iii) the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning~~

~~applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards traffic management and traffic calming measures along the A6007 Melton Road for the purposes of environmental improvement and the integration of the development with the village. These measures would be carried out after the Rearsby Bypass is open to traffic~~

(See also in particular policy H/1)

- 4.71 ~~Development of this site will not harm the rural setting and character of this part of Rearsby. It will avoid any intrusion into the open landscape between the village and the proposed Bypass. A well landscaped scheme will round off the built area in this part of the village.~~
- 4.72 ~~Under current circumstances the road network is of a poor standard and is unable to cater for the traffic likely to be generated by this site. No development will therefore be permitted until after the Rearsby Bypass is open to traffic.~~
- 4.73 ~~Development of this site will be expected to contribute to measures to improve the streetscape and calm traffic along Melton Road, to be implemented after the completion of the Rearsby bypass in order to assist its integration into the village.~~

POLICY H/1(j) - LAND BETWEEN LOUGHBOROUGH ROAD AND A6 BYPASS NORTH OF COSSINGTON LANE, ROTHLEY

Inspector's Recommendation

- 4.280 *I recommend that the Plan be modified in accordance with PC 91, FPC 91A and FPC 91B subject to the addition of the words "the following criteria are met" after the word "provided" in the first paragraph of the Policy.*

CBC Decision

Accept but in addition delete paragraph 4.80

Reason

For the reasons set out in paragraphs 4.267 to 4.279 in the Inspector's Report.

Paragraph 4.80 suggests a contribution will be sought to improve local school facilities from the development. FPC 91A removed the policy requirement for such a contribution as this is no longer sought by the County Council's Director of Education. The references in the text also need to be deleted.

Proposed Modification

M4.26

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Amend the wording of Policy H/1 (j) and reasoned justification.

4.74 POLICY H/1(j)

Planning permission for residential development of land between Loughborough Road and the A6 Bypass, north of Cossington Lane, Rothley will be granted provided the following requirements criteria are met:

- i) a substantial buffer comprising structural planting and landscaped public open space is provided on the sloping land between any built development and the A6 Bypass;
- ii) the form and layout of development is well related to existing adjoining development and is not prominent in views from the A6 Bypass and countryside east of the Bypass;
- iii) a full assessment of the site is undertaken to establish the extent of any landfill gas problems associated with the adjacent disused waste disposal site. Where problems are identified measures will need to be implemented to resolve them and to protect the residential environment;
- iv) no houses or gardens in areas which experience greater than the 68db noise standard;
- ~~v) the provision of a financial contribution towards the cost of providing additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority.~~
- ~~vi) In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development: the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~
- a) improved provision for buses along the A6 transport choice corridor;
- b) environmental enhancement of the old A6 through Rothley.
- (See also in particular Policy H/1)
- 4.75 [No Change]
- 4.76 [No Change]
- 4.77 A number of options may be available to achieve access to the site to the satisfaction of the highway authority. Access onto Cossington Lane could be acceptable for a development on the scale proposed.~~There should be no vehicular access from Cossington Lane given its function as a link road to the A6 Bypass and the increased levels of traffic using it since the Bypass opened.~~
- 4.78 [No Change]
- 4.79 A contribution may be negotiated to enable~~Development of this site will be expected to contribute to~~ the achievement of high quality bus services and other transport choice measures along the former A6. At the same time it could help fund traffic calming measures and environmental improvements along the same corridor.
- 4.80 ~~A contribution will be required to any improvements in education provision in the village identified by the County Council's Director of Education as a result of this development.~~

POLICY H/1(k) - LAND AT MOSCOW LANE, SHEPSHED**Inspector's Recommendation**

4.300 *I recommend that the Policy be modified in accordance with PC 92, FPC 92A and FPC 92B subject to the first paragraph being deleted and replaced with the following:*

“Planning permission for residential development of land between Moscow Lane and Iveshead Road, Shepshead will be granted provided the following criteria are met:”

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.282 to 4.299 in the Inspector's Report.

Proposed Modification**M4.27**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Amend Policy H/1(k) and paragraph 4.83.

4.81 **POLICY H/1(k)**

Planning permission for residential development of land between Moscow Lane and Iveshead Road, Shepshead will be granted provided the following ~~requirements~~ criteria are met:

- i) **vehicular access is taken from Iveshead Road only and/or Ashby Road, with the latter being subject to the related closure of the Moscow Lane access onto the A512;**
- ii) **a form and layout of development is provided which safeguards the amenities of existing properties adjoining the site;**
- iii) **substantial block planting and landscaping to a minimum depth of 20 metres is provided on the Ashby Road frontage;**
- iv) **some 0.44 ha of land on the southern edge of the site to be planted as woodland as part of the National Forest;**
- v) **~~the provision is made for~~ pedestrian and cycle links to Ashby Road and the introduction of improved crossing facilities at the Ashby Road/Charnwood Road junction.**

In addition the Borough Council will seek to negotiate reasonably related contributions for the provision of traffic calming measures along Iveshead Road.

(See also in particular policies H/1, CT/21)

4.82 [No Change]

4.83 In order to help reduce the apparent severance of the housing area south of the A512 provision will be needed for proper pedestrian and cycle links to Ashby Road and safer crossing facilities of this road. A contribution may be negotiated for traffic calming measures

along Iveshead Road designed to the satisfaction of the local planning authority in consultation with the highway authority to slow vehicle speeds and enhance highway safety.

POLICY H/1(I) - BROOK STREET, SILEBY

Inspector's Recommendation

4.307 *I recommend that:-*

- (i) *the Policy should not be modified by PC 93;*
- (ii) *Policy H/1(I) and its reasoned justification be deleted in its entirety from the Plan in accordance with FPC 93A;*
- (iii) *Policy H/1 be modified in accordance with FPC 82C.*

CBC Decision

Accept.

See Proposed Modification M4.3 for the change needed to Policy H/1 as a result of (iii).

Reason

For the reasons set out in paragraphs 4.302 to 4.306 in the Inspector's Report. This approach provides a degree of flexibility in considering future uses on the site, should the premises no longer be required for employment use, and does not rule out the site coming forward as a windfall site. This site has been included in the Urban Capacity Study as a potential windfall site opportunity in the period to 2006.

Proposed Modification

M4.28

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Delete the section comprising Policy H/1(I) and reasoned justification.

Amend the Proposals Map to indicate the site area as Primarily Residential (See Plan M4.28)

~~LAND AT BROOK STREET, SILEBY~~

4.84 ~~**POLICY H/1(I)**~~

~~**Planning permission for residential development of land north of Brook Street, Sileby will be granted provided the following requirements are met:**~~

- ~~i) **the design and layout of buildings, landscaping and screening create a satisfactory living environment for residents in an area of mixed land uses;**~~
- ~~ii) **landscaping measures to include the planting of hedges along the site boundaries and screen fencing between the access road and parking areas of the adjacent factory;**~~

- ~~iii) — additional parking for the adjacent factory to replace currently available provision on the development site. This will be provided prior to the removal of available provision;~~
 - ~~iv) — independent vehicular access from The Banks with no access to or from the adjacent factory site through the development site;~~
 - ~~v) — alterations to the bridge structure on The Banks to be carried out prior to any site development;~~
 - ~~vi) — the provision of contributions towards any off-site traffic management measures that may be necessitated by the cumulative impact of development at Sileby;~~
 - ~~vii) — the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:

 - ~~a) — improved off-road parking provision near the railway station;~~
 - ~~b) — improved recreational facilities in the village.~~

(See also in particular policy H/1)~~
- 4.85 The outline planning permission granted on this site in 1989 has lapsed. Any new proposals to develop the site will need to create an independent housing area within an area of mixed housing and employment uses.
- 4.86 Development will not be permitted until the local planning authority is satisfied that the site can be satisfactorily accessed and that adequate off street car parking provision is available for use by the adjoining factory to replace the loss of this site.
- 4.87 This is one of four housing sites allocated in Sileby. Development of this site should contribute to any off site transport measures that are considered necessary by the Highway Authority due to the cumulative impact of the proposed developments. Similarly contributions may be negotiated to help remedy a longstanding deficiency in recreational facilities in the village through the provision of recreation land, and to improve the accessibility of the railway station which provides transport choice for Sileby residents through the provision of additional off street car parking.

POLICYH/1(m) - KENDALL ROAD, SILEBY

Inspector's Recommendation

4.322 *I recommend that:-*

- (i) *the Policy should be modified in accordance with PC 94 and FPC 94A subject to;*
- (ii) *having regard to my conclusions in paragraph 4.321 the relevant sections of the Policy be reworded as follows:-*

POLICY H/1(m)

Planning permission for residential development of land at Kendall Road, Sileby will be granted provided the following criteria are met:

- (i) *substantial block planting and landscaping to a minimum depth of 20 metres is provided along the site's southern and eastern boundaries to incorporate existing woodland planting on the site as far as possible;*
- (ii) *vehicular access is taken from Kendall Road;*
- (iii) *a 20 metre landscaped buffer and suitable acoustic screening to be agreed with the local planning authority is provided alongside the railway line;*
- (iv) *a full assessment of the site is undertaken to establish the extent of any landfill gas problems associated with the adjacent landfill site. Where problems are identified measures will need to be implemented to resolve them and to protect the residential environment;*

CBC Decision

Reject with modification.

Reason

This site now has the benefit of detailed planning consent and therefore is included as a commitment in the revised calculation of housing land supply set out in Proposed Modification M4.2. The allocation should be deleted.

Proposed Modification

M4.29

Delete Policy H/1(m) and supporting reasoned justification.

Amend Proposals Map to delete allocation and show land within the Limits to Development as Primarily Residential (see Plan M4.29).

4.88 ~~POLICY H/1(m)~~

~~Planning permission for residential development of land at Kendall Road, Sileby will be granted provided the following requirements are met:~~

- ~~i) substantial block planting and landscaping to a minimum depth of 20 metres is provided along the site's southern and eastern boundaries to incorporate existing woodland planting on the site as far as is possible;~~
- ~~ii) vehicular access from Kendall Road;~~
- ~~iii) a 20 metre landscaped buffer and suitable acoustic screening to be agreed with the local planning authority alongside the railway line;~~
- ~~iv) a full assessment of the site to establish the extent of any landfill gas problems associated with the adjacent landfill site;~~
- ~~v) the provision of contributions towards any off-site traffic management measures that may be necessitated by the cumulative impact of development in Sileby;~~

vi) ~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~

a) ~~improved off-road parking provision near the railway station;~~

b) ~~improved recreational facilities in the village.~~

(See also in particular Policy H/1)

4.89 ~~The site comprises vacant and underused land, with scrubby woodland on the southern edge of the village located close to the former landfill incinerator site and existing housing and employment uses. A carefully designed housing development will bring much of this area into beneficial use. Development will need to be contained to the north of the prominent east to west ridgeline and laid out to create a soft edge to this part of the village by the retention and consolidation of existing planting. Adequate visual and acoustic screening will be necessary to ensure clear separation from the railway line.~~

4.90 ~~In the interests of safety no development will be allowed until any risks associated with the former landfill facility adjacent to the site have been fully assessed and resolved.~~

4.91 ~~This is one of four housing sites allocated in Sileby. Development of this site will be required to contribute to any off site transport measures that are considered necessary by the Highway Authority due to the cumulative impact of the proposed developments. Similarly contributions will be negotiated to help remedy a longstanding deficiency in recreational facilities in the village through the provision of recreation land, and to improve the accessibility of the railway station which provides transport choice for Sileby residents through the provision of additional off-street car parking.~~

POLICY H/1(n) - PARK ROAD/SEAGRAVE ROAD, SILEBY

Inspector's Recommendation

4.334 *I recommend that :-*

- (i) *having regard to my conclusions in paragraph 4.331, the Council should give further consideration to whether the Housing allocation should be retained in the Plan;*
- (ii) *if the allocation is to be retained, the Policy should be modified in accordance with PC 95 and FPC 95A subject to;*
- (iii) *having regard to my conclusions in paragraph 4.333 the relevant sections of the Policy be reworded as follows:-*

POLICY H/1(n)

Planning permission for residential development of land at the corner of Park Road/Seagrave Road, Sileby will be granted provided the following criteria are met:

- (i) *the design and layout of buildings, landscaping and access provides a strong frontage onto Park Road/Seagrave Road at this prominent location in the village;*

- (ii) *landscaping and screening is provided to safeguard the amenity of adjoining properties;*
- (iii) *provision is made for measures to minimise noise and disturbance to occupiers of the development from traffic movements on roads adjoining the site;*
- (iv) *Etc ...*

CBC Decision

Recommendation (i):

Accept with modification. In light of further consideration, the site should be deleted as an allocation.

Recommendations (ii) and (iii):

Reject.

Reason

This site remains in use for employment purposes. There has been no indication that the site will come forward for housing. In such circumstances it is uncertain that houses will be built on the site during the plan period. The site should be deleted from the Plan and shown as Primarily Residential. This would not preclude it from coming forward as a windfall housing site.

Proposed Modification

M4.30

Delete the section comprising Policy H/1(n) and reasoned justification.

Amend the Proposals Map to delete the allocation of Policy H/1(n) for housing and show the site as part of the wider primarily residential area (see Plan M4.30).

~~LAND AT THE CORNER OF PARK ROAD AND SEAGRAVE ROAD, SILEBY~~

4.92 ~~POLICY H/1(n)~~

~~Planning permission for residential development of land at the corner of Park Road/Seagrave Road, Sileby will be granted provided the following requirements are met:~~

- ~~i) design and layout of buildings, landscaping and access provision provides a strong frontage onto Park Road/Seagrave Road at this prominent location in the village;~~
- ~~ii) and screening measures to safeguard the amenity of adjoining properties;~~
- ~~iii) measures to minimise noise and disturbance to occupiers of the development from traffic movements on roads adjoining the site;~~
- ~~iv) the provision of contributions towards any off-site traffic management measures that may be necessitated by the cumulative impact of development in Sileby;~~

- v) ~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~

a) ~~improved off-road parking provision near the railway station;~~

b) ~~improved recreational facilities in the village.~~

(See also in particular policy H/1)

- 4.93 ~~Outline planning permission granted for the redevelopment of this factory site for housing in 1991 has lapsed. Proposals to develop this site for housing will need to create a satisfactory living environment on a prominent corner site fronting two roads, and a design and layout of development which creates a strong new townscape element whilst also safeguarding existing residential amenities.~~
- 4.94 ~~This is one of four housing sites allocated in Sileby. Development of this site will be required to contribute to any off-site transport measures that are considered necessary by the Highway Authority due to the cumulative impact of the proposed developments. Similarly contributions will be negotiated to help remedy a longstanding deficiency in recreational facilities in the village by the provision of recreation land, and to improve the accessibility of the railway station which provides transport choice for Sileby residents through the provision of additional off-street car parking.~~

POLICY H/1(o) - SEAGRAVE ROAD, SILEBY

Inspector's Recommendation

4.358 *I recommend that :-*

- (i) *the Policy be modified in accordance with PC 96, FPC 96A, FPC 96B and FPC 96C subject to:*
- (ii) *having regard to my conclusions in paragraph 4.357 the relevant sections of the Policy be reworded as follows:-*

POLICY H/1(o)

Planning permission for residential development of land east of Seagrave Road, Sileby will be granted provided the following criteria are met:

- (i) *a form of layout and development is provided which together with edge planting and landscaping, creates a soft edge to this part of the settlement;*
- (ii) *substantial block planting and landscaping to a minimum depth of 20 metres is provided along the northern and eastern boundaries;*
- (iv) *primary access is taken from Seagrave Road;*
- (v) *Etc ...*
- (iii) *having regard to my conclusions in paragraph 4.350, the first sentence of paragraph 4.99 should be deleted;*

- (iv) *Policy H/1 be modified in accordance with FPC 82B;*
- (v) *the Plan and the Proposals Map be modified in accordance with PC 220 and FPC 220A (Policy RT**).*

CBC Decision

Recommendations (i) to (iv): Reject with modification

Recommendation (v): Accept.

Reason

Recommendations (i) to (iv):

The revised assessment of housing land requirements set out in the Council's response to the Inspector's recommendations on Policy H/1, shows that there is no longer a need to allocate all of the original Deposit Plan allocations to meet the remaining housing requirement to 2006. However, to enable the Council to respond to any shortfall in housing land supply, this site is identified as an allocation phased to come forward only when monitoring reveals a need for further land release to make up any shortfall in supply. In the first instance land at Cotes Road/ Willow Road, Barrow upon Soar would be released to meet any identified shortfall. Only where the scale of the shortfall justified additional land release, would the site at Seagrave Road come forward for development (see Proposed Change M4.14). The Policy and Reasoned Justification needs amendment in line with the Proposed Changes and Further Proposed Changes and also to set out the approach to the release of the site.

Recommendation (v):

The need to allocate land for recreation land provision remains justified and the additional policy should be included in the Plan.

Proposed Modification

M4.31

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Amend the Policy Title and wording. Amend Reasoned Justification. Relocate Policy and Reasoned Justification to follow the new phasing Policy H/B set out in Proposed Modification M4.14.

Amend Proposals Map by the allocation of the majority of the field north west of Sileby Brook and north east of Lanes Close for housing with land near Sileby Brook safeguarded as structural open space (see Plan M4.31).

4.95 POLICY H/1(o)

Planning permission for residential development of land east of Seagrave Road, Sileby will only be granted when monitoring indicates the release of the site is necessary in order to remedy a shortfall in housing land supply, and provided the following criteria requirements are met;

- i) a form of layout and development is provided which together with edge planting and landscaping, creates a soft edge to this part of the settlement;**

- ii) **substantial block planting and landscaping to a minimum depth of 20 metres along the northern and eastern site boundaries;**
- iii) **the design and layout of the housing area creates a publicly accessible area of natural green space to consolidate the existing Sileby Brook corridor, safeguard the public footpath route to Seagrave, and links to existing greenspace and footpaths in the village and the adjacent recreation land~~the provision of an area of open space to link into the existing open space network along the Sileby Brook;~~**
- iv) ~~vehicular access from Seagrave Road only;~~ **primary access is taken to be from Seagrave Road;**
- v) **pedestrian and cycle links are created along the Sileby Brook towards the village centre, and to the adjoining primary school;**
- vi) ~~the provision for~~ **contributions towards any off-site traffic management measures is made to mitigate that may be necessitated by the cumulative impact of traffic generated by proposed development in Sileby;**
- vii) ~~the provision of a financial contribution towards the cost of providing additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority.~~ **traffic calming measures are implemented in the vicinity of Lanes Close and Highgate Primary School along Heathcote Drive;**
- viii) **In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~**
 - a) **improved off-road parking provision near the railway station;**
 - b) **improved recreational facilities in the village.**

(See also in particular policy H/B-H/1)

In combination, Policies H/A and H/1 identify sufficient sites to meet the remaining strategic housing requirement to 2006 without the need to release this site. However, it remains a supplementary allocation in the Plan in case the expectations of delivery from other elements of housing land supply prove to be optimistic. The site would only come forward for development before 2006 if monitoring of housing land supply revealed a shortfall in provision as detailed in Policy H/B. This Policy indicates that in the event of an identified shortfall, in the first instance land at Cotes Road/ Willow Road, Barrow Upon Soar would be released. If the scale of shortfall is such that this site alone would fail to redress the problem, the site at Seagrave Road, Sileby will also be released. In the event of the site being needed within the plan period, the Policy identifies the measures that will be required for the development to proceed.

- 4.96 ~~Development in~~ at this edge of village settlement location must create a properly defined edge to development defining the transition between village and countryside. Strong landscaping measures will be needed with the creation of an open space network linked to the adjoining recreation area and wider open space network in the village. ~~is considered acceptable in environmental terms provided that strong landscaping measures are implemented. These will~~

~~need to create significant open space and planting along the Sileby Brook corridor, and the northern edge of development as extensions to existing open space in the locality. The aim will be to create a proper designed edge to this part of the village.~~

- 4.97 ~~No vehicular access will be permitted from the existing Heathcote Drive estate roads. The primary access to the new residential area will be from Seagrave Road. Secondary access will be provided from Lanes Close provided that the internal road layout is designed to deter through traffic movements and slow down vehicle speeds. Significant traffic calming measures will be needed along Heathcote Drive in order to improve highway safety particularly in the vicinity of the primary school. In order to improve access to for non-car modes cycle and footway links will be needed to the local school, and towards the village centre.~~ required along the Sileby brook corridor linking the village centre.
- 4.98 This is one of four housing sites allocated in Sileby. Development of this site ~~should~~ will be required to contribute to any off-site transport measures that are considered necessary by the Highway Authority due to the cumulative impact of the proposed developments. Similarly contributions ~~may~~ will be negotiated to help remedy a longstanding deficiency in recreational facilities in the village through the provision of recreation land, and to improve the accessibility of the railway station which provides transport choice for Sileby residents through the provision of additional off-street car parking.
- 4.99 ~~The development proposed will result in the capacity of the village school being exceeded and additional accommodation will be needed. A contribution will also be required from this site to any improvements to education provision in the village identified by the County Council's Director of Education as a result of this development.~~

Land to the south-east of Sileby Brook is allocated for recreational purposes to meet the longstanding deficiency of recreation land in Sileby and the needs generated by the cumulative impact of new development proposed at Sileby in this Plan. There must be no vehicular access between the new housing area and recreation areas.

Proposed Modification

M4.32

Amend the Proposals Map to allocate about 5.2ha(12.8acres) of land south-east of Sileby Brook and north of Parsons Drive/ Barnards Drive accessed off Lanes Close for recreation purposes (see Plan M4.32).

Insert a new section 'RECREATION LAND, LANES CLOSE, SILEBY' in Chapter 9 'Recreation and Tourism' after Policy RT/A

RECREATION LAND, LANES CLOSE, SILEBY

POLICY RT/B

A site of about 5.2ha (12.8a) off Lanes Close, Sileby as shown on the Proposals Map is allocated for recreational purposes provided:

- i) vehicular access is taken from Lanes Close;**
- ii) significant block planting and landscaping is provided along the northern and eastern boundaries;**
- iii) an area of open space is created along the eastern edge extending the existing open space network along the Sileby Brook corridor;**

- iv) **an area is landscaped and laid out to provide a car parking area.**
- v) **pedestrian access is from Lanes Close and the Sileby Brook corridor;**
- vi) **a safe pedestrian route is provided to the Highgate County primary School.**

An assessment of recreation provision in Sileby against the NPFA standards indicates a significant deficiency of space for outdoor sports and childrens playing space. The Parish Council has for some years sought improvements in recreational facilities and is concerned about the number of teams playing outside the parish.

A previous proposal of the adopted 'Soar Valley Local Plan' to use land off Cemetery Road has proved impracticable to implement. Land to the east of the village off Mountsorrel Lane is within the washland of the river Soar and forms part of the defined Soar Valley Area of Local Landscape Value. The site now proposed to the north of the Heathcote Drive estate is close to the local school. It provides the opportunity for new sports pitches and general recreational space to serve the village's needs.

The new recreational area must be of a design and layout which reflect a location at the edge of the village, close to a school and housing areas. The opportunity should be taken to create strong links into the wider footpath and open space networks. Vehicular access must be from Lanes Close. There shall be no pedestrian access from Parsons Drive and Barnards Drive. A safe, direct footway link to the local school must be provided.

POLICY H/1(p) - NORTH OF BARKBY LANE, SYSTON

Inspector's Recommendation

4.372 *I recommend that :-*

- (i) *having regard to my conclusions in paragraph 4.369, the Council gives consideration to the inclusion of the following sub paragraph in the Policy:-*

“provision is made for additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority.”

- (ii) *the Policy be modified in accordance with PC 97 subject to:*
- (iii) *having regard to my conclusions in paragraph 4.371 the relevant sections of the Policy be reworded as follows:-*

POLICY H/1(p)

Planning permission for residential development of land north of Barkby Lane, Syston will be granted provided the following criteria are met:

- (i) *vehicular access is taken from Barkby Lane;*
- (ii) *the development is limited to no more than 10 dwellings in keeping with the form and character of surrounding development; etc*

CBC Decision

Recommendation (i) and (ii):

Accept with modification. The reasoned justification will also need additional amendment to highlight the need for a contribution towards educational facilities.

Recommendation (iii):

Reject with modification.

Reason**Recommendations (i) and (ii):**

For the reasons set out in paragraphs 4.360 to 4.371 of the Inspector's report.

Recommendation (iii):

In the light of PPG3 which encourages local authorities to avoid developments which make inefficient use of land, the limitation of development on this site to 10 dwellings can no longer be justified. This would represent a density of development of 7 dwellings to the hectare.

The site is well located in terms of transport choice, and, although surrounding development is spacious in character, the development of some 35 houses could be accommodated satisfactorily. Sub-clause ii) of the policy should be deleted and the reasoned justification modified accordingly.

Proposed Modification**M4.33**

Amend Policy H/1(p) and paragraph 4.102 of the reasoned justification.
--

4.100 **POLICY H/1(p)**

Planning permission for residential development of land north of Barkby Lane, Syston will be granted provided the following criteria are met: ~~the following requirements are met:~~

- i) vehicular access is taken from Barkby Lane;**
- ~~ii) the development of no more than 10 dwellings in keeping with the form and character of surrounding development;~~**
- ii) provision is made for additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority.**

In addition the Borough Council will seek to negotiate reasonably related contributions to address the provision of traffic management measures along Melton Road, Syston in the vicinity of the site. ~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards traffic management measures along the Melton Road through Syston.~~

(See also in particular policy H/1)

- 4.101 This site on the southern edge of Syston is effectively edged by existing development on three sides. It is considered to be developable for housing ~~at a low density~~ without intrusion into adjoining parts of the Syston/Thurmaston green wedge, and without injury to the form, character, and amenities of existing housing in the locality.
- 4.102 This development will generate the need for additional education provision. The Education Authority has indicated that the capacity of existing schools is inadequate and additional primary school accommodation needs to be provided. A contribution may also ~~will~~ be negotiated from development of this site to improve the streetscape and slow traffic speeds along Melton road through Syston.

POLICY H/1(q) - BARKBY ROAD, SYSTON

Inspector's Recommendation

4.401 *I recommend that :-*

- (i) *the Policy be modified in accordance with PC 98, FPC 82C, FPC 98A, FPC 98B and FPC 98C;*
- (ii) *the Proposals Map be modified in accordance with FPC Map No.3 attached to the Council's Statement of Proposed Changes (CD/57);*
- (iii) *having regard to my conclusions in paragraph 4.400 the relevant sections of the Policy be reworded as follows:-*

POLICY H/1(q)

Planning permission for residential development of land at Barkby Road, Syston will be granted provided the following criteria are met:

- (i) *vehicular access to the site is taken from a new roundabout junction on Barkby Road;*
- (ii) *provision is made for highway improvements to the junction of Barkby Road with Melton Road;*
- (vi) *a form and layout is provided which ensures a high standard of amenity for residential properties within the site and safeguards the amenities of existing properties adjoining the site;*

Etc ...

CBC Decision

Accept with modification. Some additional amendments to paragraph 4.105 of the Reasoned Justification are required to reflect the modifications proposed to the site area.

Reason

For the reasons set out in paragraphs 4.374 to 4.400 of the Inspector's report.

Proposed Modification

M4.34

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Amend Policy H/1(q) and Reasoned Justification. Amend Proposals Map to delete housing allocation from part of the Ridgemere Centre. Retain the Ridgemere Centre within the Limits to Development as part of the primarily residential area. Remove RT/9 designation from the eastern boundary of the Ridgemere Centre, include area of structural landscaping (RT/9) between housing allocation and retained Ridgemere Centre (see Plan M4.34).

4.103 POLICY H/1(q)

Planning permission for residential development of land at Barkby Road, Syston will be granted provided the following criteria requirements are met:

- i) **vehicular access to the site ~~shall be~~ taken from a new roundabout junction on Barkby Road;**
- ii) **~~highway improvements at the Barkby Road/Melton Road junction shall be provided to the satisfaction of the Highway Authority;~~**

provision is made for highway improvements to the junction of Barkby Road with Melton Road.

- iii) **provision is made for traffic management measures along ~~on~~ Queniborough Road, along Pembroke Avenue, Goodes Lane and through Barkby;**
- iv) **provision is made for pedestrian and cycle links to Central Avenue, Orchard Way and Lincoln Drive/Ruskin Avenue;**
- v) **substantial block planting and landscaping is provided to a minimum depth of 20 metres on the northern, eastern and southern boundaries of the site, and between the site and the adjoining Ridgemere Centre;**
- vi) **a form and layout is provided which ensures a high standard of amenity for residential properties within the site and safeguards the amenities of existing properties adjoining the site;**
- vii) **~~the provision is made for~~ a financial contribution towards the cost of providing additional school places generated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the local planning authority.**

~~viii)~~ In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development: the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:

- a) **improved community and recreational facilities in the town village;**
- b) **provision of additional allotment land;**
- c) **improved transport choice along the A6007 Melton Road.**

(See also in particular policy H/1)

4.104 [No Change]

- 4.105 Development in this location would not impinge upon attractive countryside, areas of local separation or Green Wedge. The site includes ~~the former equestrian centre~~ the southern part of the Ridgemere Centre and an adjacent nursery. Given the open nature of the landform a strong landscape framework will be required particularly along the eastern boundary with the countryside.
- 4.106 The site meets transport choice requirements although it is at the margins of the 1km catchment area for Syston railway station, and is served by bus services. In developing the site traffic management measures and local highway improvements will be required to mitigate the impact of traffic generated in Syston and through Barkby. Improved access by foot and cycle will also be needed. A contribution ~~may~~ will be sought to improve the site's accessibility by bus and to encourage the provision of quality bus services and wider transport choice along the A607, Melton Road.
- 4.107 This development will generate the need for additional education provision. The capacity of existing schools is inadequate and additional primary school accommodation needs to be provided. In addition contributions may be sought to remedy any deficiencies in recreational facilities, allotment land and community facilities at Syston which will be made worse by the increase in population. ~~A contribution will be required to any improvements to education provision in the village identified by the County Council's Director of Education as a result of this development. In addition contributions will be negotiated to remedy deficiencies in recreational facilities and allotment land in Syston.~~

**POLICY H/1(r) - LAND NORTH OF HARROWGATE DRIVE, WANLIP
(SEE ALSO POLICIES E/5(g), TR/6(ii), TR/25, TR/32, CA/13, CF/8)**

Inspector's Recommendation

4.528 *I recommend that the Plan be modified in accordance with PC 82, PC 99, PC 121, PC 128, PC 172, PC 181, PC 189 and Map No 29 and FPC 99A, FPC 128A and FPC 128B subject to the following:*

- (i) *the wording of the first sentence of sub paragraph (viii)(c) of Policy H/1(r) be made consistent with that contained in sub paragraph (ix)(d) of Policy E/5(g) under FPC 99A;*
- (ii) *the deletion of sub paragraph (d) of the negotiable element of Policy E/5(g) under PC 128; and*
- (iii) *the deletion of the final sentence of paragraph 4.111. Furthermore, that the wording of the policy be varied to correct textual mistakes and to improve the grammar as follows:*

“LAND NORTH OF HARROWGATE DRIVE AND WEST OF THE A6, WANLIP

4.108 POLICY H/1(r)

Planning permission will be granted for the development of approximately 600 dwellings and associated shopping, community facilities, playing fields, public open space and structural landscaping on land west of the A6, north of Harrowgate Drive, identified on the Proposals Map, provided the following criteria are met:

- i) *provision is made for the construction of various components of the development and the supporting infrastructure in accordance with a phased programme of works to be agreed with the local authorities;*

-
- ii) *the distribution of land uses within the site and provision for structural landscaping are in general conformity with the notations set out on the Proposals Map;*
 - iii) *access to the site is taken from the A6 and is carefully designed to minimise its impact on the landscape and avoid any unnecessary delay or inconvenience to traffic using the A6;*
 - iv) *provision is made for the construction of a new local distributor road penetrating the site from the A6 to provide the main means of access to the development. Land should be reserved within the development to allow for the future extension of this road towards the Great Central Railway;*
 - v) *segregated links for cyclists and pedestrians are provided to link the development with the local schools, community facilities and existing or proposed cycleway networks along the Great Central Railway and linking with Watermead County Park;*
 - vi) *1 hectare of land is reserved within the development for the establishment of a local centre. Up to 0.5 hectares of this land will be for shopping with the remainder to be reserved for community and health facilities including places of worship, doctor and dentist;*
 - vii) *provision is made for additional educational provision necessitated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the Local Planning Authority; and*
 - viii) *in association with the adjacent employment development:*
 - a) *the provision of off site highway improvements necessitated by the development, and carriageway and junction improvements to deliver genuine transport choice opportunities for movement between the development and Leicester. The minimum requirement will be:*
 - *improvements to the A46 Leicester Western Bypass, Greengate Lane and Redhill Circle junctions;*
 - *carriageway improvements along the A6 to secure dedicated bus lanes southbound and northbound from the site to Redhill Circle;*
 - *contributions to improved bus facilities along the A6 to include bus shelters, signage and service information; and*
 - *traffic management measures on side roads linking to the A6;*
 - b) *the provision of a Park and Ride facility on land to the east of the A6 corridor involving the laying out, surfacing, landscaping and lighting of this facility along with the provision of waiting shelters; and*
 - c) *the provision of sports fields and other recreational facilities to include at least two football pitches and a cricket square and a community sports hall to incorporate a sports hall, squash courts and general activity rooms along with catering facilities, or alternative provision to meet the emerging needs of the new community.*

In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:

- a) *the construction of a cycleway along the Great Central Railway from the A46 Leicester Western Bypass to Hensons Close;*
- b) *the provision of a rail halt on the Great Central Railway to serve the development;*
- c) *provision for improved public access and landscape improvements to land east of the A6, north of Stonehill High School;*
- d) *[deleted]*
- e) *the establishment of commercially viable public transport services penetrating the site to a level and frequency that ensures the delivery of genuine transport choice;*
- f) *additional parking and/or environmental improvements along Sibson Road; and*
- g) *the establishment of a commercially viable Park and Ride operation.
(See also in particular Policies H/1, E/5(g), TR/6, TR/25, TR/32, CA/13 and CF/8)*

CBC Decision

Accept with modification.

Reason

For the reasons set out in paragraphs 4.403 to 4.527 in the Inspector's report.

Additional amendments to the policy and the reasoned justification are proposed to set out the priorities for the negotiation of contributions to be sought from the developer, and to provide further details relating to the phasing of the development. A modification is proposed to paragraph 4.110 to provide further guidance on phasing to ensure the early implementation of the landscape framework for the site and also to ensure that the industrial allocation proceeds alongside the housing development as part of an integrated mixed use development.

Proposed Modification

M4.35

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Amend Policy and Reasoned Justification. Amend Proposals Map as shown on Plan M4.35.

4.108 POLICY H/1(r)

Planning permission will be granted for ~~the residential development of approximately 600 dwellings and associated ancillary shopping, and community facilities, to the west of the A6 together with playing fields, public open space and structural landscaping on land west either side of the A6, north of Harrowgate Drive and Stonehill High School,~~ identified on the Proposals Maps, provided the following criteria requirements are met:

- i) **provision ~~is shall~~ be made for the construction of various components of the development and the supporting infrastructure in accordance with a phased programme of works to be agreed with the local authorities;**

- ii) the distribution of land uses within the site and provision for structural landscaping are in general conformity ~~shall conform generally~~ with the notations set out on the Proposals Map;
- iii) access to the site is taken ~~shall be~~ from the A6 and is carefully designed to minimise its impact on the landscape and avoid any unnecessary delay or inconvenience to traffic using the A6;
- iv) provision is ~~shall be~~ made for the construction of a new local distributor road penetrating the site from the A6 to provide the main means of access to the development. Land should be reserved within the development to allow for the future extension of this road towards the Great Central Railway; ~~with the opportunity for future extension to Leicester Road, Thureaston.~~
- v) segregated links for cyclists and pedestrians are ~~will be~~ provided to link the development with the local schools, community facilities and existing or proposed cycleway networks along the Great Central Railway and linking with Watermead County Park;
- vi) ~~reservation of 1 hectare of land is reserved within the development for the establishment of a local centre, for shopping, community facilities, and places of worship. Up to some 0.5 hectares of this land will be reserved for shopping with the remainder to be reserved for community and health facilities and welfare developments including places of worship, doctor and dentist; or other health facilities and community uses to be agreed with the local planning authority.~~
- vii) ~~the provision is made for of a financial contribution towards the cost of providing additional educational provision necessitated by the development to be assessed in detail in consultation with the Director of Education, Leicestershire County Council and the Local Planning Authority; and~~
- viii) in association with the adjacent employment development:
- a) the provision of off-site highway improvements necessitated by the development, and carriageway and junction improvements to deliver genuine transport choice opportunities for movement between the development and Leicester. As a The minimum requirement these will be include:
 - improvements to the A46 Leicester Western Bypass, Greengate Lane and Redhill Circle junctions;
 - carriageway improvements along the A6 to secure dedicated bus lanes southbound and northbound from the site to Redhill Circle;
 - contributions to improved bus facilities along the A6 to include bus shelters, signage and service information; and
 - traffic management measures on side roads linking to the A6;
 - b) the provision of a Park and Ride facility on land to the east of ~~within~~ the A6 corridor involving the laying out, surfacing, landscaping and lighting of this facility along with the provision of waiting shelters; and
 - c) the provision of sports fields and other ~~formal~~ recreational facilities to include at least two football pitches and a cricket square and a community

sports hall to incorporate a sports hall, squash courts, and general activity rooms along with catering ~~and bar facilities~~, or alternative provision to meet ~~identified~~ the emerging needs of the new community. ~~Proposals for the future maintenance and management of this facility will also be required.~~

~~ix) the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~

In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development according to the following list of priorities:

a) e) the establishment of commercially viable public transport services penetrating the site to a level and frequency that ensures the delivery of genuine transport choice;

b) the establishment of a commercially viable park and ride operation;

c) f) additional parking and/or environmental improvements along Sibson Road;

d) a) the construction of a cycleway along the Great Central Railway from the A46 Leicester Western Bypass to Hensons Close;

~~d) the future construction of a westward link from the site to Leicester Road, Thureaston~~

e) e) provision for improved public access and landscape improvements to land east of the A6, north of Stonehill High School; and,

f) b) the provision of a rail halt on the Great Central Railway to serve the development.

~~Planning permission will not be granted for the development of this site unless it conforms with the requirements of a development brief prepared by the Borough Council and the signing of necessary legal agreement(s) by the landowner/developer and the Borough Council, and any other body as appropriate, to secure these requirements at the appropriate stage of development.~~

(See also in particular policies H/1, E/5(g), TR/6, TR/25, TR/32, CA/13, CF/8)

4.109 [No Change]

4.110 The successful development of the site will depend upon the phased completion of various elements of the scheme. The bus priority measures along the A6 through Birstall and the provision of park and ride facilities are vital parts of the proposal and should be provided at the earliest opportunity. In addition the Council will expect the implementation of the structural landscape planting before the end of the second planting season following the commencement of development in order to secure an effective and appropriate landscape framework which is capable of maturing as the development proceeds. The Council is anxious too that the development should proceed in an integrated mixed use basis and to that end the developer will be required to provide access roads and servicing arrangements to the industrial allocation, and to commence marketing of that element of the site before 200

houses have been completed on the site. Similarly as community needs will increase as the housing is developed, it will be desirable to link the delivery of community and recreational facilities to specific stages of the development. These matters will be the subject of further negotiations with the developers and will be outlined in the Development Brief to be prepared by the Borough Council in consultation with the eventual developers and delivered through planning conditions and planning agreements as appropriate.

- 4.111 Main internal site access will be provided by a new distributor road routed from the A6 westward towards the Great Central Railway. Land should be reserved within the development to~~This will~~ allow for the possible extension of this route to Leicester Road, Thurcaston if the strategic planning and highway authorities conclude that it would offer some strategic benefit. ~~Contributions may be sought through negotiations with the developer towards the future construction of this westward link.~~
- 4.112 The site is well placed to feed into existing and proposed cycle routes along the A6, and the Great Central Railway and, to the east, routes developing within Watermead Country Park. Provision will be needed for ~~The development will be required to provide~~ cycle routes to link into these adjoining cycleway networks. The provision of a cycle route extending along the Great central Railway could provide a high quality segregated link for cyclists heading towards Leicester and contributions towards the extension of the existing route north from Henson's Close will be negotiated with the developer.
- 4.113 [No Change]
- 4.114 [No Change]
- 4.115 ~~The proposal~~This development will generate ~~the a~~ need for additional educational provision. ~~A financial contribution towards additional facilities will be required. This will be negotiated with the Education Authority and~~ The capacity of existing local schools is understood to be insufficient and extra primary school provision needs to be provided. This may involve the provision of a new school.
- 4.116 [No Change]
- 4.117 If in the early stages the density of the development is not sufficient to support commercially viable good quality, frequent bus services penetrating the site, the Borough Council will seek to negotiate a subsidy from the developer for a limited period until such services can be established on a commercially viable basis. A good quality, frequent service is defined as one which operates at 15 minute intervals during the working day (Monday to Saturday, 7.00 am to 7.00 pm) and half hourly during evenings and Sundays, between 8am and 7pm linking areas of housing with major employment and shopping destinations, particularly those within the City of Leicester.
- 4.118 To meet the needs for formal and informal recreation the Borough Council will negotiate ~~require~~ the provision of land for recreational purposes in accordance with the Council's adopted standards detailed in Policies RT/3 to RT/5, specifically the proposal will be required to provide an area for formal recreation facilities in the south eastern corner of the site. The policy outlines the range of recreational facilities to be provided although this will be subject to discussion with the Borough Council and Parish Council to ensure that the facilities provided meet identified community needs.
- 4.119 [No Change]
- 4.120 [No Change]

- 4.121 In the Borough Council's Housing Needs Survey, Birstall was identified as one of the main areas of affordable housing need. The proposed development is capable of making a meaningful contribution to identified housing needs and on this basis an element of affordable housing will be the subject of negotiation required as part of the proposed development in accordance with Policy H/3.

POLICY H/1(s) - SWIFTS CLOSE, WYMESWOLD

Inspector's Recommendation

4.545 *I recommend that the Plan be modified by the deletion of this proposed allocation.*

CBC Decision

Accept.

Reason

The revised assessment of housing land requirements set out in Proposed Modification M4.2 shows that there is no longer a need to allocate greenfield housing sites in the rural settlements in order to meet the housing requirement to 2006.

Identified affordable housing needs can be addressed through the application of Policy H/4 dealing with rural exceptions sites.

Proposed Modification

M4.36

Delete Policy H1(s) and its heading together with paragraphs 4.123 to 4.125.

Amend Proposals Map to remove the new housing allocation and structural open space provision notations from the land at Swifts Close, Wymeswold. Amend Limits to Development to show southern part of site outside the village limits within countryside, and northern part within the limits as Primarily Residential (see Plan M4.36).

LAND AT SWIFTS CLOSE, WYMESWOLD

4.122 ~~POLICY H/1(s)~~

~~Planning permission for the residential development of land south of Swifts Close, Wymeswold, will be granted provided the following requirements are met:~~

- ~~i) substantial landscaping to a minimum depth of 20 metres is provided on the southern edge of the development;~~
- ~~ii) vehicular access is taken from Swifts Close;~~
- ~~iii) any bridge to be provided over the River Mantle shall be carefully designed in keeping with the rural character of this part of the settlement;~~
- ~~iv) the form and layout of the development safeguards the amenities of existing properties around the site, particularly the bungalows off Swift's Close;~~
- ~~v) land fronting Hoton Road alongside the River Mantle shall be retained in open uses to safeguard the rural character of this sensitive edge to the village;~~
- ~~vi) the public footpaths are retained as part of the development;~~

- vii) ~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards traffic management measures in the village.~~

(See also in particular policy H/1)

- 4.123 ~~A major contributory factor supporting the allocation of this site is a locally expressed need to make provision for an element of affordable housing.~~
- 4.124 ~~The site occupies a sensitive edge of village location. Development will need to create a strong and defensible landscaped edge in the absence of any natural landscape feature, and take advantage of the site's relationship with the village's built form and character. The aim is to limit the impact of development on the surrounding rising landform. The layout and orientation of properties will need to safeguard the amenities of adjoining housing, especially the bungalows on Swifts Close.~~
- 4.125 ~~A contribution will be negotiated from this development to implement traffic calming measures on village roads to ameliorate the impact of traffic generated by this proposal.~~

POLICY H/1 (t) - WHARNCLIFFE ROAD, LOUGHBOROUGH

See H/37 : omission site, Wharncliffe Road, Loughborough.

POLICY H/1 (u) - KINGFISHER WAY

See H/46A : omission site, Kingfisher Way, Loughborough (Proposed Modification M4.51)

PARAGRAPHS 4.126 to 4.131 - IMPLEMENTATION OF HOUSING ALLOCATIONS

Inspector's Recommendation

4.550 *I recommend that the Plan be modified in accordance with PC 103.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.547 4.549 in the Inspector's Report.

Proposed Modification

M4.37

Amend paragraph 4.126 and 4.129 of Reasoned Justification.

- 4.126 ~~Development briefs will be prepared to provide detailed guidance for the development of each site and to specify the distribution and balance of land uses. The briefs will usually be prepared by the local planning authority in consultation with prospective developers and will be intended to be attached to, and form part of, any planning permission prior to the consideration of any planning application for development. Planning permission will not~~

normally be granted until the submission and agreement of a satisfactory planning solution in which a developer proposes to comply with any requirements set out in the site specific policies for each site, and other material considerations which may emerge.

4.127 [No Change]

4.128 [No Change]

4.129 Provision of open space, landscaped areas and recreation/leisure facilities will need to accord with areas shown on the Proposals Map. Such provision will need to be accompanied by arrangements agreed with the Borough Council for their long term management and maintenance. This will normally be through the transfer of land to the Borough Council. For small areas of open space, recreation facilities, childrens play space as landscaping which are principally for the benefit of the development itself, the payment of a commuted sum for future maintenance may be sought.

POLICY H/2 - DENSITY

Inspector's Recommendation

4.558 *I recommend that the Plan be modified in accordance with PC 104.*

CBC Decision

Reject with modification.

Reason

The revised PPG3 includes new guidance on appropriate densities in new housing development. Whilst the Inspector supported the general approach set out in Policy H/2, the Policy and reasoned justification needs rewording to reflect the guidance contained in PPG3.

Proposed Modification

M4.38

Amend Policy H/2 and paragraph 4.134. Insert new paragraph after para 4.134 and deleted para 4.135.

4.132 **POLICY H/2**

Planning permission will be granted for new housing layouts where the density proposed makes efficient use of land resources, safeguards the character and amenities of established housing areas, allows for appropriate open space provision and landscaping, ~~makes effective use of land resources~~, and reflects the demographic characteristics of the population.

High density developments will be permitted on sites within or adjoining Loughborough Town Centre or other District Centres, or other locations within existing limits to development well served by public transport.

~~Layouts will be required on average, to achieve a net density of 26 dwellings/hectare (10.5 dwellings/aere). Higher net densities above 35 dwellings/hectare (14.2 dwellings/acres) will be permitts in locations:~~

- ~~i) where the development would help meet the needs of single person households, the elderly or affordable accommodation; or~~
- ~~ii) within or adjoining town centres or village centres; or~~
- ~~iii) directly accessible to good public transport services.~~

~~Lower net densities, below 26 dwellings/hectare (10.5 dwellings/acre) – Low density developments will not be permitted unless the such development would complement the distinctive character of a locality or create a special feature as part of a new housing area.~~

~~(See also in particular policy H/A, H/1)~~

4.133 [No Change]

4.134 In the past a net density of 25 dwellings/hectare has been assumed as an average for the yield of housing sites. This has led to an underestimate of housing provision over time and also represents an inefficient use of land that cannot be sustained. PPG3 requires local planning authorities to encourage housing development which makes more efficient use of land, and to seek greater intensity of development at locations with good public transport accessibility. For the allocated sites in the Plan, a variety of densities are proposed to reflect the particular characteristics of sites. Where sites are well located in relation to existing town or village centres well served by public transport, higher densities have been assumed. In a limited number of circumstances, lower densities have been applied where the character of the site suggests this would be appropriate. Under Policies H/A and H/1 some 2,755 dwellings are provided in total on a mix of greenfield and previously developed sites covering 88 hectares, resulting in an average density of 31 dwellings per hectare. It is considered an average net density of 26 dwellings/hectare better reflects the actual situation having regard to market considerations, and allows for the expected increase in provision for smaller households indicated in forecasts over the period to 2006. The net figure is defined as that part of the site remaining following the removal of land for roads of distributor standard or above and for the provision of structural landscaping.

Other developments coming forward during the Plan period on sites within or adjoining Loughborough town centre or the district centres as identified in the Proposals Map, or locations within urban areas well served by public transport, will be expected to achieve high net densities. High density development will normally be at 40 dwellings per hectare (16 dwellings per acre) or more. Densities less than 30 dwellings per hectare (12 dwellings per acre) will only be acceptable where a lower density would be in keeping with the character of the area or would introduce a special feature in a larger development. Development at too low a density is not sustainable as cumulatively it would utilise more land, a non-renewable resource.

~~4.135 Development at too low a density is not sustainable as cumulatively it would utilise more land, a non renewable resource. Conversely high housing densities in already densely developed areas might add unacceptably to traffic congestion, exacerbate on street car parking problems and increase pressure on limited recreation and community facilities.~~

4.136 [No Change]

POLICY H/3 - PROVISION FOR AFFORDABLE HOUSING

Inspector's Recommendation

4.590 *I recommend that:*

- (i) *the Plan be modified in accordance with PC 105 subject to the addition of the following statement after the words “POLICY H3” and before “The Borough Council will seek...”*
- “THE COUNCIL WILL INSTITUTE, AND KEEP UNDER REVIEW ASSESSMENTS OF NEEDS FOR AFFORDABLE HOUSING AND OTHER SPECIALIST HOUSING NEEDS” and be further modified by the deletion of the words “H/1(l) Land at Brook Street, Sileby approximately 10 dwellings”.*
- (ii) *the Plan be modified in accordance with FPC 105A.*
- (iii) *the Plan be modified in accordance with FPC 105B subject to the deletion of “H/1(j)” in the list of sites and the addition of “H/1(i)” in its place; and be further modified by the deletion of the word “sufficient” and the addition of the word “insufficient” in its place.*
- (iv) *the Plan be modified in accordance with PC 106; and*
- (v) *the Plan be modified by inserting in the list of sites included under Policy H/3 those sites listed at paragraph 4.50 of this report, identified as proposed allocations and which are suitable and capable of meeting an identified need for affordable housing in accordance with the criteria of Policy H/3.*

CBC Decision

Reject with modification.

Reason

The Inspector’s support in principle for the affordable housing policy is noted (paragraphs 4.560 to 4.589 in the Inspector’s Report). His recommendation that the Policy should be modified to make specific reference to the need to keep under review assessments of needs is accepted. The Policy requires further amendment to reflect changes to housing allocations in Proposed Modifications M4.3, M4.13 and M4.14. These changes include an increase in affordable housing expectations on sites where the total housing capacity has been increased.

Proposed Modification

M4.39

[Note: Aspects of this Proposed Modification rely upon the Council’s Further Proposed Changes which have not previously been subject to public consultation]

Delete Policy H/3 and replace with new policy and Reasoned Justification. Insert new policy dealing with affordable housing on windfall sites.

GENERAL GUIDANCE ON PROVISION FOR AFFORDABLE HOUSING

4.137 POLICY H/3

The Council will institute, and keep under review assessments of needs for affordable housing an other specialist housing needs. The Borough Council will seek to negotiate the provision of affordable housing to meet the targets specified on the following allocated sites which are considered suitable for affordable housing and are located in areas where an affordable housing need has been identified:

**H/1(c) Land off Nottingham Road Barrow
Upon Soar**

approximately 5 dwells

<u>H/1(f) Empress Road, Loughborough</u>	<u>approximately 5 dwells</u>
<u>H/A(iv) Former Factory, Moor Lane, Loughborough</u>	<u>approximately 10 dwells</u>
<u>H/A(v) Land at Little Moor Lane, Loughborough</u>	<u>approximately 5 dwells</u>
<u>H/A(vi) Land at Bottleacre Lane, Loughborough</u>	<u>approximately 10 dwells</u>
<u>H/A(vii) Former Westertex Site, Derby Road, Loughborough</u>	<u>approximately 10 dwells</u>
<u>H/A(x) Former Factory, Churchside/ Forest Street, Shepshed</u>	<u>approximately 5 dwells</u>
<u>H/1(g) South of Hazel Road/ Manor Road Loughborough</u>	<u>approximately 130 dwells</u>
<u>H/1(k) Land at Moscow Lane, Shepshed</u>	<u>approximately 10 dwells</u>
<u>H/1(p) Land at Barkby Lane, Syston</u>	<u>approximately 5 dwells</u>
<u>H/1(q) Land at Barkby Road, Syston</u>	<u>approximately 55 dwells</u>
<u>H/1(r) Land north of Harrowgate Drive, Wanlip</u>	<u>approximately 135 dwells</u>
<u>H/1(u) Land at Kingfisher Way, Loughborough</u>	<u>approximately 25 dwells</u>
<u>H/1(b) Land between Cotes Road and Willow Way Barrow Upon Soar</u>	<u>approximately 55 dwells</u>
<u>H/1(o) Land at Seagrave Road, Sileby</u>	<u>approximately 20 dwellings</u>

~~Planning permission will be granted for detailed housing schemes for sites allocated in this Local Plan, windfall sites which come forward and other market housing sites permitted over the plan period which provide a variety of housing types to meet all needs.~~

~~Schemes will be required to provide an element of affordable housing to buy and to rent to help meet local needs. The location, form and scale of affordable housing on each site will be established by negotiation with the local planning authority having regard to:~~

- ~~i) levels of need within approximately 3km (1.87 miles) of a site identified by the Borough Council;~~
- ~~ii) an assessment of a sites' potential having regard to the overall scale of development proposed, the availability of affordable housing in the locality and technical and planning considerations.~~

~~All affordable housing will need to be guaranteed to remain affordable in the long term, preferably by the involvement of a registered housing association and the signing of a secure agreement between the Borough Council and relevant parties. The Borough Council will expect nomination rights for rented housing where this is justified by local needs.~~

Advice in PPG3 and Circular 13/96 6/98 makes it clear that where a need for affordable housing has been established, it is a material consideration that can properly be taken into account in determining planning applications. For the purposes of this policy, affordable housing is defined as both low cost market and subsidised housing, irrespective of tenure or ownership (whether exclusive or shared) or financial arrangements, available to people who cannot afford houses generally available on the open market in the local area. Households in affordable need are considered to be those households whose annual income represents less than 40% of the average purchase price of a terraced property available in the area. This is based on evidence of incomes and house prices available from the 1995 Housing Needs Survey.

The 1995 Housing Needs Survey sought to identify housing needs in the area over the five year period to 2000. The results of this survey, coupled with an analysis of the Council's Housing Waiting List, experience of the Council's housing officers and a study of the existing stock of affordable housing, have been used to establish the scale of affordable housing need in the Borough.

The findings of the Housing Needs Survey are summarised in the document "Analysis of the 1995 Housing Needs Survey". The survey looked at those respondents expressing a need for housing and the amount that they could afford for housing. The analysis compared this income information with local property prices to estimate the number of households which would be unable to afford market prices and therefore would be likely to be in need of affordable housing.

Based on average house prices and rent levels locally in 1996, the analysis concluded that those households responding to the survey expressing a need for housing and having income levels below £15,000 per year or being able to pay less than £60 per week rent, would find it difficult to buy or rent on the open market. On this basis it was concluded that some 537 households were in immediate need of affordable housing and a further 1,500 had a need over the 5 year period to the year 2000, amounting to a total need of some 2,037 dwellings.

In terms of the distribution of this need the survey suggested that some 700 (34%) of those households wished to live in the Loughborough area, 154(7%) in Syston, 122(6%) in Birstall and 73(4%) and 72(4%) in Barrow Upon Soar and Quorn.

As at March 1996 there were some 890 households registered on the Council's Housing Waiting List. Some 60% of these applicants were elderly, 20% were families and 20% singles and couples. In terms of distribution, 207 applicants (23%) wished to live in Loughborough, 106(12%) in Birstall and 133(15%) in Syston.

Analysis of trends in recent years suggests that in the region of some 300 applicants register on the list each year. Relets within the Council's own housing stock accommodate approximately 290 households from the list a year. As a result numbers on the list have remained relatively static, with new registrations being balanced by relets.

In its Housing Strategy Statement submitted as part of the HIP bid, the Council made a commitment to reducing its housing waiting list, particularly for families. This will only be possible through an increase in the affordable housing stock, as currently relets in the existing stock are only maintaining the list at its present level. The Housing Strategy Statement indicated a target of providing accommodation for 125 families a year to reduce the scale of

the waiting list. This accommodation could be provided through purchases of existing properties as well as new build.

The Housing Needs Survey can only provide an indication of the scale of housing need in the Borough. Whilst a response rate of 40% was achieved, the age profile of respondents did not reflect the profile for the Borough as a whole, with a disproportionately high number of elderly respondents. However, the information obtained does provide an important indicator on the nature and scale of housing need in the Borough that can be compared with other information sources including the Council's Housing Waiting List. On the basis of the information from the Housing Needs Survey and the Waiting List, it is considered that there are at least 1,000-1,500 households in need of affordable housing in the Borough.

The existing stock of affordable housing can be identified from the 1991 Census and information on housing completions over the last six years. The 1991 Census showed some 11,712 rented properties in the Borough, of which the majority (7,150, 61%) were Council properties. Of the total stock of rented accommodation, some 48% was in Loughborough. Including Shepshed, this figure becomes 57%. In some Loughborough wards over 47% of households are in the rented sector. It is in the southern parishes where the proportion of rented households falls below 20%.

Since 1991 permission has been granted for some 500 additional Housing Association properties, making up 10% of permissions over this period. Over 60% of these new properties were in the Loughborough area.

For the Council's housing stock, evidence shows that on average some 400 properties become available for reletting each year, amounting to some 5.6% of the stock. The effect of these relets in the existing stock is to keep the housing waiting list static. However relets in the Council and other rented sectors will meet some of the identified need within the Borough.

Whilst in terms of numbers, the greatest housing need appears to be in the Loughborough area, this is also the location with a large supply of rented accommodation. In relative terms, housing need is likely to be more acute in settlements where the mismatch between need and available stock is the greatest. Comparing the potential for relets within those settlements where a significant level of need was identified in the survey indicates that, in relative terms, housing need is most acute in Birstall, Quorn and Syston. In Birstall it would take almost 6 years to meet the identified need through relets of existing stock compared with some 2 years in Loughborough. These findings bear out Housing Officers' experience which suggests that the needs of housing waiting list applicants in Birstall and Syston are the more critical because of the limited supply of rented housing.

Circular 13/96-6/98 suggests that local authorities should seek to ensure that there is an appropriate mix of types of housing within areas. The targets specified in the policy seek to secure an element of affordable housing in those areas of identified need and where there is an existing limited stock of affordable housing.

It is recognised that the amount of affordable housing that can be secured on allocated sites is limited when compared with the scale of need identified. The targets specified take into account the scale of need in the locality, the size of the site and its suitability for affordable housing. Guidance in Circular 6/98 suggests that affordable housing should only be sought on developments of 25 dwellings or more or residential sites of 1 hectare or more, irrespective of the number of dwellings. The allocated sites identified meet these size thresholds, are in areas of need and are well located in relation to local services, facilities and public transport. Based on the economics of site provision and experience of negotiating affordable provision elsewhere, the targets represent no more than 15-20% of the development capacity of sites. The Borough Council has considered whether lower thresholds should be set for those rural settlements in the Borough with populations of 3,000

or less. For the smaller rural settlements it is considered that the rural exceptions policy as detailed as Policy H/4 provides the appropriate mechanism to secure affordable housing. For other settlements there is insufficient evidence to justify the application of lower thresholds. Many of these settlements are within 3km of other settlements where either affordable housing will be negotiated on allocated sites, or windfall sites will provide opportunities to secure affordable housing.

The Borough Council will either seek to negotiate a legal agreement under section 106 of the Town and Country Planning Act 1990 or impose conditions to secure the levels of affordable housing specified.

The demand for social housing is analysed each year for the Housing Strategy Statement. It is also intended that the Housing Needs Survey will be regularly reviewed and repeat surveys undertaken where necessary to ensure that the information remains up to date and relevant.

POLICY H/C

For housing developments not allocated in the Plan which come forward in areas of identified need, the Borough Council will seek to negotiate an element of affordable housing provided:

- i) the site is close to a range of local services and facilities and easily accessible by public transport, and;**
- ii) the provision of affordable housing would not prejudice the achievement of other key planning objectives identified in relation to the development of the site and;**
- iii) the development incorporates a range and mix of housing types.**

The scale of affordable housing sought on allocated sites will not meet the scale of need identified by the Housing Needs Survey and the Council's Housing Waiting List. Where additional windfall housing sites come forward in areas of identified need, the Council will seek to secure an element of affordable housing. Provision will only be sought on sites that meet the size thresholds detailed above, and will be at a scale commensurate with the remaining identified need, taking into account the suitability of the site and the economics of provision.

Where the affordable housing secured on sites is to be managed by a registered social landlord, this is likely to be an effective way of controlling occupancy to ensure that the accommodation remains available to those in need. In circumstances where a registered landlord is not involved, the Borough Council will seek to enter into a legal agreement under section 106 of the Town and Country Planning Act to ensure that affordable housing is available for local people in need and is secured in the long term. Local people in need will be considered to be those people in households whose annual income is less than 40% of the average purchase price of a terraced property in the area, who live within 3 kilometres of the site and are:

- on the Council's housing waiting list or register of another registered social landlord, or;
- living in sub-standard accommodation, or;
- sharing with other households, or;
- employed within the local area, or;

- immediate relatives of people who have been living in the local area for at least five of the last ten years.

If no occupiers are found within these categories, eligible people from elsewhere in the Borough will be considered.

For affordable housing involving low cost market housing, these eligibility criteria and the need to ensure housing is secured in the long term will not apply.

Whilst the provision of affordable housing on suitable sites is the preferred option, the provision of a financial contribution from a developer towards the provision of affordable housing in or near the settlement concerned may also be considered.

- ~~4.138 The 1991 Census confirms significant increases in one person households and elderly age groups since 1981. The DoE's 1989 population projections identify a substantial increase countywide in the demand for small and one person dwellings over the period to 2006.~~
- ~~4.139 It will be important to seek to ensure the local housing market is accessible to people who wish to enter and that people are not excluded on financial grounds alone. Despite recent declines in house prices there remains a need to provide affordable housing to meet identified community needs.~~
- ~~4.140 Making 'affordable housing' available widens the choice of accommodation and extends the range of the local housing market. To be termed 'affordable', housing must fall within the definition below, drawn from the DoE's 'Draft Explanatory Note on Planning and Affordable Housing' (December 1992):~~
- ~~"... the range of both subsidised and market housing designed for those whose incomes generally deny them the opportunity to purchase houses on the open market as a result of the local relationship between income and market price"~~
- ~~4.141 Information from the Borough Council's 1995 'Housing Needs Survey' supplemented by material from the Council's own waiting list, and surveys carried out in some villages by Parish Councils and/or other bodies will provide the evidence of local needs. This evidence will be the basis on which the Borough Council will seek to negotiate elements of affordable housing on all sites. The initial findings of the 'Housing Needs Survey' are summarised in paragraphs 4.21 to 4.28.~~
- ~~4.142 The preferred means of delivering affordable housing is to provide opportunities as close as possible to the source of identified needs, as new build within market housing sites, or by the release of 'exceptions' sites. Any given site could help meet needs in the vicinity in addition to, or in the absence of, more local needs. Having regard to the local settlement pattern and identified needs a distance of about 3km is considered appropriate to ensure good accessibility and to retain community links. In the more rural parts of the Borough a site in one settlement could meet that community's needs, and/or help meet needs in nearby settlements. This catchment area approach increases the likelihood of meeting needs throughout the Borough.~~
- ~~4.143 The level of affordable housing actually achieved will vary between sites. It will reflect the evidence of local need, the sites potential taking into account any planning and technical constraints, and the implications of cumulative provision of affordable housing in the 3km catchment area of any site under consideration.~~
- ~~4.144 If existing levels of provision of Council and housing association rented accommodation are to be maintained then on average each site would need to provide about 15% of units as affordable housing. This would accord with 1991 Census information for the Borough. In~~

reality a higher level may be required to counterbalance the effect of the loss of affordable housing in recent years as 'right to buy' sales have outstripped new provision.

4.145 Proposals for affordable accommodation will be expected to provide housing at levels which people in need are able to afford. This will usually be achieved by the involvement of a registered housing association or similar body.

4.146 All proposals must include secure arrangements, preferably a planning agreement between the developer and the planning authority, to ensure that the local community benefit of the affordable housing is secured for the long term.

POLICY H/* - AFFORDABLE HOUSING ON UNALLOCATED SITES

See Proposed Modification M4.39

POLICY H/4 - AFFORDABLE HOUSING IN THE RURAL AREAS

Inspector's Recommendation

4.600 *I recommend that the Plan be modified in accordance with PC 107.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.594 4.599 in the Inspector's Report.

Proposed Modification

M4.40

Amend Policy H/4.

4.147 POLICY H/4

In those areas where market housing sites would not be suitable or are not able to provide affordable housing to meet local needs planning permission will be granted on an exceptions basis for small-scale schemes providing for affordable housing.

This exceptions policy will apply to sites where housing would be contrary to normally applicable policies and when all the following criteria are met:

- i) a local need within approximately 3km of the site for a specific scale, type, tenure and price range of affordable housing has been identified by the Borough Council, or through an appropriate local survey, the format of which has been agreed by the Borough Council;~~the Borough Council has identified a local need within approximately 3km of the site for a specific scale, type, tenure and price range of affordable housing.~~**
- ii) the proposed scheme is shown to be economically viable on the basis of building the affordable housing without any enabling development;**
- iii) the scale, location, details of development are compatible with the form, function and character of the settlement and the local environment;**

- iv) **the affordable housing could not be provided on allocated sites, or through infill, redevelopment or conversion within established limits to development ~~on any more suitable site~~ located within approximately 3km of the site;**
- v) **the benefits of the affordable housing are guaranteed for the local community in the long term preferably by the involvement of a registered housing association or local trust to manage the housing and the signing of a secure agreement between the Borough Council and relevant parties.**

POLICY H/5 - ACCESS HOUSING

Inspector's Recommendation

4.606 *I recommend that:*

- (i) *the Glossary be expanded to incorporate a reference to mobility housing.*
- (ii) *the Policy be modified in accordance with PC 108, subject to the reference to a target of 20% in paragraph 4.160 being deleted and replaced by an explanation that the proportion of housing sought will be based on an assessment of local needs and site suitability.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.602 to 4.605 of the Inspector's report.

Proposed Modification

M4.41

Amend glossary definition of Access Housing.
--

GLOSSARY

ACCESS HOUSING

Housing with design features allowing accessibility by able-bodied and disabled people alike. This includes mobility and wheelchair housing. Features would include ramped access into the property wide doors, ground floor toilet, staircases designed to enable easy installation of a stairlift and covered access to any garage or parking space.

Proposed Modification

M4.42

Amend Policy H/5.

4.156 POLICY H/5

The Borough Council will seek to negotiate with developers to provide dwellings which are specifically designed as mobility or wheelchair housing ~~on for people who use wheelchairs as part of all~~ new housing developments, including mixed use developments

~~or for the changes of use of existing buildings, in areas where there is clear evidence of a local need. The best locations will be those located close to shops and public transport routes and on areas of level ground. The scale of provision will relate to evidence of proven needs.~~

Planning permission will not be granted for development which would result in the loss of this type of residential accommodation.

4.157 [No Change]

4.158 [No Change]

4.159 [No Change]

4.160 The provision of such housing will be negotiated on suitable sites where there is evidence of local need. More work is needed to establish needs and standards locally for access housing. ~~The proportion of access housing sought on sites will be based on an assessment of local needs and the suitability of the particular site in terms of its physical and locational characteristics. However given the statistical information available, and the relative lack of provision in the existing housing stock it is considered reasonable to achieve a figure of 20% overall by negotiation on individual sites. The precise levels achieved will depend on the physical and locational characteristics of individual sites.~~

POLICY H/6 - TRANSIT SITE, RAILWAY TERRACE, LOUGHBOROUGH

Inspector's Recommendation

4.609 *I recommend that the Plan be modified in accordance with PC 109, subject to the addition of the words "...the following criteria are met" being added to the introductory paragraph after the word "provided".*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.608 in the Inspector's Report.

Proposed Modification

M4.43

Amend Policy H/6 and paragraph 4.163.

4.161 **POLICY H/6**

Planning permission will be granted on land off Railway Terrace, Loughborough for a 10 pitch transit site for caravans occupied by gypsies and travellers, provided the following criteria are met:

- i) Vehicular access is taken from Falcon Street;**
- ii) Clear separation is maintained from existing housing areas and other activities;**

- iii) Landscaping, planting and screening measures are introduced to help assimilate the overall site in its surroundings and provide buffers between different uses on the site and the adjacent railway line;
- iv) a full assessment is undertaken to establish the extent of any site stability or landfill gas problems. Where problems are identified measures will need to be implemented to resolve them.~~An investigation of site stability and landfill gas emissions is undertaken to establish the extent and nature of potential problems, and to identify any necessary remedial measures.~~

4.162 [No Change]

4.163 A site in this location would comply with D.o.E Circular 1/94 guidance that gypsy caravan sites be located in areas frequented by gypsies and offer reasonable access to shops, schools and essential services. The transit site will need to be quite separate and discrete from existing and proposed activities in the locality. To this end independent access would be beneficial. Densely planted woodland will provide strong screening around the site. This and other landscaping will help separate, and minimise conflict between, different land uses on the site. Careful consideration needs to be given to ensure there are no problems related to site stability or landfill gas generation from the old landfill site. A survey to identify any risk and any measures necessary to resolve any identified problems will need to be included in any proposal.

POLICY H/7 - ASSESSMENT OF GYPSY SITE PROPOSALS

Inspector's Recommendation

4.613 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.611 to 4.612 in the Inspector's Report.

Proposed Modification

None.

POLICY H/8 - ASSESSMENT OF TRAVELLING SHOWPEOPLE SITE PROPOSALS

Inspector's Recommendation

4.616 *I recommend that the Plan be modified in accordance with PC 110.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.615 in the Inspector's Report.

Proposed Modification**M4.44**

At the end of Policy H/8 add a cross reference:

(see also in particular Policy TR/21)

POLICY H/9 - HOUSEBOATS**Inspector's Recommendation**

4.619 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.618 in the Inspector's Report.

Proposed Modification

None.

POLICY H/10 - STUDENT HALLS OF RESIDENCE**Inspector's Recommendation**

4.623 *I recommend that:*

- (i) *the Plan be modified in accordance with PC 111.*
- (ii) *the Plan should incorporate a reference to clarify that development completed under Policy H/10 does not go towards meeting the housing requirement.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.621 and 4.622 in the Inspector's Report.

Proposed Modification**M4.45**

Amend Policy H/10 and paragraphs 4.175 and 4.177 of the Reasoned Justification.

4.174 **POLICY H/10**

Planning permission will be granted for new buildings or the re-use of non-residential properties specifically for student accommodation at locations on, or readily accessible

by cycle, public transport or on foot to, the university and college campuses, ~~provided any scheme conforms generally with the development control criteria for housing sites.~~

Planning permission will be granted for developments which include reduced parking standards where it can be shown that there would be no adverse impact in the vicinity of the site.~~does not meet the adopted car parking standards where it can be shown that there would be no adverse impact in the vicinity of the site, and subject to the signing of a section 106 agreement restricting the use of cars by residents, and limiting occupation in term time to students.~~

(See also in particular Policies H/14 and TR/21)

- 4.175 The number of students attending Loughborough's University and Colleges is expected to increase during the plan period in accordance with Government policy to encourage one in three individuals to enter higher education by the year 2000. This will require more student accommodation. It should be noted that residential developments for student accommodation provided under this Policy will not be counted as making a contribution to meeting the overall housing requirement for the Borough.
- 4.176 [No Change]
- 4.177 As students generally have below average levels of car ownership the Borough Council may accept reduced parking standards where there would be no harmful knock-on effects such as excessive on-street parking. The Borough Council will seek to negotiate restrictions on the use of cars by residents and limiting the occupation of the properties to students in term time.~~highway authority may apply reduced car parking standards where there would not be harmful knock-on effects such as excessive on-street parking.~~

POLICY H/11 - HOUSES IN MULTIPLE OCCUPATION WITHOUT ON SITE SUPERVISION

Inspector's Recommendation

4.627 *I recommend that the Plan be modified in accordance with PC 112.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.652 to 4.626 in the Inspector's Report.

Proposed Modification

M4.46

Amend Policy H/11

4.178 **POLICY H/11**

Planning permission for the conversion of properties within primarily residential areas to hostels, self contained flats, cluster flats or to any use within Class C1 (hotels) of the Town and Country Planning (Use Classes) Order 1987 (as amended) will be granted provided the proposal would not:-

- i) introduce a potential source of noise and disturbance greater than that normally associated with a dwelling to the detriment of neighbouring residential amenities which could not be mitigated by careful planning of room layout and the use of sound insulation; and/or
- ii) adversely affect the general character and appearance of the surrounding area; and/or
- iii) necessitate associated extensions or external alterations inconsistent with the appearance of the property or its setting to the detriment of the street scene or neighbouring residential amenities; and/or
- iv) ~~fail to provide adequate off-street car parking facilities in accordance with adopted policies and standards; and/or~~
- v) lead to a concentration of such uses damaging to the character and amenity of a street or residential area; and/or
- vi) provide an ~~unsatisfactory internal and external~~ layout, design, and space standards which do not meet the needs and safety of residents, including people with mobility problems.

(See also in particular policy TR/21)

POLICY H/12 - CARE IN THE COMMUNITY – NURSING, RESIDENTIAL CARE, REST HOMES AND SHELTERED HOUSING (CLASS C2) INVOLVING ON SITE SUPERVISION

Inspector's Recommendation

4.630 *I recommend that the Plan be modified in accordance with PC 113.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.629 in the Inspector's Report.

Proposed Modification

M4.47

Amend clause (iv) of Policy H/12

4.187 **POLICY H/12**

Planning permissions for nursing, residential care, rest homes and sheltered housing, and extensions to such homes, at locations within primarily residential areas will be granted provided the proposal would meet all the following criteria:-

- i) provide an adequate amount of accommodation for warden/staff;
- ii) provide adequate communal garden space;
- iii) be located within easy reach of local shops and other facilities;

- iv) provide ~~an internal and~~ external layout, design and space standards to meet the needs and safety of residents including those with mobility problems and to minimise potential noise disturbance to and from adjacent properties;
- v) ensure any development is of a scale, mass, design and detailing appropriate to the character of an area;
- vi) not harm the residential amenities of adjoining occupiers;
- vii) would not lead to a concentration of such uses damaging to the character and amenity of a street or residential area;

Where sheltered housing is proposed it will be subject to a legal agreement restricting occupation to people over 60 years of age.

(See also in particular policy TR/21)

POLICY H/14 - DESIGN AND LAYOUT OF NEW HOUSING DEVELOPMENTS

Inspector's Recommendation

4.636 *I recommend that the Plan be modified in accordance with PC 114 and FPC 114A.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.632 to 4.635 in the Inspector's Report.

Proposed Modification

M4.48

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Delete clauses xi) and xv).

4.193 **POLICY H/14**

~~xi) provides for vehicular access and manoeuvring in accordance with adopted standards;.....~~

~~xv) accords with the standards set out in government and local Design Guidance, currently Design Bulletin No.32 and Design Guides approved by the Borough Council and County Council.~~

POLICY H/17 - RESIDENTIAL DEVELOPMENT AT LOCATIONS WITHIN THE LIMITS TO DEVELOPMENT OUTSIDE THE PRIMARILY RESIDENTIAL AREAS

Inspector's Recommendation

4.639 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.638 in the Inspector's Report.

Proposed Modification

None.

POLICY H/18 - THE RIDGEWAY AREA OF ROTHLEY**Inspector's Recommendation**

4.644 *I recommend that the Plan be modified in accordance with PC 115.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.641 to 4.643 in the Inspector's Report.

Proposed Modification**M4.49**

Delete clause vi) of Policy H/18 and amend paragraph 4.212 of Reasoned Justification.

4.209 **POLICY H/18**

Within the Ridgeway Area of Rothley as defined on the Proposals Map, proposals for infill dwellings, and other development requiring planning permission, will not be granted unless they are in keeping with the unique, spacious and dignified residential character of the area having regard to all of the following criteria:

- i) the siting, design and layout of the development;**
- ii) the shape and size of plot for any proposed new dwelling;**
- iii) the need to protect privacy and residential amenities;**
- iv) the need to protect existing trees;**
- v) access and parking arrangements;**
- vi) a presumption against tandem development.**

(See also in particular policy CT/5)

4.210 [No Change]

4.211 [No Change]

4.212 It will be applied to ensure that all development proposals requiring planning permission such as houses, large garages and other buildings and structures are carefully assessed and only permitted where they would be in keeping with the traditional, spacious and dignified character of the residential areas. Proposals for tandem development would not be in keeping with the unique character of the area, and are unlikely to be permitted.

POLICY H/20 - GROBY ROAD, ANSTEY

Inspector's Recommendation:

4.664 *I recommend that no modification be made in response these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.464 to 4.663 in the Inspector's Report.

Proposed Modification

None.

POLICY H/21 - GYNSILL COURT, GYNSILL LANE, ANSTEY

Inspector's Recommendation:

4.685 *I recommend that no modification be made in response this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.666 to 4.684 in the Inspector's Report.

Proposed Modification

None.

POLICY H/22 - SCHOLLES MARINA, SILEBY ROAD, BARROW UPON SOAR

Inspector's Recommendation:

4.691 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.687 to 4.690 in the Inspector's Report.

Proposed Modification

None.

POLICY H/23 - WEST OF SOWTERS LANE, BURTON ON THE WOLDS**Inspector's Recommendation:**

4.698 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.693 to 4.697 in the Inspector's Report.

Proposed Modification

None.

POLICY H/24 - NORTH OF SOUTERS LANE, BURTON ON THE WOLDS**Inspector's Recommendation:**

4.708 *I recommend that no modification be made in response this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.710 to 4.731 in the Inspector's Report.

Proposed Modification

None.

POLICY H/25 - EAST OF COSSINGTON, COSSINGTON**Inspector's Recommendation:**

4.732 *I recommend that no modification be made in response this objection either to Policy H/1 or Policy E/5.*

CBC Decision

Accept.

Reason

1. In paragraphs 4.729 and 4.731 of his report, the Inspector outlines his concerns over the suggestion by the objector that he should commend to the Council this or any of the other 'new settlement' proposal, particularly where a large part of the site would take place beyond the Plan period.
2. It is acknowledged that the Council's revised assessment of housing land supply and assumptions about build rates on allocated sites now recognises that the development of the major housing allocations at Harrowgate Drive, Wanlip and South of Hazel Road, Loughborough could similarly extend beyond 2006 (see Proposed Modifications M4.2 and M4.13).
3. The Inspector's general concern about such a commitment to a significant amount of housing in excess of requirements is noted. However, there is an important distinction between the approach outlined in the Proposed Modifications and that presented to the Inquiry by the objector in relation to this and other omission sites.
4. Fundamentally the Inspector has fully endorsed the locational strategy of the plan, which relies on urban concentration at either end of the A6 corridor (see para 2.113 of his report). He fully supports the allocations at Wanlip and south of Loughborough- notwithstanding his conclusion that the outturn from these sites will be short of their potential capacity. These allocations are at the core of the locational strategy of the Plan, which is directed towards the delivery of a crucial part of the integrated transport and housing strategy of the Structure Plan- the enablement of bus based transport choice along the A6 between Loughborough and Leicester. Guidance in PPG3 advocating a search sequence approach to housing location reinforces the strategic locational advantages of these sites. This guidance serves to confirm that these allocations represent the most sustainable options for further development in the Borough.
5. The scale of delivery from these key strategic allocations in what remains of the Plan period is purely one of timescale and does not negate their locational advantages and their central role in delivering the strategy of the Plan.
6. In contrast the development of the omission site would not assist in the delivery of this overall strategy. The Inspector's recommendation that there should be no modification to the Plan is accepted for the reasons set out in paragraphs 4.710 to 4.731 in his report, subject to the comments above on issues of phasing.

Proposed Modification

None.

POLICY H/26 - EAST OF LOUGHBOROUGH, COTES**Inspector's Recommendation:**

4.746 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.734 to 4.745 in the Inspector's Report.

Proposed Modification

None.

POLICY H/27 - EAST OF MELTON ROAD, EAST GOSCOTE**Inspector's Recommendation:**

4.764 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.748 to 4.763 in the Inspector's Report.

Proposed Modification

None.

POLICY H/28 - ZOUC ROAD, HATHERN**Inspector's Recommendation:**

4.778 *I recommend that no modification be made in response to this objection except that the boundary of the Soar Valley ALLV be modified to exclude the small field which is defined on the base plan to the Proposals Map as lying to the north west of the cemetery.*

CBC Decision

Accept.

Reason

For the reason set out in paragraphs 4.766 to 4.777 in the Inspector's report.

Proposed Modification**M4.50**

Modify the boundary of the Soar Valley Area of Local Landscape designation on the Proposals Map to exclude the small field to the north west of the cemetery at Hathern as shown on Plan M4.50

POLICY H/29 - SHEPSHED ROAD, HATHERN**Inspector's Recommendation:**

4.790 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.780 to 4.789 in the Inspector's Report.

Proposed Modification

None.

POLICY H/30 - WEST OF HATHERN**Inspector's Recommendation:**

4.802 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.792 to 4.801 in the Inspector's Report.

Proposed Modification

None.

POLICY H/31 - PARSONAGE LANE, HOTON**Inspector's Recommendation:**

4.808 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.804 to 4.807 in the Inspector's Report.

Proposed Modification

None.

POLICY H/32 - 30 MEADOW LANE, LOUGHBOROUGH**Inspector's Recommendation:**

4.811 *I recommend that no modification be made in response to this objection but refer the objector to my conclusions and recommendation at paragraphs 5.239 to 5.262.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.810 in the Inspector's Report.

Proposed Modification

None.

POLICY H/33 - FORMER FISONS SITE, DERBY ROAD, LOUGHBOROUGH**Inspector's Recommendation:**

4.814 *I recommend that no modification be made in response to these objections but refer the objectors to my conclusions and recommendations at paragraphs 5.425 to 5.435.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.813 in the Inspector's Report.

Proposed Modification

None.

POLICY H/34 - GARENDON ESTATE, LOUGHBOROUGH**Inspector's Recommendation:**

4.861 *I recommend that no modifications be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.815 to 4.860 in the Inspector's Report.

Proposed Modification

None.

POLICY H/35 - PEAR TREE LANE, LOUGHBOROUGH**Inspector's Recommendation:**

4.876 *I recommend that:*

- (i) *the Plan be modified to include land at Pear Tree Lane, Loughborough as a new housing allocation under Policy H/1.*
- (ii) *the developable area of the site be limited to Area 1 below the 55m contour line, as shown in the objector's evidence, which at approximately 4.2 ha could provide for up to 100 dwellings.*
- (iii) *the limits to development (Policy ST/2) and the boundary of the Green Wedge (Policies CT/1 and CT/3) as shown on the Proposals Map be modified accordingly.*
- (iv) *the Council sets out those matters which need to be provided together with those where it will seek to negotiate reasonably related contributions to address matters generated by the development.*

CBC Decision

Reject.

Reason

The revised assessment of housing land requirements set out in Proposed Modification M4.2 shows that there is no longer a need to allocate additional greenfield housing sites, as recommended by the Inspector, in order to meet the housing requirement to 2006.

Proposed Modification

None.

POLICY H/37 : WHARNCLIFFE ROAD, LOUGHBOROUGH**Inspector's Recommendation:**

4.881 *I recommend that the Plan be modified in accordance with PC 101 and FPC 101A.*

CBC Decision

Reject.

Reason

1. A full planning permission for 78 housing units on part of the site was granted in March 1999 and this is now largely implemented whilst the remainder of the site has been the subject of recent planning applications relating to its continued use for employment purposes.
2. Given that part of the site has been developed for housing and there is no reasonable certainty that the remainder will come forward for housing in the lifetime of this plan the site should not therefore be allocated for housing.
3. The developed portion of the site forms part of the updated housing commitment figures in Policy H/1 whilst any new housing provision on the remainder should be treated as a windfall gain against the overall housing requirement should it ever be implemented.
4. Under Proposed Modification M5.22 it is proposed to remove E/8 employment protection from the site to reflect these changed circumstances.

Proposed Modification

None.

POLICY H/38 - LITTLE MOOR LANE, LOUGHBOROUGH**Inspector's Recommendation:**

4.887 *I recommend that:*

- (i) *the site be allocated for residential development under Policy H/1 for approximately 30 dwellings.*
- (ii) *the Council sets out those matters which need to be provided together with those where it will seek to negotiate reasonably related contributions to address matters generated by the development.*

CBC Decision

Reject with modification.

Reason

The site now has planning permission and should not therefore be shown as an allocation. As the permission was granted after March 2000, the site does not appear as a housing commitment in the revised calculation of housing land supply. Instead it is included as one of the proposed allocations on previously developed sites set out in Proposed Modification M4.3.

Proposed Modification

None.

POLICY H/39 - TAYLORS NURSERY, NANPANTAN ROAD, LOUGHBOROUGH**Inspector's Recommendation:**

4.890 *I recommend that the Plan be modified in accordance with PC 116.*

CBC Decision

Reject.

Reason

The housing development on the site has been completed. It is therefore not necessary to identify the site as a housing commitment on the Proposals Map.

Proposed Modification

None.

POLICY H/40 - WEST OF MOAT ROAD, BRAMCOTE ROAD, LOUGHBOROUGH**Inspector's Recommendation:**

4.895 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.892 to 4.894 in the Inspector's Report.

Proposed Modification

None.

POLICY H/41 - SOUTH OF BRAMCOTE ROAD, LOUGHBOROUGH**Inspector's Recommendation:**

4.904 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.897 to 4.903 in the Inspector's Report.

Proposed Modification

None.

POLICY H/42 - PARK GRANGE, LOUGHBOROUGH**Inspector's Recommendation:**

4.910 *I recommend that:*

- (i) *the Plan be modified in accordance with FPC 88B and that the Proposals Map be modified in accordance with FPC Map 1.*
- (ii) *within the overall context of Policy H/1(g), the Council identifies within the policy any site specific matters which are necessary for the development to proceed and any other matters directly related to the development where it may seek reasonably related contributions under Circular 1/97.*

CBC Decision

Accept (i)

Accept (ii)- no further modifications to H/1(g) required.

Reason

- (i) For the reasons set out in paragraphs 4.906 to 4.909 in the Inspector's report.
- (ii) It is considered that all relevant matters are covered by Policy H/1(g) as proposed to be modified (see Proposed Modification M4.21)

Proposed Modification

See Proposed Modification M4.21

POLICY H/43 - SHELTHORPE GOLF COURSE, SOUTH OF LOUGHBOROUGH, LOUGHBOROUGH**Inspector's Recommendation:**

4.914 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.912 to 4.913 in the Inspector's Report.

Proposed Modification

None.

POLICY H/45 BULL-IN-THE-HOLLOW FARM, LEICESTER ROAD, LOUGHBOROUGH**Inspector's Recommendation:**

4.924 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.916 to 4.923 in the Inspector's Report.

Proposed Modification

None.

POLICY H/46 - ADJOINING BURLEIGH WOOD, LECONFIELD ROAD, LOUGHBOROUGH**Inspector's Recommendation:**

4.927 *See my conclusions and recommendation at paragraphs 3.176 to 3.187.*

CBC Decision

See Policy EV/21

POLICY H/46A - KINGFISHER WAY, LOUGHBOROUGH**Inspector's Recommendation:**

4.936 *I recommend that the Plan should be modified in accordance with PC 102 subject to:*

- (i) *the Council identifying within the Policy any site specific matters which are necessary for development to proceed and any other matters directly related to the development, including such matters as the completion of Epinal Way, where it may seek reasonably related contributions under Circular 1/97.*
- (ii) *the deletion of criterion (iii) and the paragraph in the RJ which relates to Ingle Pingle Lake.*
- (iii) *the introductory paragraph and criterion (i) being deleted and replaced with the following:*
 - “Planning permission for the residential development of land at Kingfisher Way, Loughborough will be granted provided the following criteria are met:*
 - (i) *vehicular access to the site is provided primarily from Kingfisher Way together with provision for a dedicated right turning lane on the eastbound carriageway of Forest Road at the end of the dualled section;”*

CBC Decision

Accept (i), (ii), (iii) subject to further modification to the supporting text to make it clear that the principle of allowing residential development on land off Kingfisher Way has been accepted through the granting of outline planning permission which is subject to a section 106 agreement and an approved development brief.

Reason

For the reasons set out in paragraphs 4.929 to 4.935 in the Inspector's report and to reflect the current planning position with regard to the future development of the land off Kingfisher Way.

Proposed Modification**M4.51**

Insert new Policy and supporting Reasoned Justification after paragraph 4.125.

Amend Proposals Map to allocate land at Kingfisher Way, Loughborough for residential development as shown on Plan M4.51.

LAND AT KINGFISHER WAY, LOUGHBOROUGH**POLICY H/1(u)**

Planning permission for the residential development of land at Kingfisher Way, Loughborough as shown on the Proposals Map will be granted provided:

- i) vehicular access to the site is provided primarily from Kingfisher Way together with provision for a dedicated right turning lane on the eastbound carriageway of Forest Road at the end of the dualled section;**
- ii) cycleways and footpaths are provided to link Epinal Way, the Colleges complex, the Woodbrook cycleway and William Street; and**
- iv) landscaping and woodland planting is provided to the north west and western margins of the site to screen from view the adjacent college complex and retained playing fields and to mitigate potential sources of noise and light pollution;**

In addition, the Borough Council, in consultation with the Director of Education, Leicestershire County Council, will seek to negotiate reasonably related contributions towards the cost of providing additional school places generated by the development.

The principle of allowing housing development on the site has been accepted through the granting of outline planning permission in 1999. This permission is subject to a Section 106 and an approved development brief requiring the implementation of a phased development, including measures to ensure safe vehicular access and egress from Forest Road, via Kingfisher Way, the provision of cycle and pedestrian routes linking into the surrounding network, including crossings on Kingfisher Way and the Epinal Way, and the provision of affordable housing. Development of the site will be expected to meet these requirements in line with the above policy.

There remains sufficient highway capacity in William Street to service a modest development requiring not more than 20 parking spaces off that route. A direct vehicular link from William Street to Kingfisher Way will not, however, be permitted in the interests of highway safety.

The site lies immediately adjacent to the Loughborough Colleges complex which already attracts significant pedestrian and cycle movements. There exists the opportunity to retain and enhance these routes to encourage wider use of these modes with appropriate linkages to the established network

servicing the University/Colleges, town centre and Epinal Way to the considerable advantage of the overall network.

The College intends to develop the retained playing fields as an all-weather facility with floodlighting, while activities associated with the adjacent college buildings and access roads might be expected also to give rise to potential sources of noise and light pollution. In order to safeguard residential amenities a combination of landscaping and sensitive plot orientation will be required.

If the development should occasion the need for additional school places the Borough Council, under the guidance of the Director of Education, will seek to negotiate a financial contribution towards the costing providing the necessary facilities.

POLICY H/47 - MARKFIELD LANE, NEWTOWN LINFORD

Inspector's Recommendation:

4.946 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.938 to 4.945 in the Inspector's Report.

Proposed Modification

None.

POLICY H/48 - CHESTNUT CLOSE, QUENIBOROUGH

Inspector's Recommendation:

4.958 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.984 to 4.957 in the Inspector's Report.

Proposed Modification

None.

POLICY H/49 - MAIN STREET, QUENIBOROUGH

Inspector's Recommendation:

4.966 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.960 to 4.965 in the Inspector's Report.

Proposed Modification

None.

POLICY H/50 - WETHERBY CLOSE, QUENIBOROUGH**Inspector's Recommendation:**

4.969 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.968 in the Inspector's Report.

Proposed Modification

None.

POLICY H/51 - EAST OF NEW ZEALAND LANE, QUENIBOROUGH**Inspector's Recommendation**

4.978 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.971 to 4.977 in the Inspector's Report.

Proposed Modification

None.

POLICY H/52 - WEST OF MELTON ROAD, NORTH OF SYSTON BYPASS, QUENIBOROUGH**Inspector's Recommendation**

4.986 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.980 to 4.985 in the Inspector's Report.

Proposed Modification

None.

POLICY H/53 - QUENIBOROUGH LODGE, MELTON ROAD, QUENIBOROUGH

Inspector's Recommendation

4.1000 I recommend that no modification be made in response to these objections.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.988 to 4.999 in the Inspector's Report.

Proposed Modification

None.

POLICY H/54 - BUDDON LANE, QUORN

Inspector's Recommendation

4.1008 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1002 to 4.1007 in the Inspector's Report.

Proposed Modification

None.

POLICY H/55 - FARLEY WAY, QUORN

Inspector's Recommendation

4.1015 I recommend that no modification be made in response to these objections.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1010 to 4.1014 in the Inspector's Report.

Proposed Modification

None.

POLICY H/57 - NORTH OF GADESBY LANE, REARSBY**Inspector's Recommendation**

4.1038 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1017 to 4.1037 in the Inspector's Report.

Proposed Modification

None.

POLICY H/58 - EAST OF REARSBY BYPASS, REARSBY**Inspector's Recommendation**

4.1060 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

1. In paragraph 4.1058 of his report, the Inspector outlines his concerns over the suggestion by the objector that he should commend to the Council this or any of the other 'new settlement' proposals, particularly where a large part of the site would take place beyond the Plan period.
2. It is acknowledged that the Council's revised assessment of housing land supply and assumptions about build rates on allocated sites now recognises that the development of the major housing allocations at Harrowgate Drive, Wanlip and South of Hazel Road, Loughborough could similarly extend beyond 2006 (see Proposed Modifications M4.2 and M4.13).
3. The Inspector's general concern about such a commitment to a significant amount of housing in excess of requirements is noted. However, there is an important distinction between the approach outlined in the Proposed Modifications and that presented to the Inquiry by the objector in relation to this and other omission sites.
4. Fundamentally the Inspector has fully endorsed the locational strategy of the plan, which relies on urban concentration at either end of the A6 corridor (see para 2.113 of his report). He fully supports the allocations at Wanlip and south of Loughborough- notwithstanding his conclusion that the outturn from these sites will be short of their potential capacity. These allocations are at the core of the locational strategy of the Plan, which is directed towards the delivery of a crucial part of the integrated transport and housing strategy of the Structure Plan- the enablement of bus based transport choice along the A6 between Loughborough and Leicester. Guidance in PPG3 advocating a search sequence approach to housing location reinforces the strategic locational advantages of these sites. This guidance serves to confirm that these allocations represent the most sustainable options for further development in the Borough.

5. The scale of delivery from these key strategic allocations in what remains of the Plan period is purely one of timescale and does not negate their locational advantages and their central role in delivering the strategy of the Plan.
6. In contrast the development of the omission site would not assist in the delivery of this overall strategy. The Inspector's recommendation that there should be no modification to the Plan is accepted for the reasons set out in paragraphs 4.1040 to 4.1059 in his report, subject to the comments above on issues of phasing.

Proposed Modification

None.

POLICY H/59 - REARSBY GRANGE, MELTON ROAD, REARSBY**Inspector's Recommendation**

4.1076 I recommend that no modification be made in response to these objections.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1062 to 4.1075 in the Inspector's Report.

Proposed Modification

None.

POLICY H/60 - EAST OF MELTON ROAD, REARSBY**Inspector's Recommendation**

4.1079 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1078 and paragraphs 7.1017 to 4.1037 in the Inspector's Report.

Proposed Modification

None.

POLICY H/61 - WEST OF MELTON ROAD, REARSBY**Inspector's Recommendation**

4.1082 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1081 and paragraphs 7.1017 to 4.1037 in the Inspector's Report.

Proposed Modification

None.

POLICY H/62 - BRICKYARD FARM, SWITHLAND LANE, ROTHLEY**Inspector's Recommendation**

4.1090 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1084 to 4.1089 in the Inspector's Report.

Proposed Modification

None.

POLICY H/63 - SOUTH OF HALLFIELDS LANE, ROTHLEY**Inspector's Recommendation**

4.1102 I recommend that :-

- (i) having regard to my conclusions in paragraphs 4.30 and 4.31 and above, the Plan be modified to include land at Hallfields Lane, Rothley, (H/63) as a new housing allocation for about 50 dwellings under Policy H/1;*
- (ii) the Council should identify within the Policy any site specific matters which are necessary for the development to proceed and any other matters directly related to the development where it may seek reasonably related contributions under Circular 1/97; and*
- (iii) the limits to development (Policy ST/2) as shown on the Proposals Map be modified accordingly, together with the identification of that part of the site which would comprise the housing allocation and any requirements for structural landscaping under Policy RT/9.*

(recommendation (iii)- as amended by Addendum to Inspector's report dated 6/9/2000)

CBC Decision

Reject.

Reason

The revised assessment of housing land requirements set out in Proposed Modification M4.2 shows that there is no longer a need to allocate additional greenfield housing sites in order to meet the housing requirement to 2006.

Proposed Modification

None.

POLICY H/64 - EAST OF LOUGHBOROUGH ROAD, ROTHLEY**Inspector's Recommendation**

4.1116 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1104 to 4.1115 in the Inspector's Report.

Proposed Modification

None.

POLICY H/65 - EAST OF MOUNTSORREL LANE, ROTHLEY**Inspector's Recommendation**

4.1139 *I recommend that no modification be made in response to these objections.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1118 to 4.1138 in the Inspector's Report.

Proposed Modification

None.

POLICY H/66 - SOUTH OF TOWN GREEN STREET, ROTHLEY**Inspector's Recommendation**

4.1152 *I recommend that:-*

- (i) *no modification be made in response to these objections;*
- (ii) *having regard to my conclusions in paragraph 4.1151, the Proposals Map be modified to show the boundary of the extended Rothley Conservation Area;*

- (iii) *having regard to my conclusions in paragraph 4.1151, the Council should consider whether in the light of more recent information provided by the Environment Agency, the Policy EV/33 designation (Protection of Flood plains) requires modification (a) as it affects the omission site and adjoining land along the Rothley Brook and (b) more generally throughout the Local Plan area.*

CBC Decision

Accept (i) and (ii).

(iii) involves issues which are addressed under Policy EV/33 'Protection of Flood Plains'.

Reason

For the reasons set out in paragraphs 4.1141 to 4.1151 in the Inspector's Report.

Proposed Modification

M4.52

Amend the Proposals Map to show the correct boundary of the designated Rothley Conservation Area (see Plan M4.52).

POLICY H/67 - SOUTH OF CROSS LANE, ROTHLEY

Inspector's Recommendation

4.1158 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1154 to 4.1157 in the Inspector's Report.

Proposed Modification

None.

POLICY H/68 - EAST OF LOUGHBOROUGH ROAD AND NORTH OF THE RISE, ROTHLEY

Inspector's Recommendation

4.1163 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1160 to 4.1162 in the Inspector's Report.

Proposed Modification

None.

POLICY H/70 - INGLEBERRY ROAD, SHEPSHED

Inspector's Recommendation

4.1168 I recommend that no modification be made in response to these objections.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1165 to 4.1167 in the Inspector's Report.

Proposed Modification

None.

POLICY H/71 - IVESHEAD ROAD, SHEPSHED

Inspector's Recommendation

4.1174 I recommend that no modification be made in response to these objections.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1170 to 4.1173 in the Inspector's Report.

Proposed Modification

None.

POLICY H/74 - SOUTH EAST OF TICKOW LANE, SHEPSHED

Inspector's Recommendation

4.1192 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1176 to 4.1191 in the Inspector's Report.

Proposed Modification

None.

POLICY H/75 - LITTLE HAW FARM, TICKOW LANE, SHEPSHED**Inspector's Recommendation**

4.1205 *I recommend that:*

- (i) *the Plan be modified by the inclusion of the objection site within the list of sites allocated for residential purposes under Policy H/1 and that the limits to development (Policy ST/2) be modified accordingly.*
- (ii) *the Council identifies within the Policy any site specific matters which are necessary for the development to proceed and any other matters directly related to the development where it may seek reasonably related contributions under Circular 1/97.*

CBC Decision

Reject.

Reason

The revised assessment of housing land requirements set out in Proposed Modification M4.2 shows that there is no longer a need to allocate additional greenfield housing sites in order to meet the housing requirement to 2006.

Proposed Modification

None.

POLICY H/76 - WEST OF BARROW ROAD, SILEBY**Inspector's Recommendation**

4.1215 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1207 to 4.1214 in the Inspector's Report.

Proposed Modification

None.

POLICY H/77 - WEST OF BARROW ROAD, NORTH OF MOUNTSORREL LANE, SILEBY**Inspector's Recommendation**

4.1218 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1217 in the Inspector's Report.

Proposed Modification

None.

POLICY H/78 - HOMEFIELD ROAD, SILEBY**Inspector's Recommendation**

4.1229 I recommend that :-

- (i) *having regard to my conclusions in paragraphs 4.30 and 4.31, the Plan be modified to include the site at Homefield Road, Sileby (H/78) as a new housing allocation under Policy H/1;*
- (ii) *the Council should identify within the Policy any site specific matters which are necessary for the development to proceed and any other matters directly related to the development where it may seek reasonably related contributions under Circular 1/97; and*
- (iii) *the limits to development (Policy ST/2) as shown on the Proposals Map be modified accordingly.*

CBC Decision

Reject.

Reason

The revised assessment of housing land requirements set out in Proposed Modification M4.2 shows that there is no longer a need to allocate additional greenfield housing sites in order to meet the housing requirement to 2006.

Proposed Modification

None.

POLICY H/79 - SOUTH OF MOUNTSORREL LANE, SILEBY**Inspector's Recommendation**

4.1241 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1231 to 4.1240 in the Inspector's Report.

Proposed Modification

None.

POLICY H/80 - STANAGE ROAD, SILEBY

Inspector's Recommendation

4.1253 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1243 to 4.1252 in the Inspector's Report.

Proposed Modification

None.

POLICY H/82 - EX PETER BLACK SITE, BROOK STREET, SILEBY

Inspector's Recommendation

4.1256 *See paragraph 4.307. [Policy H/1(l)]*

See Proposed Modification M4.28

POLICY H/83 - NORTH OF BARKBY ROAD, SYSTON

Inspector's Recommendation

4.1265 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1258 to 4.1264 in the Inspector's Report.

Proposed Modification

None.

POLICY H/84 - 60 SANDFORD ROAD, SYSTON

Inspector's Recommendation

4.1268 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1267 in the Inspector's Report.

Proposed Modification

None.

POLICY H/85 - HOBY ROAD, THRUSSINGTON**Inspector's Recommendation**

4.1273 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1270 to 4.1272 in the Inspector's Report.

Proposed Modification

None.

POLICY H/86 - SOUTH OF BRADGATE ROAD (CROPSTON), THURCASTON**Inspector's Recommendation**

4.1279 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1275 to 4.1278 in the Inspector's Report.

Proposed Modification

None.

POLICY H/88 - EAST OF THURMASTON, THURMASTON**Inspector's Recommendation**

4.1306 I recommend that no modification be made in response to these objections.

CBC Decision

Accept.

Reason

1. In paragraphs 4.1302 and 4.1303 of his report, the Inspector outlines his concerns over the suggestion by the objector that this site could be allocated even though a large part of it would take place beyond the Plan period.
2. It is acknowledged that the Council's revised assessment of housing land supply and assumptions about build rates on allocated sites now recognises that the development of the

major housing allocations at Harrowgate Drive, Wanlip and South of Hazel Road, Loughborough could similarly extend beyond 2006 (see Proposed Modifications M4.2 and M4.13).

3. The Inspector's general concern about such a commitment to a significant amount of housing in excess of requirements is noted. However, there is an important distinction between the approach outlined in the Proposed Modifications and that presented to the Inquiry by the objector in relation to this and other omission sites.
4. Fundamentally the Inspector has fully endorsed the locational strategy of the plan, which relies on urban concentration at either end of the A6 corridor (see para 2.113 of his report). He fully supports the allocations at Wanlip and south of Loughborough- notwithstanding his conclusion that the outturn from these sites will be short of their potential capacity. These allocations are at the core of the locational strategy of the Plan, which is directed towards the delivery of a crucial part of the integrated transport and housing strategy of the Structure Plan- the enablement of bus based transport choice along the A6 between Loughborough and Leicester. Guidance in PPG3 advocating a search sequence approach to housing location reinforces the strategic locational advantages of these sites. This guidance serves to confirm that these allocations represent the most sustainable options for further development in the Borough.
5. The scale of delivery from these key strategic allocations in what remains of the Plan period is purely one of timescale and does not negate their locational advantages and their central role in delivering the strategy of the Plan.
6. In contrast the development of the omission site would not assist in the delivery of this overall strategy. The Inspector's recommendation that there should be no modification to the Plan is accepted for the reasons set out in paragraphs 4.1281 to 4.1305 in his report, subject to the comments above on issues of phasing.

Proposed Modification

None.

POLICY H/89 - BARKBY LANE/BARKBY THORPE LANE, SYSTON

Inspector's Recommendation

4.1331 *I recommend that :-*

- (i) *having regard to my conclusions in paragraphs 4.30 and 4.31 and above, the Plan be modified to include land at Barkby Lane, Syston (H/89(b)) as a new housing allocation under Policy H/1 subject to:-*
- (ii) *the Council giving further consideration to the appropriate number of dwellings which could be accommodated on the site;*
- (iii) *the Council should identify within the Policy any site specific matters which are necessary for the development to proceed and any other matters directly related to the development where it may seek reasonably related contributions under Circular 1/97*
- (iv) *the limits to development (Policy ST/2) and the boundary of the Green Wedge (Policies CT/1 and CT/3) as shown on the Proposals Map be modified accordingly; and*
- (v) *no modifications be made in response to the objections in respect of areas H/89(a) and H/89(c).*

CBC Decision

Recommendations (i)-(iv): Reject.

Recommendation (v): Accept.

Reason

Recommendations (i)-(iv):

The revised assessment of housing land requirements set out in Proposed Modification M4.2 shows that there is no longer a need to allocate additional greenfield housing sites in order to meet the housing requirement to 2006.

Recommendation (v):

For the reasons set out in paragraphs 4.1308 to 4.1330 in the Inspector's report.

Proposed Modification

None.

POLICY H/90 - MAIN STREET, WOODHOUSE EAVES**Inspector's Recommendation**

4.1336 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1333 to 4.1335 in the Inspector's Report.

Proposed Modification

None.

POLICY H/91 - NORTH OF EAST ROAD, WYMESWOLD**Inspector's Recommendation**

4.1342 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1338 to 4.1341 in the Inspector's Report.

Proposed Modification

None.

POLICY H/92 - WYSALL LANE, WYMESWOLD**Inspector's Recommendation**

4.1354 *I recommend that:*

- (i) *the objection site, with a developable area of 2.3ha, be allocated under Policy H/1 for approximately 45 dwellings.*
- (ii) *that the following paragraphs, which set out the detailed measures to be addressed in the development of the site, be included in the Policy.*

“Planning permission for the residential development of land east and west of Wysall Lane, Wymeswold will be granted provided the following criteria are met:

- (i) *built development is confined to the lower slopes of the site, and in the more prominent areas is cut in or limited to single storey;*
- (ii) *the design and layout of the site and associated highway works preserve or enhance the character of the Conservation Area and respect the rural character of this part of the settlement;*
- (iii) *substantial block planting and landscaping to a minimum depth of 20 metres is provided on the northern edge of the development.*

In addition, the Borough Council will seek to negotiate reasonably related contributions towards the provision of traffic management measures along the A6006 through Wymeswold, and Wysall Lane in the vicinity of the site.”

CBC Decision

Reject.

Reason

The revised assessment of housing land requirements set out in Proposed Modification M4.2 shows that there is no longer a need to allocate greenfield housing sites in the rural villages in order to meet the housing requirement to 2006.

Identified affordable housing needs can be addressed through the application of Policy H/4 dealing with rural exceptions sites.

Proposed Modification

None.

POLICY H/93 - NORTH OF FAR STREET, WYMESWOLD**Inspector's Recommendation**

4.1360 *I recommend that no modification be made in response to this objection.*

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1356 to 4.1359 in the Inspector's Report.

Proposed Modification

None.

POLICY H/94 - STORKIT LANE, WYMESWOLD

Inspector's Recommendation

4.1365 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1362 to 4.1364 in the Inspector's Report.

Proposed Modification

None.

POLICY H/95 - POLICY FOR EMERGENCY ACCESS ACCOMMODATION

Inspector's Recommendation

4.1368 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1367 in the Inspector's Report.

Proposed Modification

None.

POLICY H/96 - POLICY FOR COOPERATIVE HOUSING SCHEMES

Inspector's Recommendation

4.1371 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1370 in the Inspector's Report.

Proposed Modification

None.

POLICY H/97 - POLICY FOR SELF BUILD SCHEMES**Inspector's Recommendation**

4.1374 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraphs 4.1373 in the Inspector's Report.

Proposed Modification

None.

POLICY H/98 - POLICY FOR ENERGY EFFICIENT HOUSING**Inspector's Recommendation**

4.1377 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1376 in the Inspector's Report.

Proposed Modification

None.

POLICY H/99 - POLICY REQUIRING SMALLER DWELLINGS IN LINE WITH SP HOUSING POLICY H/6**Inspector's Recommendation**

4.1380 I recommend that no modification be made in response to this objection.

CBC Decision

Accept.

Reason

For the reasons set out in paragraph 4.1379 in the Inspector's Report.

Proposed Modification

None.