

Foreword

Welcome to the Charnwood Local Plan Core Strategy. This is Charnwood Borough Council's view of where and how new development should take place in Charnwood until 2028.

Charnwood's terrific location and beautiful scenery have caused great pressure for new development, even through the downturn in the market and subsequent recovery nationally. In very general terms we need around 14,000 homes and 12,000 jobs. Not everyone has been comfortable with this amount of new development and we worked carefully with the community and our partners, particularly the other Leicester and Leicestershire local planning authorities and development industry, to understand how it could best work for Charnwood. Without a plan to control and direct such large numbers we would face the prospect of developments in places where we don't want them and difficulties when it comes to managing the impact development has on things like roads, schools and other services. The Strategy is, perhaps, the most important document for Charnwood for a generation and it has been prepared through significant engagement with the community and members of the council throughout the process, with six major consultation events before the Strategy's Examination by the Secretary of State in 2014/15.

Our Vision of Charnwood in 2028 provides the basis for a strategy that delivers the homes and jobs that are needed whilst delivering the infrastructure that is needed and protecting the environment. The Strategy includes five strategic development sites including two sustainable urban extensions on the edge of Leicester and one at Loughborough, an extended Loughborough Science and Enterprise Park and a regeneration corridor at Watermead. It recognises and promotes our valuable assets in the Charnwood Forest Regional Park, the River Soar and Grand Union Canal and the Great Central Railway. It also provides the basis for communities to think about how they wish to see their villages grow through Neighbourhood Plans.

The Strategy also raises the standard of design for all development and directs investment to our regeneration strategy. One of the urban extensions will be a Garden Suburb and the Science and Enterprise Park will have a national profile, building on the opportunity for high tech knowledge-based research and development in partnership by Loughborough University and business leaders.

The adoption of the Core Strategy by the Council in November 2015 marks the completion of a major exercise for everyone who has been involved in preparing the document. Adopting this Strategy as the development plan for the Borough is only part of the work we need to do. We now need to work together with our partners and help make the developments happen. The Strategy sees the Council playing a strong role in managing development, through engagement with the community and stakeholders, and influencing decisions to invest in services for Charnwood to deliver our Vision of Charnwood in 2028.

If you engaged with the Council during the preparation of this Strategy I would like to take the time to thank you. We will use the Strategy to lead the debate about new development in Charnwood and I look forward to your continued involvement in that.



Cllr. Eric Vardy
Cabinet Lead Member for Planning, Sustainability & Regulatory Services
Charnwood Borough Council

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Chapter 1: Introduction

- 1.1** Welcome to the Core Strategy for Charnwood. The Core Strategy is the primary document of the Charnwood Local Plan which will provide a strategy for delivering growth for Charnwood up to 2028.
- 1.2** The Strategy provides the vision, objectives and strategic policies for delivering growth for Charnwood. It will be used to help shape and consider major developments, deliver infrastructure, and influence economic investment decisions. It will play a significant part in delivering homes and jobs, regenerating our towns and protecting our countryside, environment and heritage.

The Role of the Core Strategy

- 1.3** The new Local Plan will replace the Borough of Charnwood Local Plan 2004. The Core Strategy is the first of our new development plan documents that will make up the Charnwood Local Plan. It will be supported by other documents as referred to in the Core Strategy and set out in the Local Development Scheme:
- Site Allocations and Development Management Development Plan Document
 - Proposals Map
 - Infrastructure Delivery Plan
 - Neighbourhood Plans
 - Supplementary Planning Documents
- 1.4** Until we have prepared the whole new Local Plan, the Core Strategy should be read alongside the saved policies from the Borough of Charnwood Local Plan.

The Planning System

- 1.5** Strategic planning duties, including the amount of housing that must be delivered, are the responsibility of local planning authorities like Charnwood. We are able to help shape and determine cross-boundary or other issues that affect the wider area, including the amount of homes we need to provide, with our partners through the duty to cooperate.
- 1.6** The Charnwood Core Strategy is based upon urban concentration and regeneration. This strategy has been tested thoroughly and alternatives have been rejected as part of the Regional Plan and Core Strategy preparation processes. An urban concentration and regeneration strategy is also consistent with the strategy collaboratively agreed with other councils in the Leicestershire and Leicestershire Housing Market Area.
- 1.7** We have considered the amount of housing required to fully meet our objectively assessed needs, and our relationship with the Housing Market Area as a whole, as required by the National Planning Policy Framework. A commentary on the housing

figures and how appropriate they are for Charnwood is set out in Chapter 4. We will continue to work with our partners on the evidence that is necessary to determine future housing growth for Charnwood.

- 1.8** The community can also shape development through Neighbourhood Planning. We will support communities that want to prepare Neighbourhood Plans, where they are prepared in accordance with planning legislation and are in general conformity with the Local Plan.

A Strategy for Charnwood

- 1.9** The Core Strategy reflects the Government's requirements as set out in the National Planning Policy Framework. The Strategy has been developed within these requirements to support and deliver the Council's Corporate Plan and supporting strategies for Charnwood, particularly the Sustainable Community Strategy and Regeneration Strategy.
- 1.10** The Core Strategy has been developed in accordance with legislation. It has been developed following significant public involvement over a lengthy period, including the following key consultations:
- Towards a Charnwood Local Development Framework – Issues and Questions (May 2004)
 - Charnwood Local Development Framework – Core Strategy – Issues and Options (June 2005)
 - Charnwood 2021: Planning for Our Next Generation - Core Strategy Preferred Options (February 2006)
 - Charnwood 2026: Planning for Our Next Generation – Further Consultation (October 2008)
 - Charnwood: Planning for Growth – Core Strategy Supplementary Consultation (June 2012)
 - Charnwood Local Plan 2006 to 2028 - Core Strategy Pre-Submission Draft (June 2013)
- 1.11** Wherever possible we have used the views of the community and other stakeholders to influence this strategy. However, there is not always consensus, and some of the options suggested to us by interested parties did not fit with the policy framework we have to work within. Nevertheless, the views of our community have helped us to prepare a strategy which responds to local issues such as settlement identity, heritage, landscape character and transport.
- 1.12** We have prepared a Core Strategy which provides the most appropriate framework for growth. We submitted the Draft Core Strategy to the Secretary of State for independent examination in December 2013 and the main issues raised from the consultation process were considered as part of the examination of the Strategy. The Inspector's report was

published in September 2015. Its recommendations for adopting the strategy were accepted by the Council in November 2015.

Sustainability Appraisal

- 1.13** This Core Strategy and the evidence that has helped shape it has been subject to the Sustainability Appraisal/Strategic Environmental Assessment process as required by legislation. A Sustainability Appraisal has been produced and published alongside each key consultation stage for the Core Strategy.
- 1.14** The Core Strategy presents our approach to sustainable development. Sustainability is the simple idea of ensuring a better quality of life, now and for future generations. In preparing this Core Strategy we have sought opportunities to improve all three aspects of sustainable development; the community, the economy, and the environment.

Chapter 2: Profile of Charnwood

- 2.1** Our Borough is one of seven Leicestershire districts located around the city of Leicester. It sits centrally between the three cities of Nottingham, Leicester and Derby. Charnwood is at the heart of the country and is well connected with excellent access to both the M1 motorway to the west and East Midlands Railway Line to the east. A diagram of our Borough can be seen on page 21.
- 2.2** The social and economic pull of Leicester City has a strong influence on the Borough, particularly in the south which forms part of the Leicester Principal Urban Area.
- 2.3** In the north of the Borough, the university and market town of Loughborough, together with the adjacent town of Shepshed, acts as a social and economic focus. A string of larger villages extends southwards towards Leicester along the Soar Valley and A6 corridor. These villages act as Service Centres to the rural parts of our Borough. The large village of Anstey performs the role of a Service Centre in the south west corner of Charnwood.
- 2.4** To the west of the Soar Valley is the Charnwood Forest, which stretches to the west towards Coalville. The Forest is recognised as a Regional Park, providing a focus for leisure and conservation activity. To the north east of the Soar Valley are the Wolds, a rural area with strong links with Nottinghamshire and the City of Nottingham. The Wreake Valley is a rural area that stretches eastwards towards Melton and is home to a number of our villages. South of the Wreake Valley is High Leicestershire, a predominately rural area with strong links to Leicester City and the district of Harborough.
- 2.5** This profile provides information about Charnwood. It is based on Census information from 2011 but where more up to date statistics are available we have used those.

PROFILE OF CHARNWOOD

Location

Charnwood is set in the heart of the three cities Derby, Leicester and Nottingham within the East Midlands region.

Main Town

Loughborough is the main town of Charnwood and is the largest settlement in Leicestershire outside the City of Leicester. It is host to the world-renowned Loughborough University established in 1909 and has been a regionally significant market town since 1221.

Other Settlements

Shepshed is the second largest town in Charnwood after Loughborough located to the North West of the Borough. Syston is the third largest town located to the South of the Borough. There are over 30 smaller settlements in the form of villages and hamlets with

minor concentration in the Wolds and the fringes of Charnwood Forest and major concentrations form a suburban boundary with the City of Leicester.

Area

27,906 hectares

People and society

Population is 166,100 (Census 2011)

15.8% are under 15 years of age (Census 2011)

16.4% are of pension age (Census 2011)

Black and minority ethnic population is 12.6% (Census 2011)

Housing

66,500 households (Census 2011)

Average household size 2.4 persons (Census 2011)

Accommodation type: (Census 2011)

Detached 30.3%

Semi-detached 38.5%

Terraced 18.7%

Flat or apartment 11.8%

Other 0.50%

Tenure (Census 2011)

Owner occupied 72.1%

Shared ownership (Part owned & part rented) 0.8%

Rented from council/housing association 11.8%

Private landlord/letting agency 14.1%

Other 1.2%

Average house prices (Land Registry Jan-March 2012)

Detached £245,314

Semi-detached £151,580

Terraced £139,203

Flat £96,954

Accessibility and Transport

There is a net outflow of approximately 11,000 commuters every day from the Borough primarily to the City of Leicester. However most of the population live and work in the Borough. Charnwood has a well developed transport network that serves the Leicestershire hinterland.

The M1 motorway is 5 minutes drive from Loughborough

The Midland Mainline railway between London and Sheffield serves Syston, Barrow, Loughborough and Sileby.

East Midlands Airport is 30 minutes drive to the North East of Loughborough.

The A6 road links Loughborough to Leicester

The A60 and A606 roads link Loughborough to Nottingham

The A46 is about 30 minutes drive from the west of Loughborough with access to Newark, Lincoln and Doncaster

Reasonable bus, rail, cycle and footpath networks link Loughborough to the larger settlements. The National Cycleway extends across Charnwood from Shepshed to Watermead Country Park

Jobs and Prosperity

75.2% of the population are aged 16-74 (Census 2011)

67.7% of the population aged 16-74 are economically active (Census 2011)

3.09% of the population aged 16-74 are unemployed but actively seeking work (Census 2011)

83.9% of businesses employ less than 10 employees (Charnwood Community Profile 2005).

Average (Median) annual earnings £21,177 (ASHE 2011)

Average household income £33,629 (CACI 2011)

67 % of the workplace population live and work in the Borough (Census 2001)

72.3% of people aged 16-74 in employment travel to work by car (Census 2011)

4.5% of young people aged 16-19 in 2011 were not in education, employment or training (NEET) in Charnwood, which is below the national average of 6.1%.

Environment

Over 1,000 listed buildings

38 Conservation Areas

236 Local Wildlife Sites

18 Sites of Special Scientific Interest

21 Scheduled Monuments

3 Registered Parks and Gardens

Over 200 locally listed buildings of interest

7.2% of river length assessed as good biological quality (Environment Agency 2013)

51% of river length assessed as good chemical quality (Environment Agency 2013)

48% of household waste recycled/reused/composted (Charnwood website 2011/12)

Average annual domestic consumption of electricity 3,925 kWh per household (DECC, Sub-national electricity sales 2010/11)

Average carbon footprint 6.7 tCO₂e/Yr (DECC, CO₂ emissions per capita LA level 2009/10)

4461 properties at risk of flooding from watercourses in a 1 in 100 year flood event (SFRA Flood Zone 3a) and (4,732 in a 1 in 1,000 year flood event (SFRA Flood Zone 2)

Health and Care

6.7% of people have day to day activities limited a lot, and 4.2% consider their health to be 'bad or very bad' (Census 2011)

5,870 people received Disability Living allowance (ONS 2010)

17,127 people provide unpaid care to a relative or neighbour (Census 2011)

Deprivation

Charnwood is ranked 231 out of 354 local authorities (where 354 is the least deprived) based on average deprivation scores (2010 Indices of Deprivation).

There are 3525 children (under 16) and 3673 older people (over 60) living in deprived households (Charnwood Community Profile 2005).

Students, Education, Skills and Training

There are 24261 pupils on the school roll in LEA schools in the Borough (Charnwood Community Profile 2005).

38% of 16-18 year olds and 10% of people aged 19+ are in further education colleges or work based learning. Of the 251 sixteen year olds who left school in 2004 and entered employment, 38.2% were working in craft and related occupations (Charnwood Community Profile 2005).

20.5% of residents aged 16 and over, have no qualifications (Census 2011).

Safety and Protection

Total crimes recorded by the police has been reducing over the last 6 years.

In 2011/12 there were 9,553 crimes recorded in the Borough. The number of violent crimes against a person has been reduced by 12% compared to the previous 12 months.

Challenges Facing Charnwood

2.6 The table below shows the key challenges facing Charnwood:

Challenges Facing Charnwood

A growing population: set to be 194,600 by 2028 (2012 ONS Population Projections) with a need for 13,940 additional homes (2014 SHMA). There will be a need for jobs, shops, leisure and culture opportunities, community services and facilities and infrastructure.

Deprived communities: five of Leicestershire's ten most deprived neighbourhoods fall within Charnwood, with pockets of deprivation in Loughborough, Thurmaston, Syston and Mountsorrel. This is reflected in lower than average incomes, poor health and lower levels of educational attainment.

Housing market pressure: because of population growth, smaller households occupying larger homes, and a lack of available properties for new households to move into. There will also be a need for specialist housing such as homes for the elderly and students. House prices will remain out of reach for many people and that pressure is compounded by a lack of affordable housing, particularly in rural communities.

A constrained economy: due to a lack of available land to satisfy demand for new and expanding businesses. This has particularly been a constraint on the potential for the Loughborough Science and Enterprise Park.

Increasing volumes of traffic: with potential for significant congestion at peak times. This may not be helped by limited opportunities for alternatives to the private car outside of the main urban areas.

Shopping and leisure improvements: competition from the shopping and leisure offers at Leicester, Derby and Nottingham as well as increases in online shopping means improvements are needed in Loughborough, Shepshed and our other centres to secure their long term vitality and viability.

A lack of green space and leisure facilities: there is a need for a variety of green spaces and leisure facilities across the Borough, including parks, natural open space, amenity green space, outdoor sport, facilities for children and young people, outdoor and indoor sport facilities and allotments.

The fear of crime: Whilst the overall trend shows that crime and anti-social behaviour in Charnwood is reducing, there continues to be a fear of crime. Charnwood has six areas where the crime levels are significantly higher than the Leicestershire average. Five of these locations are in and around Loughborough and one is in Thurmaston North West.

Heritage pressures: Charnwood has a rich built heritage including the Great Central Railway Corridor, the industrial heritage of Loughborough and distinctive villages. However, some of our historic structures and buildings may be at risk from development pressures and neglect.

Maintaining settlement and landscape identity: pressure on open land between settlements and our important landscapes like the Charnwood Forest needs to be managed as the development necessary for future jobs and homes is provided. A strong local character for local buildings has developed over time but the design of new developments has not been of a high enough standard.

A pressured environment: Charnwood Forest and the river valleys are an important ecological resource but are subjected to fragmentation, decline and pressure from future development. There is also potential for an increase in the risk and severity of flooding for communities along the River Soar and Wreake.

Climate change: Charnwood has a local role in the global issue of climate change.

Chapter 3: Vision and Objectives

- 3.1** A Local Strategic Partnership was set up in 2002 and brings together a number of public, private, voluntary and community groups. Together the organisations are known as Charnwood Together and produced the Charnwood Sustainable Community Strategy 2008 which reflected the Leicestershire wide Sustainable Community Strategy also published in 2008.
- 3.2** The Vision was for 'an improved quality of life for everyone living and working in Charnwood'. The Local Strategic Partnership adopted four key themes to define the main issues to be tackled; People Matter, Places and Environment Matter, Prosperity Matters and Partnership Matters.
- 3.3** There has been a strong relationship between the development of the Sustainable Community Strategy and our Core Strategy. The Core Strategy will shape new development and provide opportunities for private and public investment in a way which contributes to the needs and aspirations of our community. The relationship between the two Strategies has been reflected in a set of shared objectives.
- 3.4** The Council's Corporate Plan also includes key themes which are similar to those set out in the Sustainable Community Strategy; Our Place to Feel Safe and Secure, Our Place to Grow and Prosper, Our Place to Protect for Future Generations, Our Place to Celebrate and Enjoy and Our Place to Belong.
- 3.5** Based on the Corporate Plan and Community Strategy, our long term spatial vision for the Borough is:

A VISION FOR CHARNWOOD 2028

In 2028 Charnwood will be one of the most desirable place to live, work and visit in the East Midlands.

Development will have been managed to improve the economy, quality of life and the environment.

Charnwood will be recognised for the role Loughborough plays in the region's knowledge-based economy.

Our strong and diverse economy will provide more employment opportunities for local people including higher skilled, better paid jobs in high technology research and manufacturing, sports, tourism, creative and cultural industry clusters.

Growing business will have been retained and new investment secured. The Loughborough Science and Enterprise Park and growing Loughborough University will be at the heart of Loughborough's brand as a 'centre for excellence'. Business

and technological links with the City of Leicester will have been strengthened through the Watermead Regeneration Corridor.

Our landscape and the special buildings, heritage and ecology it contains will be in a good state. Our picturesque villages will have retained their strong sense of identity.

Our community will have access to a range of green spaces, leisure and recreational facilities across Charnwood and new parkland in Loughborough and Thurmaston will be provided. The Charnwood Forest will be recognised as a Regional Park. The River Soar and Wreake will be improved for wildlife and people.

Charnwood will be recognised for delivering growth to a high design quality that benefits the community.

The demand for housing will be focused on Loughborough and the edge of Leicester City. New sustainable urban extensions at West Loughborough and Thurmaston, as well as other planned areas of growth, will incorporate good quality design and reflect our strong local distinctiveness.

Our community will have access to homes to suit their needs. In particular, there will be a good provision of affordable housing particularly in rural communities. Issues previously associated with houses in multiple occupation will have been managed and social cohesion will have improved.

Loughborough will continue to be the main economic, social and cultural heart of the Borough. It will be an attractive, compact and 'walkable' destination for shopping, leisure, entertainment and culture. Our other settlements, including a regenerated Shepshed, will have an attractive provision of local shops, culture and leisure facilities.

Our community will have better access to jobs and services, with a choice to walk or cycle. For longer trips Charnwood will be known for its excellent connections by bus or rail, including a restored Great Central Railway. Some trips will no longer be necessary as an expansive broadband network will make Charnwood one of the best connected semi-rural boroughs in the country.

Our community will enjoy a cleaner and greener environment. Charnwood will be well prepared for the impacts of climate change and will be playing its part in reducing greenhouse gas emissions.

Our community will have a sense of ownership and increased pride in their local areas due to strong neighbourhood planning.

Objectives

- 3.6** To achieve the vision, we have identified the following objectives for the Core Strategy. They are shared with the 2008 Charnwood Sustainable Community Strategy.

STRATEGIC OBJECTIVES

Strategic Objectives: People Matter

SO1: to reduce the need to, and distance of, travel by car and increase use of walking, cycling and public transport. In particular to improve access by public transport to key services and facilities including the key employment centres of Loughborough, Leicester and East Midlands Airport;

SO2: to secure the provision of accessible facilities and services to meet the needs of all local people, having regard to the particular needs of the young, old and “hard to reach”;

SO3: to promote health and well being, for example by ensuring that residents have access to health care, local parks, greenspaces and natural environment, the countryside and facilities for sport and recreation, creative and community activities.

Strategic Objectives: Places and Environment Matter

SO4: to reduce social exclusion and deprivation and increase educational attainment particularly in those parts of the Borough identified as areas of relatively higher need, for example the Priority Neighbourhoods of Loughborough East, Loughborough West, Mountsorrel and South Charnwood;

SO5: to protect and reassure our communities through the reduction of crime, anti-social behaviour and the fear of crime;

SO6: to promote stronger, cohesive and balanced communities having regard to changes in demographics, for example influencing the type of housing provision;

SO7: to reduce contributions to climate change and to promote prudent use of resources through patterns of development, design, transport measures, reducing the use of minerals, energy and water and minimising waste and encouraging recycling in support of achieving a carbon neutral Borough;

SO8: to develop integrated transport schemes and measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities, for example in and around Loughborough and settlements close to Leicester;

SO9: to protect the historic environment and identity of the Borough’s locally distinctive towns, villages and neighbourhoods;

SO10: to reduce the risk to people and properties through flooding in vulnerable locations such as parts of Loughborough and the Soar and Wreake valley villages;

SO11: to protect the special and distinctive qualities of all landscapes, and to pay special attention to impacts upon Charnwood Forest and its environs and to support the National Forest Strategy;

SO12: To maintain and enhance the range of ecological sites, habitats and species found in Charnwood and seek to deliver biodiversity gain and reverse habitat fragmentation;

SO13: To create distinctive and quality places for local people by requiring high design and increasing higher environmental standards in new development and by encouraging improvements in existing properties to be more environmentally friendly.

Strategic Objectives: Prosperity Matters

SO14: to sustain and enhance Loughborough town centre as a prosperous, attractive and vibrant destination for shopping, entertainment and leisure as well as a place to live;

SO15: to capitalise on the benefits of Loughborough University, especially those associated with its reputation as a centre of sporting excellence, research into innovation, new technologies and sustainability;

SO16: to ensure that there is a network of vibrant 'local' centres so residents have access to a range of shops, services and facilities;

SO17: to meet needs for homes, including affordable housing in line with the requirements of the Leicester and Leicestershire Housing Market Area;

SO18: to provide all communities in Charnwood with access to quality jobs and improved standards of life by safeguarding key employment sites and creating opportunities for new high quality employment sites, including a Science Park extension at Loughborough;

SO19: to encourage the local economy towards a higher share of higher value, higher quality, innovative industries and services and ensure labour market balance by providing for a mix of jobs and access to training including those for less skilled members of the community;

SO20: to encourage thriving and diverse sustainable rural enterprise and farming and the promotion of local foods and local energy sources.

Strategic Objectives: Partnership Matters

SO21: To continue to improve partnership working with a view to achieving better outcomes for the Charnwood Together vision.

- 3.7** The policies in this Core Strategy contribute to these objectives and the Vision. A monitoring framework has been developed to help us manage and monitor our performance against these objectives to help us to achieve our Vision. This is set out in Chapter 12.

Chapter 4: Development Strategy for Charnwood

How Much Development Do We Need?

- 4.1** People are living longer, birth rates are increasing and more people are moving into the Borough. As a result we have a growing and changing community who need homes, jobs, shops and services. This chapter sets out the type of new development we need to see happen in the Borough by 2028 to make sure we respond to increasing demands for homes, jobs and facilities.

Our Housing Needs

- 4.2** Our Borough forms an important part of a wider housing market of Leicester and Leicestershire. All the planning authorities in this area have co-operated to produce the Leicester and Leicestershire Strategic Housing Market Assessment 2014 (the 2014 SHMA). The 2014 SHMA provides evidence of the need for homes across the market area to 2031. It identifies an Objectively Assessed Need for 820 homes a year in Charnwood to meet our demographic needs and accommodate new jobs and economic growth.
- 4.3** The Leicester and Leicestershire local authorities have also co-operated to understand the supply of land within each area. Each authority has agreed that they can meet their individual needs for new homes until 2028. As no unmet need has been identified by our housing market partners there is no reason to consider whether more than 820 homes a year should be provided for in Charnwood. As a result, the housing requirement for Charnwood is 13,940 homes between 2011 and 2028. The position beyond 2028 will be considered by the Council and our partners through joint strategic planning and the preparation of other Leicester and Leicestershire plans.
- 4.4** Our strategy for delivering these homes is set out in the following chapter and a detailed breakdown of how we expect them to come forward over the plan period is set out in the housing trajectory in Appendix 1. It takes account of our relationship with the City and around 40% of the new homes to be delivered will be within and adjoining the Leicester Principal Urban Area.

Our Business Needs

- 4.5** A healthy supply of land for employment development is important so that there are opportunities for businesses to grow, new jobs, and the renewal of ageing buildings. Having land available is also good for competition and for businesses to have choices. Importantly, having land available for businesses means we are ready for inward investment opportunities.
- 4.6** We have considered what effect our growing population and changing economy will have on businesses and the number of jobs needed. The SHMA 2014 suggests that

approximately 12,000 new jobs will be needed between 2011 and 2031.

- 4.7** We expect to see approximately 75 hectares of land delivered between 2011 and 2028 to meet our strategic employment needs. Our strategy will give flexibility and choice and enable economic growth.
- 4.8** Loughborough is also home to the University of Loughborough and a number of innovative, cultural and science-based companies. Together with the University we have had a long standing commitment to the extension of the University Science and Enterprise Park to support growth in the high technology and knowledge economy. Our strategy makes provision for an extension to the Science and Enterprise Park up to 77 (gross) hectares of land to the west of the existing site on the edge of Loughborough in a high quality landscaped setting.

Our Shopping Needs

- 4.9** The local population and its spending power are expected to increase which will lead to a need for more shops. We expect the amount of money the local community will have to spend on food shopping to lead to a need for approximately 8,800 sqm of new food retail floor space. We expect the money that is available to spend on non-food shopping to see a need for between 32,800 and 41,600 (net) sqm of floor space.
- 4.10** Our evidence also shows that we need to plan for 9,600 (net) sqm of floor space for other town centre developments such as leisure and community uses.
- 4.11** Our plans for new shops will support town and village centres. This will reduce the need to travel and benefit our local economy.

Our Open Spaces, Sport and Recreation Needs

- 4.12** We have considered how well our community is provided for in terms of open spaces and sport and recreation facilities. Our evidence shows that the Borough is well provided for in terms of indoor and outdoor sports facilities and playing pitches but there are gaps in the provision for children and young people and insufficient provision of allotments. It showed that there is a generally good distribution of parks, natural and semi natural green spaces, and amenity green space. However, there are localised gaps and deficiencies in the provision and/or quality of provision in all parts of the Borough. We will also need to plan facilities for our new housing developments.
- 4.13** We have prepared an Open Space Strategy to set out the priorities for Charnwood.

Our Transport Needs

- 4.14** Most of our community enjoys quick and easy access to the road network and good public transport connections by bus and train. Some more rural communities rely largely on their cars. Forecasts suggest that traffic may increase by 19% by 2028. This growth

will need to be managed to avoid negative impacts on our community, such as congestion and increased emissions.

- 4.15** We will encourage people to travel by walking, cycling and public transport where possible. However, where people still need to use their car we will plan for new infrastructure.

Key Diagram



Where Will Development Be Located?

- 4.16** We will ensure new development is located where it helps provide people with good access to jobs, services and facilities including health, education, shops, leisure and open space. Our strategy is one of urban concentration and regeneration; where new homes and jobs benefit from the existing infrastructure in our urban areas whilst new infrastructure that accompanies our strategic developments benefits as many people as possible. This includes public transport, roads, schools and leisure facilities. Our strategy supports regeneration, reduces the need for people to travel and provides a genuine choice to walk, cycle or use public transport.

What this means for Charnwood

- 4.17** The communities who enjoy the best access to jobs, services and community facilities in our Borough are those living and working on the edge of Leicester City and in our towns of Loughborough and Shepshed. We have limited brownfield opportunities in Charnwood and cannot meet our housing needs entirely on brownfield land in these urban areas.
- 4.18** We believe the best way to deliver the majority of the homes and jobs needed is through sustainable urban extensions to the edge of Leicester City and Loughborough. This will meet our aim of taking advantage of existing infrastructure and ensuring new infrastructure benefits as many people as possible. It will also minimise the impact of new developments in and around smaller villages.

Sustainable Urban Extensions

Sustainable urban extensions are planned extensions to the existing urban areas which are large enough developments to support new businesses, schools, shops, health care facilities, open space and leisure facilities. This gives the people who live in them the opportunity to meet their daily needs without needing to make journeys by car.

Sustainable urban extensions should also benefit the existing, adjacent community to which they are attached; helping them to meet their daily needs.

- 4.19** Outside of the main urban areas, there are also seven larger settlements which function as Service Centres to the more rural parts of our Borough. These settlements are Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston. They have a good range of services and community facilities including shops, schools and health centres. Whilst not appropriate locations for sustainable urban extensions, they provide a sustainable location for a smaller scale of development, appropriate in size to their character and the services and facilities they contain.

- 4.20** Our remaining smaller villages and hamlets are not considered to generally be appropriate locations for development. We do not want to see significant growth in these villages but will encourage development that meets local needs and ensures the continued vitality and viability of these settlements. We will specifically support development that directly results in the protection or provision of new facilities and services in these smaller villages and hamlets.
- 4.21** The remainder of this chapter sets out how we will distribute carefully designed development. Our towns and villages fit into a hierarchy of settlements based on their level of services and facilities and our strategy directs new developments as appropriate in each part of the hierarchy.
- 4.22** Whilst there is a close relationship between this hierarchy and how we plan for new shops, we support the 'town centre first' approach for new retail developments. Our strategy for town centres and shops is set out in Chapter 6 as part of our approach to the economy and regeneration.

The edge of Leicester City

- 4.23** South Charnwood has a strong physical, social, economic and environmental relationship with Leicester City. Birstall and Thurmaston are defined as part of the Leicester Principal Urban Area. They form a physical edge to the city with strong links to it for jobs, services and community facilities including shops. A significant amount of land in our Borough adjoins Leicester Principal Urban Area settlements in other local authority areas, including Hamilton in Leicester City and Glenfield in Blaby District.

Leicester Principal Urban Area

A joint Study called the Leicester Principal Urban Area Strategic Planning Context (October 2009) has been prepared in partnership with authorities that adjoin the Leicester urban area. It defines the Leicester 'Principal Urban Area' as the continuous built up area of the City of Leicester and includes thirteen settlements outside the City boundary. The Principal Urban Area covers all or parts of Leicester City, Blaby, Charnwood, Harborough and Oadby and Wigston local authority areas.

- 4.24** We will concentrate development at the edge of Leicester to take advantage of existing infrastructure and support the regeneration in south Charnwood. This will include the development of two sustainable urban extensions and the Watermead Regeneration Corridor.
- 4.25** The city has almost reached its physical limits and our strategy will take advantage of this to attract new investment for the benefit of Charnwood, the City and the wider Principal Urban Area. The three strategic development areas will provide new homes and jobs for people and businesses that want to be close to the city to take advantage

of its services and facilities but do not want to be in the City itself.

- 4.26** Our strategy identifies a sustainable urban extension to the north east of Leicester for approximately 4,500 homes and up to 13 hectares of employment (east of Thurmaston and north of Hamilton). It also includes a direction of growth for a second sustainable urban extension of at least 1,500 homes and up to 15 hectares of employment to the north of Birstall (north of the A46). These two extensions will provide sustainable mixed use developments for homes, jobs and community facilities.
- 4.27** The sustainable urban extensions will be complemented by the Watermead Regeneration Corridor which will provide up to 8,750 sqm of offices and around 16 hectares of general employment land as well as a focus for leisure and recreation. Watermead Country Park is an important asset within the Corridor which itself extends to the waterfront at Thurmaston. The Corridor's location on the edge of the City means regeneration projects will be of benefit to both of the new communities as well as improving the long term vitality of Thurmaston.
- 4.28** All three of these strategic developments are located on important corridors into the City. They form part of a wider strategy for the City which also includes two sustainable urban extensions in adopted Core Strategies. One is part of Blaby District Council's Core Strategy and is near to junction 21 of the M1 motorway at New Lubbethorpe. The other is Leicester City Council's plan for a sustainable urban extension at Ashton Green which itself is near to our boundary at Birstall and Thurmaston.
- 4.29** We will continue to work closely with our local authority partners in the Principal Urban Area to ensure that these major developments will collectively provide a full range of homes and business opportunities, complementing one another and ensuring the long term success of the City.
- 4.30** The land we have identified to the north east of Leicester is the only area large enough in Charnwood that is adjacent to the Principal Urban Area and capable of accommodating a sustainable urban extension that delivers a full range of infrastructure including a secondary school. This location is well connected to the City with high frequency bus links that will offer genuine choice for the new community to access jobs, services and community facilities. It also provides an opportunity to integrate with the community and support the priority neighbourhood and regeneration at Thurmaston. A sustainable urban extension in this location will attract businesses into the area and provide the community to the east of the railway, which is cut off from the centre of Thurmaston, a new focus for their day to day needs.
- 4.31** The land to the north of Birstall will provide an opportunity on the edge of the Principal Urban Area to deliver a sustainable urban extension. This location has the potential to deliver a development that reflects the garden suburb principles underpinning the original concept behind Rothley Ridgeway, just north of the site along the Great Central Railway. This location is well connected to the City with high frequency bus links, an existing Park and Ride and a national cycle route. It also provides an attractive location for both

new homes and businesses which will support housing delivery and bring investment into our Borough. This location is also able to accommodate a sustainable urban extension which meets the day to day needs of its community with a good range of jobs, services and facilities.

- 4.32** In addition to these large developments, there are about 1,100 homes completed or committed on other smaller sites within and adjoining the Principal Urban Area, making the most effective use of brownfield land to meet our needs for homes and jobs.

Loughborough and Shepshed

- 4.33** Loughborough is the largest town in Charnwood and home to the University. Loughborough Town Centre is the main focal point for shopping, culture, leisure, and business in our Borough. It sits on the east side of the M1 motorway and forms part of a wider urban area with the smaller town of Shepshed to the west of the motorway. Together they act as a social and economic focus in the north of the Borough. The two towns together enjoy good public transport links and provide a wide range of homes, jobs and community services.
- 4.34** The majority of our growth, which is not taking place at the edge of Leicester, is planned for at Loughborough and Shepshed. This means that the people who live and work in these new developments can take advantage of the facilities already present and in turn support the economy and regeneration of the centres.
- 4.35** Our strategy is focused on a western growth area that will deliver new homes, a range of jobs, services, community facilities and public access to 188 hectares of historic parkland.
- 4.36** It includes a sustainable urban extension to the west of Loughborough (north of the A512) of approximately 3,000 homes and up to 16 hectares of employment land. This will directly lead to the restoration of Garendon Registered Park and provide public access to it for the first time. The sustainable urban extension will deliver a sustainable mixed use development for homes, jobs and community facilities.
- 4.37** This will be complemented by an extension to the Science and Enterprise Park to the south of the A512 and to the west of Loughborough on land adjacent to Loughborough University. This will deliver up to 77 hectares of high technology, knowledge based business land in a campus environment.
- 4.38** The western growth area will maximise Loughborough's location at the centre of the three cities of Nottingham, Leicester and Derby. It will provide an exciting opportunity for new homes and jobs to be provided with the significant benefits of a parkland setting, with the attractive landscape of the Charnwood Forest as a backdrop and a new road link between the west and north sides of the town. These developments will attract new investment into the town and maintain its reputation as a centre for high technology and knowledge based industries.

- 4.39** There are commitments for approximately 1,200 new homes at Shepshed. This development, along with benefits associated with the town's proximity to the western growth area, will help address the decline of the town centre. We will amend the settlement boundary to reflect these commitments at Shepshed through our Site Allocations and Development Management Development Plan Document.
- 4.40** The land to the west of Loughborough provides an opportunity to deliver a sustainable urban extension which can support the day to day needs of the new community. This location is well related to Loughborough and Shepshed with high frequency bus links. It is a location which provides an opportunity to integrate with the existing community so that the new infrastructure and open space benefits as many people as possible. It also has the potential to improve links between Loughborough and Shepshed and support the regeneration of Shepshed and West of Loughborough Priority Neighbourhood. This is also an attractive location for new homes and businesses which will support housing delivery and bring investment into Charnwood.
- 4.41** Our strategy for town centres and shops is set out in Chapter 6 and Policy CS9. We plan for new retail development to be focused in Loughborough Town Centre to support it as a successful, attractive and vibrant Town Centre and ensure it remains the focal point for our businesses and community. In addition to this we will also plan for some new shops in Shepshed Town Centre to support its regeneration.
- 4.42** In addition to these major developments, there are a further 1,800 homes completed or committed and up to 6 hectares of employment land to be developed on smaller sites within and adjoining Loughborough and Shepshed, making the most effective use of brownfield land to meet our needs for homes and jobs.

Service Centres

- 4.43** Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston are our Service Centres. Each has the following services and facilities:
- a primary school and good access to a secondary school;
 - access to employment opportunities;
 - food shops and a post office;
 - good access to a doctors surgery;
 - a good, regular public transport services to at least one main urban centre and reasonable bus access to nearby villages; and
 - a good range of recreation, leisure and community facilities
- 4.44** The Service Centres are all home to at least 3,000 people and the good range of services and facilities and good transport links allow them to provide for the daily needs of the people living there as well as supporting nearby communities.

- 4.45** A small amount of housing and employment development is necessary in the Service Centres to maintain their facilities and services to benefit the people who live there and to support surrounding communities. There are commitments for around 3,500 homes in Service Centres. This is sufficient to meet the levels of planned provision and we only expect to see small scale windfall developments within the settlement boundaries between 2014 and 2028. We expect approximately 7 hectares of employment land to be delivered in Service Centres between 2011 and 2028.
- 4.46** We will encourage the effective use of land for the new homes and jobs that are still to be found. Our priority is to see any new development that takes place at Service Centres to be within their existing built-up areas. However, greenfield locations may be appropriate where there is a recognised local housing or employment need and insufficient capacity within built-up areas to meet that need. We will expect the remainder to be provided for through our Site Allocations and Development Management Development Plan Document and ongoing development management decisions. We will also encourage the preparation of Neighbourhood Plans to provide for this development and, where appropriate, identify further development to support communities.

Other Settlements

- 4.47** Many of our villages do not generally have access to a good range of services or facilities and rely largely on the private car for their day to day needs. Our strategy allows for some development in these locations to help us to protect and where possible increase services and facilities within them.
- 4.48** Where a village has four or more key services and facilities (taken from the Service Centre criteria) and bus access to a Service Centre, town or the City they are generally able to serve some day to day needs of the people who live there.
- 4.49** Barkby, Burton on the Wolds, Cossington, East Goscote, Hathern, Newtown Linford, Queniborough, Rearsby, Thrussington, Thurstaston, Woodhouse Eaves and Wymeswold have four or more key services and facilities.
- 4.50** These villages may be suitable for some small scale infill development to meet local needs. To be considered small scale, a development should be appropriate in size for the village they are in and the character of the site's location and surroundings. This could include single or small groups of homes or businesses that are developed through the conversion of existing buildings or on infill plots. Any development that increases the need to travel by car will not be considered to be acceptable small-scale development. Our strategy for access and travel is set out in Chapter 8.
- 4.51** We expect Neighbourhood Plans to take a strong lead on meeting and managing the local housing needs of the neighbourhood they are prepared for. We will provide a framework for these developments in our Site Allocations and Development Management Development Plan Document.

Small Villages and Hamlets

- 4.52** There are a number of small villages and hamlets which have few or no services and facilities. The people who live in these villages rely on larger settlements for their day-to-day needs. These villages have much less potential to provide for a sustainable community where people can access what they need by walking, cycling and public transport. These villages are therefore poor locations for new development and our strategy for the countryside will apply (for our approach to development in the countryside see chapter 7).
- 4.53** Our small villages and hamlets are Barkby Thorpe, Beeby, Cotes, Cropston, Hoton, Prestwold, Ratcliffe on the Wreake, Ridgeway Area of Rothley, Seagrave, South Croxton, Swithland, Ulverscroft, Walton on the Wolds, Wanlip, Woodhouse and Woodthorpe.
- 4.54** We recognise, however, that the needs of smaller communities should be provided for, particularly given the decline in rural services. We expect local communities to prepare Neighbourhood Plans if they wish to see small-scale development, where this meets an identified local housing or economic need that realises a genuine improvement in the services and facilities. We will expect any community preparing a Neighbourhood Plan to conform to our strategy for 'other settlements' as set out above.
- 4.55** We have been monitoring the amount of new homes that have been built in Charnwood since the start of the plan period in 2011. The table below shows the number of homes provided by the development strategy. The number of homes provided in Service Centres and the Rest of the Borough are already sufficient to meet the levels of planned provision. The Core Strategy housing trajectory does not include windfall sites which may come forward during the Plan period. This potential housing supply provides additional flexibility to the overall housing supply in the Borough.
- 4.56** The Objectively Assessed Need is for 820 homes a year in Charnwood. The supply of homes will be assessed against this number as an overall requirement for Charnwood.

Figure 1: Summary of Housing Provision and Strategy

	Planned Housing Provision 2011-2028	Completions 2011 - 2014	Commitments* as of November 2014	Residual Provision Required up to 2028	Estimated Supply from Strategic Sites up to 2028	Estimated Total Supply from Completions, Commitments and Strategic Sites 2011 - 2028***
Principal Urban Area	5,500	401	730	4,369	4,595	5,726
Loughborough and Shepshed	5,000	412	2,511	2,077	2,440	5,363
Service Centres	3,000	778	2,682	0	0	3,460
Rest of Borough	500	211	676	0	0	887
Charnwood Total	14,000**	1,802	6,599	6,446	7,035	15,436

*Commitments include sites with planning permission or with a resolution to grant permission subject to S.106, sites under construction and sites saved under policy H/1 of the Borough of Charnwood Local Plan (2004)

** Figure rounded up from 13,940 (820 x 17yrs)

*** Additional windfall sites may also come forward within the settlement boundaries between 2014 and 2028

Policy CS 1

Development Strategy

We will make provision for at least 13,940 new homes between 2011 and 2028.

Leicester Principal Urban Area

Our priority location for growth will be the Leicester Principal Urban Area, where provision will be made for at least 5,500 new homes and up to 46 hectares of employment land between 2011 and 2028.

We will do this by planning positively for:

- **a sustainable urban extension of approximately 4,500 homes to the north east of Leicester, delivering approximately 3,250 homes and up to 13 hectares of employment land by 2028 and the remaining homes beyond the plan period as part of a comprehensive and integrated development;**
- **a direction of growth for approximately 1,500 homes as part of a sustainable urban extension to the north of Birstall, delivering approximately 1,345 homes and up to 15 hectares of employment land by 2028 and the remaining homes beyond the plan period as part of a comprehensive development;**
- **a direction of growth for up to 8,750 sqm of offices and up to 16 hectares of general employment land within the Watermead Regeneration corridor; and**
- **sustainable development which contributes towards meeting our remaining development needs, supports our strategic vision, makes effective use of land and is in accordance with the policies in this strategy.**

Loughborough and Shepshed

The majority of our remaining growth will be met at Loughborough and Shepshed where provision will be made for at least 5,000 new homes and up to 22 hectares of employment land between 2011 and 2028.

We will do this by planning positively for:

- **a sustainable urban extension of approximately 3,000 homes to the west of Loughborough, delivering approximately 2,440 homes and up to 16 hectares of employment land by 2028 and the remaining homes beyond the plan period as part of a comprehensive and integrated development;**
- **approximately 1,200 homes within and adjoining Shepshed to support its regeneration;**

- up to 6 hectares of employment land within and adjoining Loughborough/Shepshed; and
- sustainable development which contributes towards meeting our remaining development needs, supports our strategic vision, makes effective use of land and is in accordance with the policies in this strategy.

We will also plan positively for up to a 77 hectare expansion of Science and Enterprise Park to the West of Loughborough University.

Service Centres

We will plan positively for the role of Service Centres (Anstey, Barrow Upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston). We will do this by;

- providing for at least 3,000 new homes and approximately 7 hectares of employment land within and adjoining our Service Centres between 2011 and 2028;
- safeguarding services and facilities; and
- responding positively to sustainable development which contributes towards meeting our development needs, supports our strategic vision, makes effective use of land and is in accordance with the policies in this strategy.

Other Settlements

We will meet the local social and economic need for development in other settlements (Barkby, Burton on the Wolds, Cossington, East Goscote, Hathern, Newtown Linford, Queniborough, Rearsby, Thrussington, Thurstaston, Woodhouse Eaves and Wymeswold). We will do this by:

- providing for at least 500 new homes within settlement boundaries identified in our Site Allocations and Development Management Development Plan Document between 2011 and 2028;
- responding positively to small-scale opportunities within defined limits to development;
- responding positively to affordable housing developments in accordance with Policy CS3;
- safeguarding services and facilities; and
- responding positively to development which contributes to local priorities as identified in Neighbourhood Plans.

Small Villages and Hamlets

We will safeguard services and facilities and respond positively to development that meets a specific local social or economic need in our smallest settlements (Barkby Thorpe, Beeby, Cotes, Cropston, Hoton, Prestwold, Ratcliffe on the Wreake, Ridgeway

Area of Rothley, Seagrave, South Croxton, Swithland, Ulverscroft, Walton on the Wolds, Wanlip, Woodhouse and Woodthorpe). We will do this where:

- **the specific local social or economic need is identified by a Neighbourhood Plan or other appropriate community-led strategy; or**
- **the development supports sustainable businesses in accordance with Policy CS10.**

Designing Our Sustainable Developments

- 4.57** Making sure homes, jobs and shops are in the right place is only a part of our plans to deliver sustainable development. We also want new development to be attractive, safe⁽ⁱ⁾, long lasting and capable of being adapted over time to changing circumstances, including our climate. High quality design is not just about how something looks. It is a skillful response to the unique circumstances of a particular site and is at the heart of delivering sustainable development and high quality places where people want to live.
- 4.58** The design quality of new housing developments in the East Midlands has been assessed and the majority have been judged to be either poor or average. People expect new buildings to be designed to a higher standard than they have been in recent years. The success of our Vision can only be realised if there is a marked improvement in the quality of new development. We want to significantly improve the standard of new developments when compared to what has gone before.
- 4.59** Our towns and villages have distinct identities, shaped to respond to the landscape they are set in. We are fortunate to have a rich mix of buildings from different periods, built of local materials which are a product of our diverse geology.
- 4.60** We do not want to impose architectural styles or tastes and recognise the role that appropriate innovative and original design can play in reinforcing our local distinctiveness. We do, however, want to see architectural excellence where opportunities are available, such as on strategic sites and at prominent and high profile locations. We will make sure new development is of a high quality design.
- 4.61** Our approach to design is based upon Building for Life 12 (BfL12), the national standard for well designed homes and neighbourhoods, published by the Design Council and its partners including the Home Builders Federation. BfL12 poses a series of questions to stimulate the design process for, or appraisal of, new developments.
- 4.62** We will promote the use of design standards at the earliest opportunity in the development process to raise standards in new development. We will require independent design reviews for major or sensitive developments and we will work with organisations such as OPUN to influence the successful design of strategic developments. We will use assessments made under standards like BfL12 to determine quality of new developments under Policy CS2.
- 4.63** We will be preparing design guidance through an updated Leading in Design Supplementary Planning Document.

i As part our duty to consider crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

- 4.64** We also expect Neighbourhood Plans to take a strong lead on the type of design they expect for their area. We will encourage those communities who wish to prepare a Neighbourhood Plan to provide local design guidance which reflects and accords with Building for Life criteria. Many villages also have a Village Design Statement and we will continue to work with our communities who wish to influence the design of new buildings using this type of document.
- 4.65** We will monitor the BfL12 design standard of new developments through our Annual Monitoring Report.

Policy CS 2

High Quality Design

We will require new developments to make a positive contribution to Charnwood resulting in places where people would wish to live through high quality, inclusive design and, where appropriate, architectural excellence. Proposals should respond positively to their context and reinforce a sense of place.

We will require new developments to:

- **respect and enhance the character of the area, having regard to scale, density, massing, height, landscape, layout, materials and access arrangements;**
- **protect the amenity of people who live or work nearby and those who will live in the new development;**
- **function well and add to the quality of an area, not just in the short term, but over the lifetime of the development;**
- **provide attractive, well managed and safe public and private spaces;**
- **provide well defined and legible streets and spaces that are easy to get around for all, including those with disabilities; and**
- **reduce their impacts upon and be resilient to the effects of climate change in accordance with Policy CS16.**

We will do this by requiring independent design reviews for major or sensitive developments and using national design assessments to determine quality of new developments.

Chapter 5: Meeting Our Housing Needs

- 5.1** Our community will grow and change in the coming years. We expect people to live longer and to live in smaller households. We need to respond to these changes along with the demand for student homes arising from our successful University and College. The cost of a home is also higher than many people can afford. We want to meet the needs of the whole community, this means delivering homes to buy, homes to rent through private landlords and registered providers, as well as meeting the needs of Gypsies, Travellers and Travelling Showpeople.
- 5.2** We want to make sure the size and type of homes that are built are the right ones to give people the opportunity of living in a quality home that meets their needs. Our strategy will provide greater choice in the housing market.

Strategic Housing Needs

Types and Sizes of Homes We Need

- 5.3** We are seeing more small households as people live longer or alone, and more couples have children later.
- 5.4** Between 2011 and 2036 the number of people aged 55 and over is expected to increase by about 44%. During the same period, the number of people aged 85 and over is expected to increase by 182%.
- 5.5** We want to provide opportunities to meet the needs of our ageing population, including specialist provision once people require more support.
- 5.6** We have assessed the profile of the current housing stock in the Borough and considered what the best mix of new homes would be to meet our community's need. 24% of the current housing stock is 2 bedrooms flats and houses and 67% are homes of 3 bedrooms or more. Based on the projections for our population and household types our evidence suggests that we need to increase the number of 2 bedroom homes and that to do this around 30-35% of all homes delivered should be smaller two bedroom homes.
- 5.7** The low proportion of smaller homes available makes it difficult for older people who want to downsize, those on low incomes and benefits and younger people who want to find their first home. We need to increase the number of smaller and medium sized properties being built. Our community wants to see smaller houses and bungalows rather than flats and apartments, as these provide space for young families to grow and family to visit with older relatives. However, it is important to recognise that we will still need some medium and larger family homes although we expect to see less of these types of houses than in the past. We also need to ensure that the design of new houses addresses the different needs of people in our community, including older people and those with disabilities.

- 5.8** We expect new housing developments to take account of local housing needs and the current mix of homes available in the local area. We will work with our partners to identify the mix of homes required from developments. This will be done through masterplanning for strategic sites, Neighbourhood Plans for our existing communities and by using evidence from the Strategic Housing Market Assessment, local housing needs surveys and household projections when considering planning applications.

The Amount of Affordable Housing

- 5.9** The price of a home has increased significantly over the past 10 years and remains out of reach for many people despite the recent economic climate.
- 5.10** The average house price in Charnwood was £189,635 in 2011. The price of the cheapest properties, which are likely to be attractive to first time buyers, was £127,000. The household income required to purchase an entry level home is £38,100 based on a 90% mortgage, although many mortgages require a larger than 10% deposit. Whilst a larger deposit makes it easy for a homebuyer to support a mortgage on a lower salary, it presents a different challenge of saving a large enough deposit and the increased time needed for this.
- 5.11** The generally accepted ratio for the amount of mortgage a household can borrow is 3 to 3.5 times household income. The average household income in Charnwood was £33,629 in 2011. Average house prices have reached over 5.5 times average household income in Charnwood. However many people earn less than this, and in fact even the cheapest homes are 6.6 times the household income of buyers on lower incomes.
- 5.12** The difference between house prices and incomes makes it difficult for people to find a home. We can help those people in our community whose needs are not met by the market by providing access to affordable homes. These are usually homes that are made available to buy a share in or rent through a Registered Provider such as the Council or a Housing Association.
- 5.13** However, our evidence suggests that there are not enough affordable homes to meet the needs of our community. Between 2011 and 2031 the estimated number of affordable homes required to address outstanding and newly arising needs is 180 houses a year. The lack of affordable homes can result in people being unable to downsize or move out from living with their parents. For those who do move they may not live near their work and may have to leave their home town or village.
- 5.14** We want to increase the amount of affordable homes being delivered. We will make sure new housing developments in the Borough include and fund an element of affordable housing without compromising the viability of the scheme. We have considered the types of housing development that we might expect from different parts of the Borough and the impact land values will have on viability. Policy CS3 identifies the size of development we require affordable housing from and the proportion of affordable homes we will seek.

- 5.15** We do not want the level of affordable housing we seek to prevent sustainable development from happening. Where a developer considers that the requirement for affordable housing is making a site financially unviable we will require them to provide us with a viability appraisal and to meet the cost of an independent assessment of that appraisal. We will commission the independent appraisal to inform our discussions on the appropriate development of sites.

The Type of Affordable Homes Needed

- 5.16** There are three types of affordable houses:
- social rent: owned and managed by a Council or other Registered Provider with rent determined through the national rent regime;
 - affordable rent: owned and managed by a Council or other Registered Provider with rent set at a level which does not exceed 80% of the local market rent; and
 - intermediate housing: low cost home ownership options where households can buy a percentage of the property and rent the remainder from a Registered Provider.
- 5.17** Our evidence shows that the greatest need for affordable homes is generally for 2 and 3 bed houses. In terms of tenure, our evidence suggests that 20% of affordable homes should be provided for intermediate housing and the remaining 80% should generally be split equally for social or affordable rent.
- 5.18** The size and type of affordable housing on new housing developments should reflect our needs as identified by the Strategic Housing Market Assessment and the requirements of the local area. We have considered how many affordable homes we may be able to deliver and have set an ambitious but realistic target of 3,060 new affordable homes to be delivered with our partners in Charnwood between 2011 and 2028.
- 5.19** We expect affordable housing to be delivered on site and alongside market housing to help create mixed and balanced communities and developments.
- 5.20** We expect a proportion of large housing developments to be delivered as affordable homes. We have considered the amount we need and the appropriate amount for different parts of Charnwood depending on the impact on the viability of development. The proportion of affordable homes we expect within and adjoining each settlement is set out in Policy CS3.
- 5.21** Our evidence suggests that a higher proportion of affordable housing may be achievable within our strategic allocations and directions of growth. We have considered the range of infrastructure these larger sites will need to include in order to set an appropriate target for affordable housing without compromising the viability of development.
- 5.22** We will monitor the amount of affordable homes that are delivered in our Annual Monitoring Report.

Affordable Housing in Rural Communities

- 5.23** We can increase the amount of rural affordable homes by allowing 'rural exception sites' where development would not normally be acceptable outside the settlement limits to development. We will only allow these developments where a village or group of villages has an identified local need for affordable housing by undertaking a Housing Needs Survey. We will work with our partners to deliver rural exception sites that are small and well related to the settlement.
- 5.24** Some market housing may be allowed to subsidise the delivery of rural exception schemes. We will only do this where there is clear and robust evidence of the needs being tackled and the financial justification for the market housing being proposed to deliver the scheme.

Policy CS 3

Strategic Housing Needs

We will manage the delivery of at least 13,940 new homes between 2011 and 2028 to balance our housing stock and meet our community's housing needs.

We will do this by:

- **seeking the following targets for affordable homes within housing developments, having regard to market conditions, economic viability and other infrastructure requirements:**
 - **30% affordable housing within the sustainable urban extensions north east of Leicester and west of Loughborough and the direction of growth north of Birstall;**
 - **on sites of 10 dwellings or more in the following urban areas and service centres:**

Location	Target
Thurmaston Shepshed	20%
Birstall Loughborough Anstey Barrow Upon Soar Mountsorrel Sileby Syston	30%
Quorn	40%

Location	Target
Rothley	

- on sites of 5 dwellings or more in the following rural locations:

Location	Target
East Goscote Thurcaston	30%
Barkby Barkby Thorpe Beeby Burton on the Wolds Cossington Cotes Cropston Hathern Hoton Newtown Linford Prestwold Queniborough Ratcliffe on the Wreake Rearsby Ridgeway Area of Rothley Seagrave South Croxton Swithland Thrussington Ulverscroft Walton on the Wolds Wanlip Woodhouse Woodhouse Eaves Woodthorpe Wymeswold	40%

- seeking an appropriate mix of types, tenures and sizes of homes, having regard to identified housing needs and the character of the area;
- seeking all new housing to be built to 'Lifetime Homes', where feasible;
- securing the delivery of affordable homes on-site and integrated with market housing unless there are exceptional circumstances which contribute to the creation of mixed communities;
- working with our partners to deliver small-scale rural exceptions sites in accordance with Policy CS1 that meet an identified local need; and
- monitoring the delivery of affordable homes through our Annual Monitoring Report.

Houses in Multiple Occupation

- 5.25** When a group of 3 or more unrelated people live together the home is known as a 'House in Multiple Occupation'. The number of properties used this way has grown in recent years. They cater for a wide range of people including those on low incomes and young people, particularly those in further and higher education.
- 5.26** Student houses are concentrated in Loughborough, the home of our University and College. This is because of a limited amount of purpose built student accommodation and a desire of many students to live off campus in private housing.
- 5.27** Our evidence shows that particular concentrations can be found in Storer Ward and Southfields Ward in Loughborough.
- 5.28** We value the University and College and the significant economic, social, and cultural contribution our student population brings to Loughborough. However, a negative impact has been experienced in some neighbourhoods because of the over concentration of houses in multiple occupation. These impacts have affected some community facilities, the character and appearance of the area and caused disturbance and parking problems.
- 5.29** In recognition of the pressure we have seen in Loughborough, special powers were granted to us by the Secretary of State under an 'Article 4 Direction'. The Direction makes it a requirement for planning permission to be obtained to use a house for 3 or more unrelated people who live together. Whether a proposed House in Multiple Occupation will be appropriate will generally depend on the character of the area, the prevalence of existing homes used in this way and the effect the additional use would have on the amenity of the area.
- 5.30** We will work closely with our partners, particularly local residents, Loughborough University and the Students Union to address issues arising from concentrations of Houses in Multiple Occupation. Whilst projections prepared by the University suggest that the number of students will drop steadily over the next three years, there will still be a need to manage the impact of Houses in Multiple Occupation.
- 5.31** We will prepare a Houses in Multiple Occupation Supplementary Planning Document which will provide guidance on how we will consider social and physical character, amenity, highway safety and cumulative impact of these developments.

Policy CS 4

Houses in Multiple Occupation

We will support the well-being, character and amenity of our communities by managing the proportion of houses in multiple occupation. We will do this by preventing houses in multiple occupation that, either in themselves, or cumulatively with other houses in multiple occupation:

- **damage the social and physical character and amenity of a street or residential area; or**
- **generate noise and disturbance which is detrimental to the amenity of the street or residential area; or**
- **generate a demand for on-street car parking that would prejudice the safe operation of the highway, or cause detriment to amenity.**

We will also prepare further policy and guidance in our Site Allocations and Development Management Development Plan Document and Supplementary Planning Document on Houses in Multiple Occupation.

Gypsies, Travellers and Travelling Showpeople

- 5.32** We need to consider the needs of Gypsies and Travellers in the same way as those for the rest of our community. This means assessing their needs within Charnwood and identifying land that can be developed to meet that need.

GYPSIES AND TRAVELLERS

Gypsies and travellers have a distinct set of housing needs based on their nomadic lifestyle. This is a defining characteristic of the community, but they are a diverse group comprising distinct sub groups each with their own culture and travelling behaviour, and each with their own distinct needs for accommodation.

Different types of sites are needed, including:

Permanent sites: which provide for the long term accommodation needs of travellers who may remain at a single location for an extended period of time

Transit sites: which provide for short stays often related to traditional travelling routes; and

Travelling showpeople sites: which provide long term accommodation for showpeople and that are used for the storage of large pieces of fair ground equipment and gantries, particularly over the winter period.

- 5.33** Every year a fair is held in Loughborough Town Centre in November. During this time the town temporarily becomes home to a large number of showpeople. There is a site for travelling showpeople at Hoton and planning permission has been granted for a permanent gypsy and traveller site at South Croxton. However, unauthorised encampments frequently occur within Charnwood, mainly in and around Loughborough, but also along the A6, near Wymeswold and around Anstey. The number of unauthorised encampments (44 between March 2005 and November 2012) and our evidence suggests there is a need for transit sites.
- 5.34** A Gypsies' and Travellers' Accommodation Needs Assessment has been prepared in partnership with other authorities in Leicestershire to help us understand their accommodation needs. The assessment found that there is a local need to provide permanent pitches, stop over locations (transit pitches) and sites for travelling showpeople, large enough to accommodate the storage of equipment.
- 5.35** Taking into account the findings of the Assessment, additional advice from the Multi Agency Traveller Unit and the findings of the Council's Scrutiny Panel, we will need to provide a total of at least 8 permanent pitches, up to 10 transit pitches and 16 plots for showpeople by 2031.

- 5.36** There is an opportunity to positively plan for sites as a part of each of our allocated sustainable urban extensions at north east of Leicester and west of Loughborough and sites for showpeople as part of our three strategic housing developments. This approach will give people living on these sites good access to main roads and services and provide an opportunity to plan for a new settled and gypsy or traveller community at the same time. We will also identify sites in our Site Allocations and Development Management Development Plan Document. We will consider land in our ownership as part of this process and ask our other public sector partners to do the same.

Policy CS 5

Gypsies, Travellers and Travelling Showpeople

We will support sites for gypsies, travellers and travelling showpeople that are:

- **closely related to a town or village;**
- **appropriate in scale;**
- **well-related to local infrastructure and services, including safe and convenient access to the road network; and**
- **do not cause significant detrimental impact to the existing community.**

We will meet the need for at least 8 permanent pitches, 10 transit pitches and 16 plots for showpeople by 2028 by:

- **requiring a site for at least 4 permanent pitches at each of our allocated sustainable urban extensions in accordance with Policies CS19 and CS22;**
- **requiring a site for at least 4 showpeople plots at each of our strategic housing developments in accordance with Policies CS19, CS20 and CS22;**
- **allocating a site for at least 4 showpeople plots in our Site Allocations and Development Management Development Plan Document; and**
- **allocating one or more sites for at least 10 transit pitches in total in our Site Allocations and Development Management Development Plan Document.**

Chapter 6: Economy and Regeneration

Employment and Economic Development

- 6.1** Charnwood is the largest district by population in Leicestershire and one of the largest in the country. Excellent road and rail networks to Leicester, Nottingham and Derby are of great benefit to our local economy, as is the proximity of the M1 motorway and East Midlands Airport. Our community and businesses enjoy excellent national and international trade links.
- 6.2** We have a strong relationship with Leicester and our economic fortunes are linked. Many people who live in Charnwood have jobs in the City and the south of Charnwood, in particular, is home to many businesses that wish to be close to the City.
- 6.3** Loughborough and Shepshed are the main social and economic focus for the northern part of Charnwood. Once known for textiles and engineering, Loughborough has become a centre for education with a growing reputation in the knowledge-based sector through the development of the Loughborough University with its related Science and Enterprise Park.
- 6.4** Our villages in the Soar and Wreake valleys were once associated with clothing and engineering. With the decline of those industries we have seen the redevelopment of factories for housing and the villages have mainly become dormitory communities. Nevertheless, we have had some success with new jobs being created in Service Centres.

Business and Jobs

- 6.5** In 2008 there were about 61,200 jobs in Charnwood. Around 10,000 of these were in education and around 9,200 were in manufacturing. Both of these figures are proportionally higher than would be expected compared to the national average and reflects our economic strengths. Almost 5,000 were in professional, scientific and technical services sectors. This is also higher than the national average.
- 6.6** Whilst manufacturing makes a significant contribution to our economy it is in decline nationally. Our evidence suggests that around a quarter of our industrial and warehousing jobs could disappear by 2031.
- 6.7** Around 1,200 jobs have recently been lost with the closure of the Astra Zeneca pharmaceutical research and development facility in Loughborough. This had an impact on the number of jobs available in high tech manufacturing and scientific services and the purpose built research and development facility is now available for new businesses.
- 6.8** Loughborough Science and Enterprise Park is one of the largest in the country, providing a focus for our knowledge based and high tech businesses. Our Science and Enterprise

Park is intrinsically linked to the University, providing for the transfer of technology from academic research to business.

- 6.9** New business start ups and business survival rates are indicators for the strength of entrepreneurial activity. Whilst around 8 out of 10 businesses employ fewer than 10 people, our new business registrations are the lowest in Leicestershire.
- 6.10** Three year survival rates are comparable with other Leicestershire districts and enquiries for offices and workspace are second only to Leicester. Our evidence suggests that demand is for innovation and incubation space, particularly in Loughborough. We have not been able to meet this demand which is not good for our economy or community and may be a reason why our business registrations are low.
- 6.11** Whilst we are fortunate not to have many derelict industrial sites, our stock of employment buildings is ageing. A number of these are reaching the end of their design lives. Some will usefully become low cost business accommodation. Others will no longer be able to meet the needs of businesses operating within a competitive global market place.

Wages

- 6.12** The average wage in Charnwood is about the same as that for the East Midlands but is lower than it is nationally. Unemployment levels are generally lower than have been seen elsewhere during the economic downturn. We are mindful, however, that there are a number of Priority Neighbourhoods at East Loughborough, West Loughborough, Mountsorrel and South Charnwood (Thurmaston and Syston) that have lower levels of educational attainment, low incomes and high levels of unemployment.

Travelling for Work

- 6.13** Whilst our businesses provide 61,200 jobs our evidence shows that many people living in our community travel out of Charnwood for work, particularly to Leicester. In fact, 11,500 more people travel out for work than into Charnwood for a job.
- 6.14** With a number of large communities in the south of Charnwood that are close to the City boundary some of those journeys may not be particularly lengthy. However, the scale of commuting contributes to congestion on the main roads into the City.

Priorities for Business

- 6.15** We want to contribute to the East Midlands economy and maximise the economic potential of Charnwood to the benefit of our community.
- 6.16** Successful businesses increasingly rely on skills, knowledge and innovation. Having jobs in knowledge based and high tech industries is a key measure of economic competitiveness which can influence current and future prosperity. Our Vision sees

the creation of high technology manufacturing and knowledge based industry as important, a priority we share with the Leicester and Leicestershire Enterprise Partnership.

- 6.17** Our excellent communications and the presence of Loughborough University, mean we are well placed to attract high technology manufacturing and knowledge based businesses, particularly to Loughborough. We want Loughborough University to maximise its potential as a centre for learning, innovation, and creativity. We want to attract research and development businesses to an expanded Science and Enterprise Park. This can help us realise our ambitions for high technology manufacturing and knowledge based industries.
- 6.18** We will support the growth of the University by providing for the expansion of the university campus and established Science and Enterprise Park on land to the west of the existing site. The landscape in this area can provide a high quality setting for iconic development.
- 6.19** Our strategy for the expansion of the Loughborough Science and Enterprise Park is set out in Chapter 10.
- 6.20** We want to make sure that our businesses have the opportunity to maximise their competitive advantage and secure the future of local jobs. To do this they may need to move into new premises. We will help small and medium sized businesses and entrepreneurs, by delivering managed workspace and small scale business units.
- 6.21** We want to help our community to re-skill for jobs in the growing office and high tech manufacturing sectors. However, we also want to provide a balanced economy. Despite national trends, we will retain and improve opportunities within the manufacturing sector for those businesses that wish to make things and to provide jobs for those people who are not able to retrain. In doing so, we have an opportunity to tackle pockets of unemployment and respond to the decline in traditional manufacturing.
- 6.22** We will work with our partners, including the Leicester and Leicestershire Enterprise Partnership, to improve skills through training, apprenticeships and development programmes. Our strategy will be guided by our continuing engagement with the local business community who are part of our local strategic partnership.
- 6.23** Overall, we want to make sure that “Charnwood is open for business.” We want to secure sustainable economic growth and our strategy has been prepared to act as a catalyst for economic recovery and to be capable of responding rapidly to the market.
- 6.24** The SHMA 2014 suggests that approximately 12,000 new jobs will be needed between 2011 and 2031, due in part to our growing population but also because of change in the economy.
- 6.25** We want to make it easier for people to travel between their home and work.

- 6.26** We have considered whether our existing opportunities and commitments are able to deliver our strategy for economic growth. Some of our existing employment sites are not located in the right place to reduce the impact of commuting. Some of our ageing premises will also need to be redeveloped either for employment or other uses. We want to integrate our employment opportunities with the delivery of new homes.
- 6.27** The economic relationship between South Charnwood and Leicester City has also been considered. We want to encourage new manufacturing and small warehousing jobs within Charnwood to take advantage of business investment and expansion that cannot take place in Leicester City. Our evidence suggests that jobs requiring around 32 hectares of land will not be able to find space in Leicester.
- 6.28** Our strategy is for a flexible land supply capable of responding to a changing market, encouraging competition and maximising economic growth, both during and beyond the plan period. We will make sufficient land available in sustainable locations to provide a balanced supply, meet our needs and the unmet general employment needs for the edge of Leicester.
- 6.29** Our strategy focuses most new employment in the main centres of population; in Loughborough and Shepshed and on the edge of Leicester. We will deliver low carbon employment sites as an integral part of our sustainable urban extensions. We will also make sure new jobs are provided close to our major housing developments to provide and encourage opportunities for people to walk, cycle and use public transport, rather than use their cars. Some employment developments such as retail, offices, entertainment and leisure are best suited to town centre locations. We will support proposals for town centre uses where they are in accordance with Policy CS9.
- 6.30** Our strategy also makes a strong contribution to the Watermead Regeneration Corridor, one of our Regeneration Strategy priorities. The Watermead Regeneration Corridor supports the regeneration of Thurmaston village centre and provides a highly accessible site for inward investment. It will create jobs close to a Priority Neighbourhood and will connect the community with the adjacent Country Park and heritage canal frontage.
- 6.31** We have considered the evidence and the need for employment land. Between 2011 and 2014 around 1.5 hectares have been completed. A further 25.5 hectares has planning permission and is expected to be delivered over the plan period. In making provision for up to 75 hectares of employment land through strategic growth sites the strategy will provide choice and flexibility in the employment land supply and allow for the very long time horizons sought by the commercial development and investment markets. We expect around 48 of the 75 hectares of strategic land to be delivered by 2028.

Policy CS 6

Employment and Economic Development

By 2028 we will meet the economic needs of our community and support the economy of Leicester.

We will do this by:

- **delivering up to 75 hectares of land between 2011 and 2028 for strategic employment purposes in accordance with Policy CS1;**
- **supporting the expansion of the Science and Enterprise Park on up to 77 hectares of land in accordance with Policy CS23;**
- **encouraging a greater proportion of high technology and knowledge based businesses;**
- **providing opportunities for manufacturing businesses to develop, re-locate and expand;**
- **providing opportunities for small-scale, high quality business units and offices;**
- **promoting business and employment regeneration opportunities that are accessible to the Priority Neighbourhoods; and**
- **supporting major employment opportunities in locations where they reduce journeys to work by car.**

Our Regeneration Strategy

6.32 Our Regeneration Strategy identifies our seven priorities for regeneration:

- Loughborough Town Centre – Baxter Gate and the Inner Relief Road Corridor
- Loughborough Town Centre –Devonshire Square
- Bishop Meadow and Dishley Grange
- Loughborough's Industrial Heritage Quarter
- Science and Enterprise Park
- Watermead Regeneration Corridor
- Shepshed Town Centre

6.33 Six of these priorities are in Loughborough and Shepshed. With the exception of the Loughborough Science and Enterprise Park, which is dealt with in Chapter 10 and the Watermead Regeneration Corridor which is dealt with in Chapter 9, this section of the Core Strategy deals with our Regeneration Priorities.

Loughborough

6.34 Loughborough's economy is based on a range of service and manufacturing businesses. Notwithstanding the national decline in heavy and electrical engineering industries, they continue to make an important contribution to the prosperity of Charnwood. Our economy also benefits from the Science and Enterprise Park which is building on our growing reputation in the knowledge based sector.

6.35 The historic town centre includes a variety of shops and services but is threatened by competition from larger centres like Leicester, Nottingham and Derby and new models of retailing such as the internet.

6.36 There are Priority Neighbourhoods at East and West Loughborough, where levels of deprivation are amongst the highest in Leicestershire. The neighbourhoods suffer from low incomes, high unemployment, low attainment levels, poor health and high crime rates. The east of Loughborough also has pockets of derelict and neglected land. Whilst they contribute to deprivation they also provide an opportunity that can support regeneration.

6.37 The diverse economy has protected the town from the worst impacts of the economic down turn. If we are to sustain and enhance the area's prosperity we must maximise the economic potential of the town for commerce, industry and tourism.

Industrial Heritage Quarter

6.38 Loughborough's Industrial Heritage Quarter lies to the east of the town centre. It is the product of industrial growth during the second half of the 19th Century. The quarter is characterised by terraced houses, redundant hosiery mills and engineering sheds and

a former waste disposal site. Many of the former industrial premises are now vacant or derelict and offer a significant opportunity for the delivery of new homes and businesses.

- 6.39** The Tourism Blueprint for Charnwood recognises the tourism potential of our industrial past in the Great Central Railway, the Grand Union Canal and the Bell Foundry.
- 6.40** The Great Central Railway Company is an established heritage railway. They have ambitions to replace a missing bridge at Railway Terrace in Loughborough. If the 'Bridging the Gap' project is successful it will mean continuous track for 18 miles between Birstall (Leicester) and Ruddington (Nottingham). The significant funding required for this project is likely to depend on demand for moving locally quarried aggregates by rail. We do not want to lose the potential for a replacement bridge and will support investment in infrastructure and exhibition space to enhance the railway's appeal as a major tourism destination.
- 6.41** The River Soar and Grand Union Canal Strategy prioritises Loughborough as a hub on the canal network. There are opportunities for enhanced linkages between the waterway and the town centre and potential for regeneration of adjoining land to create an active waterfront.
- 6.42** The former refuse tip at Allsopps Lane is currently neglected and could provide informal leisure and recreation opportunities for the local community. We want to see it reclaimed for new natural green space.
- 6.43** We want to encourage the regeneration of the Industrial Heritage Quarter. We will do this by promoting mixed use development that retains and enhances the remaining heritage assets.

Bishop Meadow

- 6.44** We are working with our partners, including the Local Enterprise Partnership, to attract business and encourage investment to the former Astra Zeneca site and buildings. Our priority is to see the recently built high specification offices and laboratories reused. The undeveloped land adjacent to the Bishop Meadow Industrial Estate provides an opportunity for small and medium sized businesses and high earning jobs.

Policy CS 7

Regeneration of Loughborough

We will make a significant contribution to the regeneration of Loughborough by 2028 by:

- **supporting proposals for town centre uses at our strategic regeneration sites in particular those at Devonshire Square and towards the southeast of Loughborough Town Centre in accordance with Policy CS9;**
- **supporting development which conserves and enhances the heritage and tourism value of Loughborough's Industrial Heritage Quarter;**
- **supporting proposals to reconnect the Great Central Railway at Railway Terrace and deliver a direct connection into the Midland Mainline railway;**
- **supporting development which enhances the tourism potential of our heritage assets, including the Great Central Railway and Grand Union Canal;**
- **requiring development adjacent to the Grand Union Canal to contribute to an active waterfront with public access;**
- **supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access;**
- **supporting employment proposals for vacant land and buildings adjoining the Bishop Meadow Industrial Estate, particularly where they benefit small and medium enterprises or, knowledge based businesses;**

We will do this by supporting proposals for new development through our Site Allocations and Development Management Development Plan Document.

Shepshed

- 6.45** The economy of Shepshed was historically focused on small manufacturing businesses. The majority of Shepshed's factories are now closed and have been redeveloped for homes. The jobs that were lost have not been replaced in the town and with the addition of new homes most people leave Shepshed for work each day.
- 6.46** Many of the new homes that have been built on old factory sites have been to the south of the town centre. Unfortunately, access into the town centre is difficult due to a lack of walking and cycling links and, as a consequence, many people choose to shop where they work. The town centre has declined as a result, with the closure of shops and services, exacerbating the fragmented character of the main shopping streets. We want to support the community in its efforts to break this cycle.
- 6.47** In 2010 the Town Council prepared a feasibility study that looked at improving the quality and character of the street scene and public spaces. More recently the Shepshed

Community Plan 2011 has been prepared, setting an action plan for change. Whilst a “Portas Pilot” bid was ultimately unsuccessful, the community’s commitment to addressing the needs of its town centre has been recognised and the Government has offered to help the town learn from successful pilot projects.

- 6.48** We want to improve the town centre environment, support shops and markets and promote businesses and workspaces. Our priority to regenerate Shepshed town centre will require investment. We will work in partnership with the community and developers on the action that needs to be taken and to identify funding opportunities for town centre improvements.
- 6.49** There are commitments for around 1,200 new homes at Shepshed and a sustainable urban extension at west Loughborough. These developments will be well connected with Shepshed town centre to encourage visits and spending in the town centre. We will work with our partners to prepare a Regeneration Masterplan for Shepshed that consider how change can be achieved and the potential for development in the town to contribute to this.

Policy CS 8

Regeneration of Shepshed

We will make a significant contribution to the regeneration of Shepshed by 2028 by:

- **supporting developments which contribute to the vitality and viability of Shepshed in accordance with Policy CS9;**
- **supporting proposals that provide managed workspace and small business start up space; and**
- **supporting developments that improve access to community facilities.**

We will do this by:

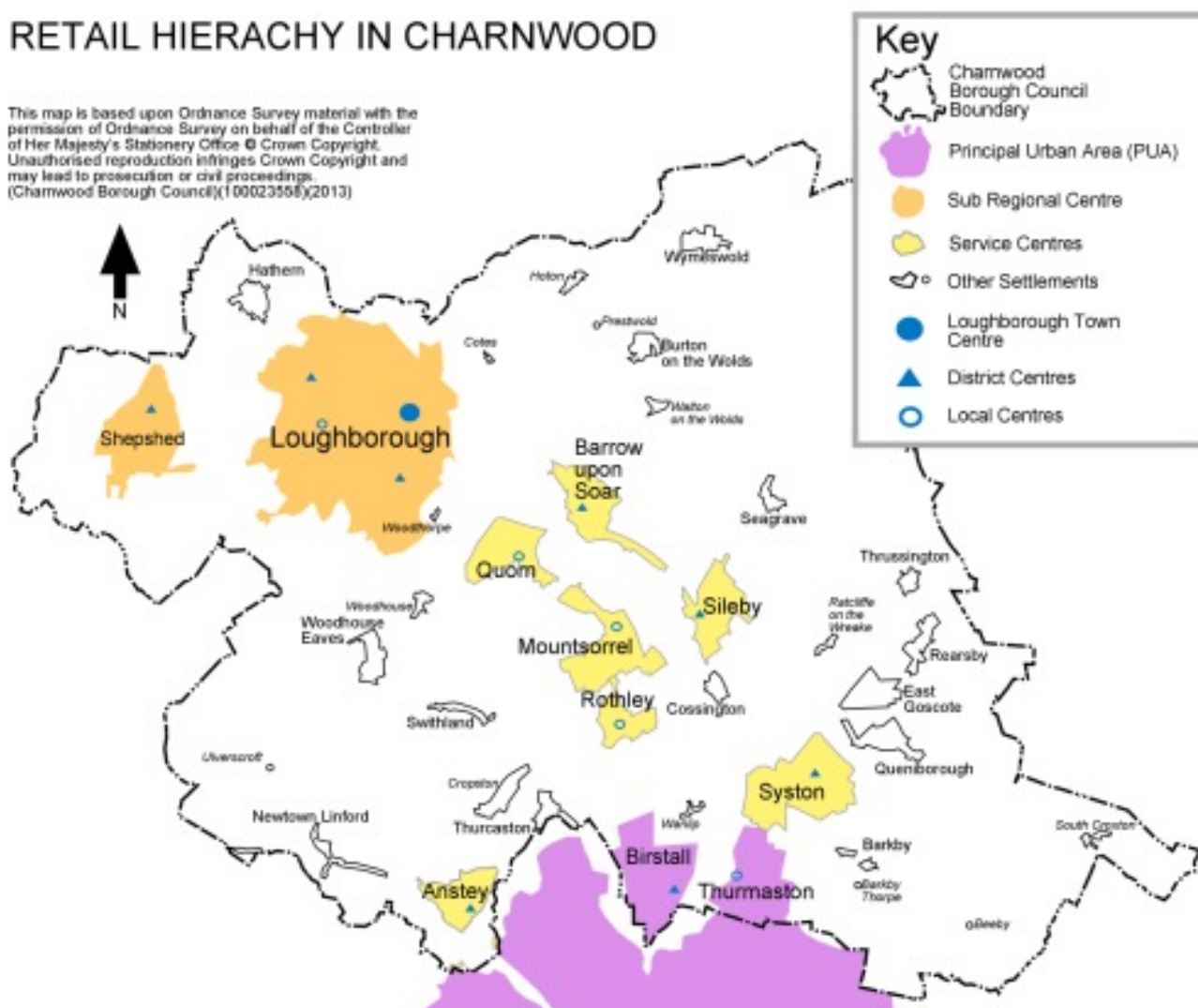
- **working with our partners to prepare a Shepshed Regeneration Masterplan;**
- **delivering strategic developments in accordance with Policy CS22; and**
- **supporting proposals for new development through our Site Allocations and Development Management Development Plan Document.**

Town Centres and Shops

- 6.50** Our town and village centres are a key focus for employment and for economic activity. Securing a network of vibrant centres is an essential part of our economic and regeneration strategy. It is vital that we plan appropriately for our town and village centres so that retail and other 'town centre' development is supportive of our broader economic and regeneration strategy.
- 6.51** Across the country the way people are using centres is changing, with people more willing to drive longer distances to larger centres and to shop more 'online'. Nationally, we face a sustained period of economic uncertainty which has the potential to significantly affect investment decisions in our centres. Notwithstanding this, the local population and its spending power are expected to increase.
- 6.52** We recognise that our town and village centres are focal points for their communities and provide goods and services close to where people live. They are an essential part of the character and identity of places, and contribute to the liveability of our communities making them sustainable. Ensuring that we have a network of vital and viable centres is an essential part of our strategy.
- 6.53** We expect the amount of money the local community will have to spend to lead to a need for more shops and other town centre developments, including leisure, offices, arts, tourism and cultural activities.
- 6.54** Our assessment of the amount of money that could be available for food shopping is expected to see a need for approximately 8,800 (net) sqm of new food retail floor space up to 2031. Over the same timeframe, we expect the money that is available to spend on non-food shopping to see a need for between 32,800 and 41,600 (net) sqm of floor space. Our evidence also shows that we will need to plan for approximately 9,600 (net) sqm of commercial leisure floorspace.
- 6.55** We want to see town centre uses being developed in our town centres rather than in other locations. Developments outside of our town centres will not help us deliver our vision. We have a hierarchy of centres in Charnwood which perform different functions:
- 6.56** **Loughborough Town Centre** – is at the top of our hierarchy of centres as it is the largest and the main focus for retail, leisure, offices, arts, tourism and cultural activities in Charnwood, particularly in the north of the Borough.
- 6.57** **District Centres** – are made up of a group of shops, usually containing at least one supermarket and typically having a range of non-retail services such as banks, building societies and restaurants as well as public facilities such as a library.
- 6.58** **Local Centres** – include a range of small shops of a local nature, serving a small catchment.

RETAIL HIERARCHY IN CHARNWOOD

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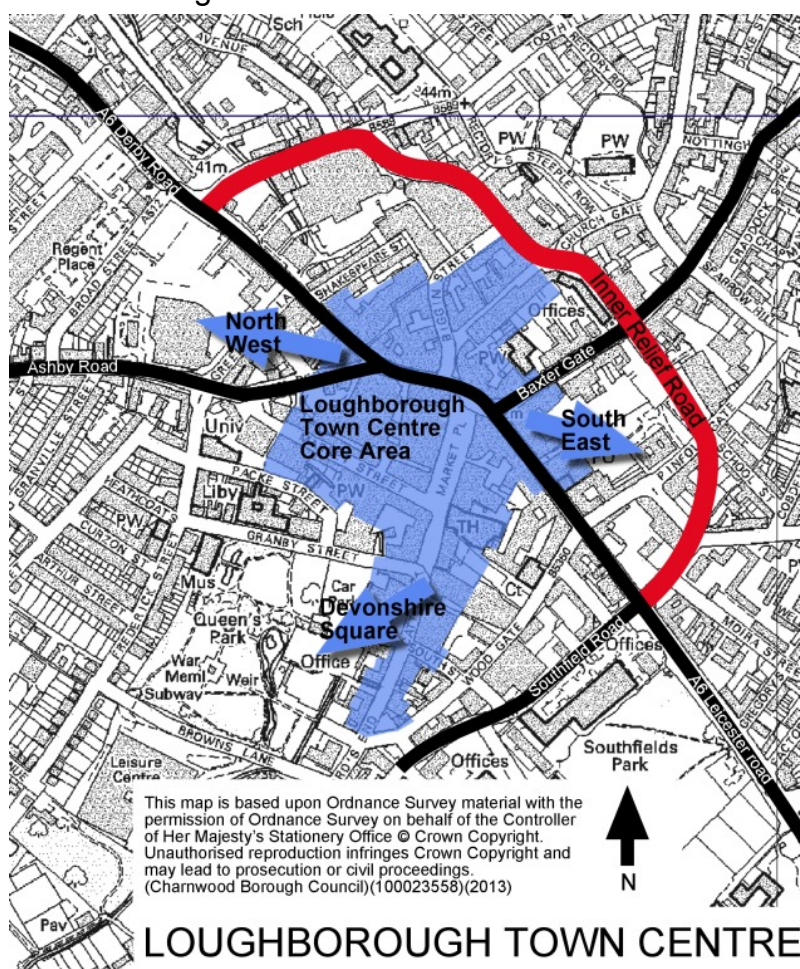
- 6.59** We have surveyed how well our centres are performing to shape our approach to retail and town centres. Our strategy for each of the different centres within our hierarchy responds to their individual characters, recognising those centres that are in decline and ensuring that together our town and village centres continue to serve our community in the future.
- 6.60** Our plans for new shops will help our town and village centres to be resilient to future economic changes, reduce the need to travel and benefit our local economy.
- 6.61** Evidence shows us that Loughborough Town Centre performs reasonably well given its position close to the centres of Derby, Nottingham and Leicester, but will face increased competition from these larger centres over the plan period.

- 6.62** Our businesses and community want Loughborough Town Centre to continue to be their focal point for retail and leisure as well as the focus for cultural activities.
- 6.63** Across the country the way that town centres are used is changing, reflecting peoples' changing shopping patterns, the way people spend their leisure time and changing expectations of investors. Successful centres of the future are likely to be those which offer an 'experience' with a broader cultural offer and leisure uses and a distinctive, high quality environment.
- 6.64** Over the plan period, we want to see 70% of the floorspace needed for town centre uses taking place in Loughborough Town Centre. This amounts to around 5,000 sqm (net) of new food retail floorspace, around 17,700 sqm – 22,700 sqm(net) of non food floorspace, and around 5,400 sqm(net) of commercial leisure floorspace.
- 6.65** We need to plan for these developments in a way which embraces the way town centres are changing but also supports the special character of Loughborough's town centre and ensures its long term vitality and viability.
- 6.66** Key characteristics which make Loughborough Town Centre special include:
- large pedestrianised Market Place which acts as the heart of the town centre;
 - a busy and well supported market;
 - its compact form which is walkable and easy to comprehend;
 - its high quality green spaces in the centre including Queens Park, Southfields Park and the Parish Green; and
 - the presence of civic, cultural leisure and entertainment facilities within the town centre.
- 6.67** This character is being reinforced by the Loughborough Town Centre Transport Scheme, a £15 million scheme to deliver a new relief road around the main commercial centre. This will remove traffic from the town centre and create space for dedicated bus hubs, wider pavements and improvements to the public realm. The scheme was completed in late 2014.
- 6.68** We expect the Transport Scheme to increase the opportunities for inward investment, particularly in relation to derelict, vacant and under used land adjacent to the relief road corridor. We will work with our partners to focus investment towards our opportunity sites in accordance with the Loughborough Town Centre Masterplan vision:
- "a successful, attractive and vibrant place and to improve its relative position in the hierarchy of town centres year on year."*
- 6.69** The vision is underpinned by four key objectives which in turn are supported by development principles:
- the delivery of an accessible town centre;

- the achievement of high quality design and development;
- the adoption of sustainable development principles; and
- the creation of a distinctive character

6.70 The Masterplan also promotes major town centre opportunity sites, including at Baxter Gate and Devonshire Square. We have prepared development briefs for both of these sites. These sites are in a number of ownerships and it is very important that they are developed in a comprehensive way.

6.71 The redevelopment of land to the southeast of Loughborough Town Centre towards Baxtergate/Aumberly Gap offers the best opportunity to maintain Loughborough's special compact, legible and walkable town centre, and would also improve derelict land which is deterring investment. During the period to 2021 we want the majority of the identified need for 'town centre' uses to be directed to regeneration sites on the southeast of Loughborough Town Centre and Devonshire Square to provide the best chance to aid their regeneration.



6.72 Important decisions need to be made. There is a need to balance the delivery of town centre opportunity sites with our design principles in the Loughborough Town Centre Masterplan and safeguarding our heritage features. The provision of car parking is

also important to the future vitality and viability of Loughborough Town Centre.

- 6.73** Our evidence suggests that the key to unlocking the development potential of opportunity sites is to secure an anchor tenant. The main investors in the current economic climate have been supermarkets and this may be the most realistic opportunity of securing redevelopment. The way we plan for 'convenience' floorspace needs careful consideration to ensure development decisions made in other parts of the Borough do not compromise our vision for redevelopment of key town centre sites.
- 6.74** There are also opportunity sites for new town centre uses in Loughborough to the northwest of the Town Centre. Due to their relative remoteness from the heart of the town centre, any development on these sites would require very careful consideration to ensure the essential character and appeal of the Town Centre is not lost and that the imperative to see regeneration of Baxtergate is not compromised.
- 6.75** We have worked closely with the Loughborough Town Team in the delivery of the Town Centre Masterplan; and, together with our partners in setting up the Loughborough Business Improvement District (BID), which has been successful in the co-ordination of a wider partnership bid for the recognition of the town as one of the 27 national "Portas Pilots". These partnerships will play an important role in the delivery of a successful town centre for Loughborough. We will continue to work closely with them and expect our strategy and their activities to support each other.
- 6.76** We will also continue to work with our partners on individual planning and regeneration schemes. Where necessary and appropriate we will enter into partnerships to give our regeneration priorities the best chance of success. We will expect to agree appropriate governance arrangements and planning performance agreements for these projects and developments.

District Centres

- 6.77** Anstey, Birstall, Barrow upon Soar, Gorse Covert, Shelthorpe, Shepshed, Sileby and Syston all contain District Centres that provide for the day-to-day needs of their communities.
- 6.78** Shepshed Town Centre meets the definition of a District Centre in the retail hierarchy. It's decline in recent years has been recognised by a number of reports, most recently in the Shepshed Community Plan. The potential opportunities for both food shopping and non-food shopping at Shepshed District Centre are challenging. The town centre environment is disjointed and physical legibility is poor. The regeneration of Shepshed District Centre is a key part of a wider regeneration strategy for the town, and is an important part of our overall development strategy. After Loughborough Town Centre, it will be the focus for retail development in recognition of our plans for regeneration.
- 6.79** Shelthorpe and Gorse Covert District Centres in Loughborough are each anchored by a large supermarket. Our evidence shows that more money is spent on food shopping

at the supermarket in Shelthorpe District Centre than at any other store in Charnwood. A significant amount of money is also spent at the Shelthorpe supermarket on non-food products. Gorse Covert is less dominant in terms of its food and non food shopping but significant new floorspace at either District Centre would not support our regeneration priorities for Loughborough Town Centre and Shepshed District Centre. It is important, therefore, that we manage development in Shelthorpe and Gorse Covert District Centres to ensure our overall priorities are achieved.

- 6.80** We have also surveyed our other District Centres which are generally in good health. It is important to support retail developments in our District Centres that are compatible with, and maintain their position in, our hierarchy, as well as maintaining their vitality and viability. We want these District Centres to continue to provide for the day-to-day needs of their communities.

Local Centres

- 6.81** Melton Road in Thurmaston, Leicester Road in Mountsorrel, Market Place in Mountsorrel, Sharpley Road in Loughborough and the centres at Quorn and Rothley are all Local Centres.
- 6.82** Melton Road in Thurmaston provides for the day-to-day needs and acts as a focal point for its community. We want to see new development within this Local Centre to not only support it in this role but also to help our priority for regeneration of Thurmaston.
- 6.83** Our evidence suggests that both Leicester Road and Market Place Local Centres at Mountsorrel lack a range of uses, particularly food shopping. We will encourage new development in this centre to help consolidate its role in serving its community.
- 6.84** We have also surveyed our other Local Centres which are generally in good health. It is important to support retail development in these centres that are compatible with, and maintain their position in, our hierarchy, as well as maintaining their vitality and viability. We want these Local Centres to continue to provide for the day-to-day needs of their communities.
- 6.85** We also recognise that our new strategic developments will need local centres to ensure that the new communities have access to a range of services and facilities. The local centres are an important part of our requirements for achieving sustainable urban extensions and we expect the local centres to provide a focal point for the developments.
- 6.86** We expect any 'Town centre' floorspace that is not directed to Loughborough Town Centre to be accommodated in District and Local Centres to aid their vitality and viability. Our priority location after Loughborough Town Centre is Shepshed District Centre, where we will focus retail development in recognition of our plans for regeneration. We will take this into account when considering development proposals outside of Loughborough Town Centre.

Policy CS 9

Town Centres and Shops

Loughborough Town Centre

We will make a significant contribution to the regeneration and the continued vitality of Loughborough Town Centre by supporting major retail, leisure and other ‘town centre’ developments which:

- **reinforce and enhance the compact, legible and walkable character of Loughborough Town Centre, maintaining the Market Place at its heart;**
- **maintain continuous street frontage activity in and around the retail core;**
- **follows the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated an alternative high quality design solution is needed to ensure a viable scheme; and**
- **makes a significant improvement in the character and appearance of Loughborough Town Centre particularly from key gateways.**

We will also support commercial leisure uses, including restaurants that support activity throughout the day and night for a range of age groups and which support the main retail attraction of the Town Centre.

We expect around 70% of all additional floorspace for main town centre uses to be provided in Loughborough Town Centre between 2011 and 2028.

Up to 2021 we will focus all new convenience and the majority of new comparison retail floorspace to the southeast of Loughborough Town Centre and Devonshire Square. We will do this by working with our partners to:

- **ensure comprehensive redevelopment of the key town centre opportunity sites;**
- **secure adequate vehicular access from Loughborough Inner Relief Road to Baxtergate site;**
- **encourage the delivery of a new major car park;**
- **enhance key pedestrian routes between Baxtergate, Churchgate, Market Place, Devonshire Square and town centre green spaces; and**
- **promote our heritage features to help secure regeneration of our opportunity sites.**

We support proposals for retail, leisure and other ‘town centre’ developments to the northwest of the town centre where:

- the amount and type of retail floorspace does not compromise the redevelopment of regeneration areas in Devonshire Square and to the southeast of Loughborough Town Centre; and
- 'Town Centre' Uses are located and pedestrian links are designed to support the compact and walkable character of Loughborough Town Centre.

Shepshed District Centre

We will make a significant contribution to the regeneration of Shepshed by 2028 by:

- supporting 'town centre' development that is physically well integrated within and contributes to the vitality and viability of the District Centre and increases economic and community activity;
- supporting new developments that improve accessibility to the District Centre through signage, pedestrian and cycle routes, enhanced public transport and highway improvements and traffic management and parking initiatives;
- improving the pedestrian environment, and public realm; and
- supporting development that directly contributes to the regeneration of Shepshed in accordance with policy CS8.

Gorse Covert and Shelthorpe District Centres

At Gorse Covert and Shelthorpe District Centres in Loughborough we will support retail development where it can be clearly demonstrated that it is the minimum necessary to ensure the vitality and viability of the centre, to sustain their position as a District Centre serving the needs of their community, and where it does not compromise our regeneration strategy for Loughborough and Shepshed set in Policies CS7 and CS8.

Other District and Local Centres

For other District and Local Centres we encourage town centre development which supports their vitality and viability where it is physically integrated into the defined centre and of an appropriate scale for that centre.

Particular priorities for new Local Centre investment are Thurmaston and Mountsorrel Local Centres.

We will require our sustainable urban extensions to include local centres in accordance with Policies CS19, CS20 and CS22.

We will apply a sequential approach to the location of proposals for main town centre uses which prioritises sites within centres ahead of edge of centre sites. Out of centre locations will only be considered if sequentially preferable sites are not available.

We will require impact assessments for proposals for main town centre uses in edge of centre or out of centre locations where the gross floorspace proposed is above the following thresholds:

- **Loughborough - 1,000 sqm**
- **District Centres - 500 sqm**
- **Other locations - 200 sqm**

The boundaries of Loughborough Town Centre, the District and Local Centres will be identified through the Site Allocations and Development Management Development Plan Document.

The Rural Economy

- 6.87** Our rural area has changed with the mechanisation of farming and consolidation of holdings into larger units. Jobs in agriculture will continue to decline but we want to sustain the economic viability of rural enterprises and communities. Our rural areas generally have less access to public transport and it is important that local services and facilities are supported. We will support the regeneration and diversification of the rural economy while protecting the character and appearance of the countryside and rural communities.

Small-scale Business Development in Villages

- 6.88** Whilst most new business will be located on the edge of Leicester or at Loughborough and Shepshed, we still want to see jobs in our Service Centres. We will make approximately 7 hectares of land available for employment between the Service Centres. We will do this through our Site Allocations and Development Management Development Plan Document. However, there is an opportunity for local communities to take the lead in deciding how to balance the employment needs of their communities through Neighbourhood Plans.

Re-use of Rural Buildings

- 6.89** We will support the reuse of rural buildings for small scale business activities compatible with countryside locations.

Farm Diversification

- 6.90** Farm diversification can provide farmers with sources of income which allow them to continue to farm and manage the land. Successful farm diversification activities include small farm shops, processing and selling produce from the farm, craft workshops, small businesses, bed and breakfast and holiday accommodation. We will support activities which are compatible with a countryside location as long as farming remains the dominant business activity.

Rural Broadband

- 6.91** Super fast broadband connections are essential if we are to see rural based businesses succeed. We will work with our partners and service providers to deliver 30 megabit per second across the Borough by 2017.

Tourism and Leisure

- 6.92** Tourism contributed over £220 million to our economy in 2009 (17% of the total income for Leicester and Leicestershire). Around 17% of our jobs are in businesses which support tourism.

- 6.93** The Great Central Railway plays a significant role for our tourism offer. As well as the ambitious plans to connect the two sections of the former main line at Loughborough there is also the prospect of developing new attractions along the rail corridor.
- 6.94** The strategy for the River Soar and Grand Union Canal promotes the development of hubs at Loughborough, Barrow upon Soar and Watermead (Thurmaston) as focal points for canal related tourism development.
- 6.95** There is also potential for rural tourism based on enjoyment of the countryside, a rich built heritage, festivals and events supported by restaurants, cafés, bars and public houses.
- 6.96** The National Forest Company has plans to identify a 75 mile National Forest Way, one end of which is likely to be at Beacon Hill in the Charnwood Forest, with the other end in the Needwood Forest to the west in Staffordshire. We are supportive of these plans, in principle, although the impact on the sensitive landscape and character of the area will need to be carefully considered.

Small-Scale Expansion of Existing Businesses in the Countryside

- 6.97** There are a number of existing businesses including offices, warehousing and manufacturing operations across the rural area. Some, such as those at Wymeswold and Rearsby, are associated with redundant military and civil airfields. Whilst these sites are not in good locations for developments that generate travel, they contribute to the local economy and provide jobs for our village communities. We will support small scale expansion or intensification provided it is sensitive to the character and appearance of the countryside.

Policy CS 10

Rural Economic Development

We will maximise the potential of our rural economy by 2028. We will do this by:

- **Allowing approximately 7 ha of employment land to be distributed between the designated Service Centres;**
- **supporting the sustainable growth and expansion of businesses in rural areas, both through conversion of existing buildings and well designed new buildings;**
- **Supporting farm diversification where farming remains the dominant element of the business;**
- **Supporting the provision of excellent electronic communications networks for all homes and businesses; and**
- **Supporting tourism and leisure facilities, particularly developments that benefit the Great Central Railway, the River Soar and Grand Union Canal and the National Forest Strategy.**

Provided that in all cases the scale and character of the development is designed and operated so as to cause no detriment to the character and appearance of the countryside.

Chapter 7: Our Environment

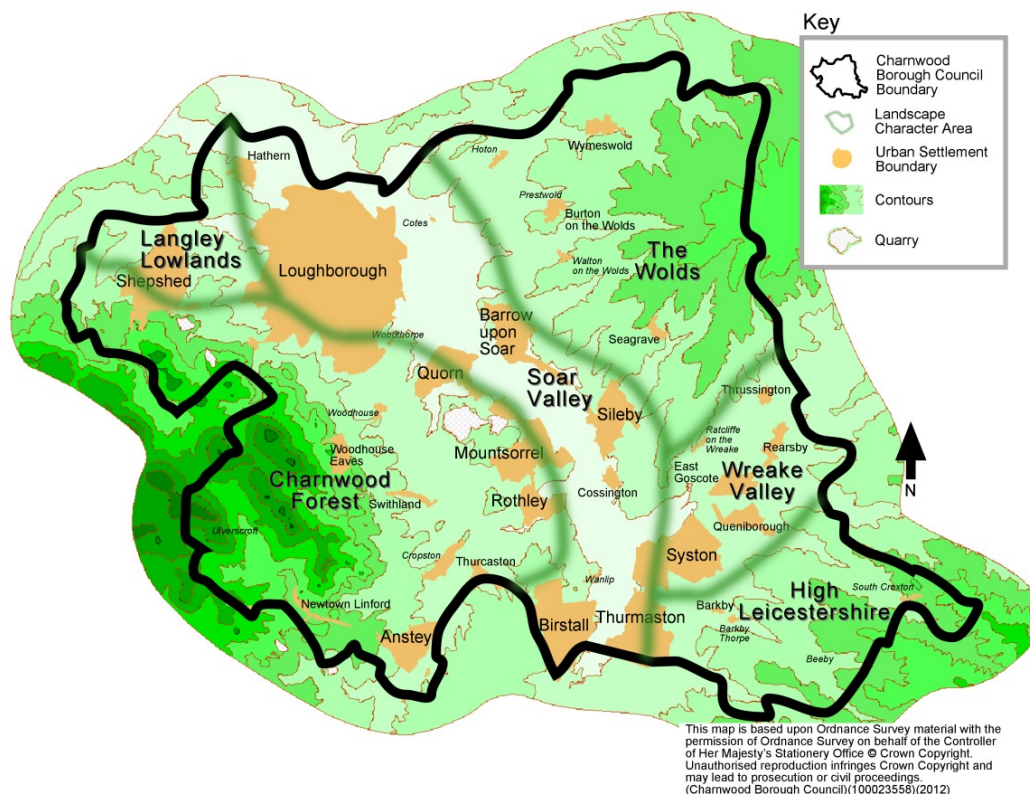
- 7.1** Our built and natural environment makes a strong contribution to our quality of life. Our community and the buildings we use are nestled in a rich setting formed by our landscape and the wildlife it contains. This, and the relationship between each of these, gives us our sense of place. Our natural environment also provides us with a good opportunity to minimise the impacts we have on climate change and adapt to it.
- 7.2** Different types of green spaces and the connections between them, are known as 'Green Infrastructure'. Green Infrastructure is used for recreation and leisure, provides routes for walking and cycling, supports wildlife and helps us to manage flooding. They also counter the 'heat island' effect in urban areas by cooling the heat retained in buildings and streets. Green spaces also contribute to a more attractive environment which helps us to attract economic investment.
- 7.3** This chapter considers all types of Green Infrastructure, from the landscape, countryside and strategically important natural areas, through to specific policies for protecting and enhancing our heritage and our network of green spaces for people and for wildlife.
- 7.4** Our green open spaces are used for a number of purposes and benefit our environment and our community. Access to high quality open spaces and opportunities for sport and recreation contribute to the health and well-being, and to the cohesion of our communities.
- 7.5** We want our existing and new communities to live and work in a high quality environment. If we are to achieve our Vision we must protect and improve our network of 'Green Infrastructure'.
- 7.6** Some of the policies in this chapter relate strongly to the countryside. However, wildlife and ecology are also present in our towns and villages. Similarly, green infrastructure often penetrates our towns and villages. As such, much of this chapter is relevant to all development, regardless of where it is proposed.

Countryside and Landscape Character

- 7.7** Countryside is the largely undeveloped area beyond the defined limits of our villages and towns. It is home to farms, isolated and small groups of homes, including our smallest villages, and other rural enterprises. It is also a tranquil and ecologically rich area which contributes to food production and tourism.
- 7.8** Understanding our landscape helps us to understand and maintain settlement identity. Our Landscape Character Assessment identifies 6 character areas within Charnwood:
- Langley Lowlands;
 - The Soar Valley;

- The Wolds;
- Wreake Valley;
- High Leicestershire; and
- Charnwood Forest.

7.9 These character areas can be seen in the diagram below.



- 7.10** Our landscapes have their own distinctive character and are valued highly by our community. We want to make sure they continue to be recognised for their distinct quality. Protecting our landscape character and allowing acceptable sustainable development that supports our rural areas is a delicate balance. There is a close relationship between protecting our landscape and our support for the rural economy (set out in chapter 6). Our strategy also supports our rural communities need for affordable housing, facilities and services.
- 7.11** We are also mindful that our countryside is an area of tranquillity where people are generally free from noise and feel closer to nature. The Council for the Protection of Rural England has mapped areas of tranquillity and found that Leicestershire is thirty-third out of eighty-eight English County and Unitary local authority areas (Rank 1 being the best). We want to ensure our communities continue to enjoy our tranquil areas.
- 7.12** New development in the countryside should be appropriate in terms of its scale, siting and design. Negative impacts on sensitive and historic landscapes, including buildings

and settlements, will not generally be acceptable. We want to see development which makes a significant contribution to meeting our community or economic needs.

- 7.13** Our towns and villages are concentrated along the river valleys of the Soar and the Wreake and around the edge of Leicester City. As these towns and villages have grown the space between them has got smaller because of this landscape. Our communities have increasingly become concerned about their identities as separate places. ‘Areas of Local Separation’ have been used successfully to guide development in areas between our towns and villages. The policy has maintained the character and identity of individual settlements and prevented their coalescence.
- 7.14** We will continue to use Areas of Local Separation.⁽ⁱ⁾ We will retain the following Areas of Separation, the boundaries of which will be reviewed through the Site Allocations and Development Management Development Plan Document:
- a. Loughborough/Woodthorpe
 - b. Quorn/Mountsorrel
 - c. Mountsorrel/Rothley
 - d. Sileby/Cossington
 - e. Sileby/Barrow upon Soar
 - f. Thurmaston/ Cropston/The Ridgeway Area of Rothley
 - g. Wanlip/Birstall
 - h. Rearsby/East Goscote
 - i. East Goscote/Queniborough
 - j. Queniborough/Syston
 - k. Syston/Thurmaston (west of Melton Road)
 - l. Syston/Barkby
 - m. Anstey/Newtown Linford
- 7.15** The retention of Areas of Local Separation will be balanced against the need to provide new development, including new homes, in the most sustainable locations.
- 7.16** We will also explore opportunities for new Areas of Separation in those areas previously designated as Green Wedge in the Borough of Charnwood Local Plan (2004) and in association with strategic developments for homes and jobs.

i As defined in the glossary

Policy CS 11

Landscape and Countryside

We will support and protect the character of our landscape and countryside by:

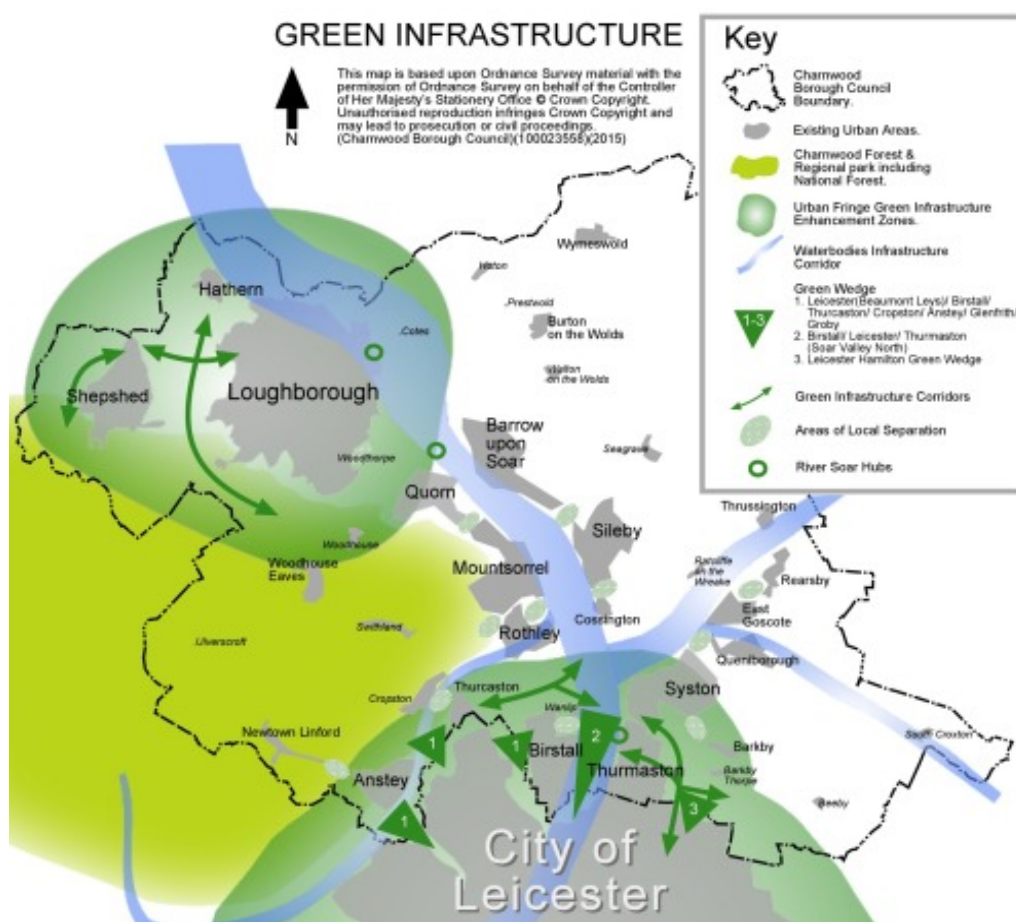
- **requiring new developments to protect landscape character and to reinforce sense of place and local distinctiveness by taking account of relevant local Landscape Character Assessments;**
- **requiring new development to take into account and mitigate its impact on tranquillity;**
- **requiring new development to maintain the separate identities of our towns and villages;**
- **supporting rural economic development, or residential development which has a strong relationship with the operational requirements of agriculture, horticulture, forestry and other land based industries and contributes to a low carbon economy, in accordance with Policy CS10;**
- **supporting the provision of community services and facilities that meet proven local needs as identified by a Neighbourhood Plan or other community-led plan; and**
- **supporting rural communities by allowing housing development for local needs in accordance with Policy CS3.**

We will protect the predominantly open and undeveloped character of Areas of Local Separation unless new development clearly maintains the separation between the built-up areas of these settlements.

Strategic Green Infrastructure

7.17 Working with our partners, we have prepared a Green Infrastructure Strategy for the 6C's area (The Counties of Leicestershire, Derbyshire and Nottinghamshire and the Cities of Leicester, Derby and Nottingham). The Strategy identifies those parts of the green infrastructure network which are important, not just to our community, but also as connections to surrounding communities in Derby, Nottingham and Leicester. This includes green corridors and Urban Fringe Green Infrastructure Enhancement Zones⁽ⁱⁱ⁾. Our strategically important areas in the green infrastructure network include:

- Charnwood Forest/ National Forest;
- River Soar Corridor;
- the edge of Leicester Urban Fringe; and
- the Loughborough Shepshed Urban Fringe.



ii As defined in the glossary

Charnwood Forest Regional Park/National Forest

- 7.18** Charnwood Forest is an important landscape for the region. It is an area of particular beauty, characterised by extensive woodlands set in a hilly and open landscape. Together with our partners we have prepared a Charnwood Forest Landscape and Settlement Character Assessment which defines a boundary for a Regional Park. This work has been taken forward in partnership to define a Vision for the Regional Park and funding is currently being pursued to take this Vision forward.
- 7.19** Two thirds of Charnwood Forest is in Charnwood. The remainder is in our neighbouring areas of North West Leicestershire and Hinckley and Bosworth. The majority of the Charnwood Forest is within the area designated for the National Forest.
- 7.20** We support the National Forest Strategy 2004-2014. The Strategy seeks to create a National Forest between the ancient forests of Needwood in Staffordshire and Charnwood Forest in Leicestershire to support rural regeneration.
- 7.21** Charnwood Forest is a traditional working landscape, home to farms and quarries, with diverse ecology. It also has international geological significance as it contains some of the oldest rock formations in the world. As well as the aesthetic contribution the forest makes it is also used for walking, cycling and rock climbing by our community and those in surrounding areas, including the Cities of Leicester, Derby and Nottingham.
- 7.22** The number of visitors and the scale of quarrying need to be managed to prevent harm to habitats and the landscape. Our strategy for homes and jobs must also be carefully planned to prevent the loss of the forest's character. Wherever possible, we will look for opportunities to enhance and improve the forest and its links to the wider green network.
- 7.23** The plans we have with our partners for the Charnwood Forest Regional Park recognise the unique natural and cultural heritage features of Charnwood Forest as an essential part of our growing communities, now and in the future.
- 7.24** Our strategy supports the Charnwood Forest Regional Park and the aims of The National Forest Strategy. In particular we want to see new developments meeting the National Forest planting guidelines and supporting the woodland economy throughout the Charnwood Forest area.
- 7.25** We recognise the potential for green tourism of The National Forest Strategy, in particular the National Forest Company's emerging plans for a 75 mile east-west National Forest Way. Our support for the National Forest is set out in Policy CS10: Rural Economy and should be read in conjunction with Policy CS12: Green Infrastructure. Development for tourism in the National Forest can support our economy but must be balanced carefully with the need to protect the character and landscape of the Forest.

River Soar and Grand Union Canal Corridor

- 7.26** The River Soar Corridor and Grand Union Canal are significant wildlife habitats. The corridor also has links to the wider River Soar and River Wreake network. Many people within our community live close to the corridor and enjoy the opportunities it provides for walking, cycling and other leisure activities. However, there are villages that suffer from a lack of access to natural green spaces.
- 7.27** We have produced the River Soar and Grand Union Canal Strategy with our partners. The strategy aims to improve and promote a 23 mile long corridor which runs from Kilby Bridge in Oadby and Wigston to the south, through the City of Leicester and to Loughborough Meadows in the north.
- 7.28** The River Soar and Grand Union Canal Strategy identifies hubs at Loughborough, Barrow and Thurmaston for leisure activities. We support this strategy and can improve access to green space for our communities by encouraging improved links between our villages and the River Soar.

Urban Fringe Areas

- 7.29** Our Green Infrastructure Strategy also identifies the fringe around urban areas as particularly important to the wider network of green infrastructure.⁽ⁱⁱⁱ⁾ These are the network of existing green spaces on the edge of towns and villages that can connect communities to each other and the countryside. They also provide an opportunity to connect the existing community with people who will live and work in our new strategic developments.
- 7.30** There are a number of Green Wedges which contribute to the setting of our towns, urban areas and surrounding villages and the relationship between them. Green Wedges perform a number of important functions, including acting as green lungs for our urban areas, providing areas for recreation and protecting individual identity for some settlements by safeguarding them from merging together.
- 7.31** We have considered with our partners which of our open areas perform the functions of green wedges and also where new green wedges can be provided in association with our new strategic developments. Our Strategy proposes the following Green Wedges as part of our strategic green infrastructure:
- Leicester (Beaumont Leys)/Birstall/Thurcaston/Cropston/Anstey/Glenfrith/Groby
 - Birstall/Leicester/Thurmaston (Soar Valley North)
 - Leicester Hamilton Green Wedge

iii "Urban Fringe Green Infrastructure Enhancement Zones" See glossary for further details

Policy CS 12

Green Infrastructure

We will protect and enhance our green infrastructure assets for their community, economic and environmental values.

We will work with our partners to define, protect and enhance the Charnwood Forest Regional Park and support the aims of the National Forest Strategy by:

- **supporting the woodland economy, rural diversification, including sustainable and green tourism which protects and enhances the distinctive Charnwood Forest landscape;**
- **seeking planting from developments that are within the Charnwood Forest Regional Park that meet National Forest Planting Guidelines; and**
- **securing green links between developments and the Charnwood Forest**

We will support proposals that relate to the River Soar and Grand Union Canal Corridor which:

- **provide high quality walking and cycling links between the corridor and our towns and villages;**
- **deliver hubs and other high quality tourism opportunities linked to the River Soar at Loughborough, Barrow upon Soar and Thurmaston; and**
- **protect and enhance water bodies and resources.**

We will protect and enhance our Urban Fringe Green Infrastructure Enhancement Areas by:

- **enhancing our network of green infrastructure assets through strategic developments in accordance with Policies CS19, CS20, CS21, CS22 and CS23;**
- **addressing the identified needs in open space provision; and**
- **supporting development in Green Wedges that:**
 - **retains the open and undeveloped character of the Green Wedge;**
 - **retains and creates green networks between the countryside and open spaces within the urban areas; and**
 - **retains and enhances public access to the Green Wedge, especially for recreation.**

Biodiversity and Geodiversity

- 7.32** Our community enjoys significant areas of ecological interest compared to other parts of Leicestershire and the East Midlands as a whole. Very few places are fortunate enough to have resources like the Charnwood Forest and the river valleys of the Soar and the Wreake.
- 7.33** We have significant numbers of places and features which are important for wildlife. They include our 18 Sites of Special Scientific Interest (SSSI), 221 Local Wildlife Sites (LWS), and 5 Local Nature Reserves (LNR)
- 7.34** These sites are not only important in their own right, collectively they form part of an ecological network. Some of our sites experience pressure from leisure uses, agricultural practices and development. We must manage our ecological resource to prevent damage and habitat fragmentation and give appropriate support for wider duties, such as the Water Framework Directive. Our Habitat Survey has mapped our local ecological network and, with our partners, we have identified our priorities for habitat restoration and creation through the Leicester, Leicestershire and Rutland Biodiversity Action Plan.
- 7.35** Geology and geological formations are an important part of our natural environment. They help contribute to our sense of place and are important for aesthetic, education and historic reasons. Our area has significant areas of geological interest, some of which have international importance. We have 6 Regionally Important Geological Sites (RIGS). The majority of these relate to the Charnwood Forest.
- 7.36** We will continue to monitor biodiversity to check whether priority habitats and species are being lost and to measure progress on those habitats that are being restored or created through development. Our overall aim is to achieve a net gain in the resource for our community.

Policy CS 13

Biodiversity and Geodiversity

We will conserve and enhance our natural environment for its own value and the contribution it makes to our community and economy. We will do this by:

Supporting developments that protect biodiversity and geodiversity and those that enhance, restore or re-create biodiversity. We will expect development proposals to consider and take account of the impacts on biodiversity and geodiversity, particularly with regard to:

- **Sites of Special Scientific Interest**
- **Local Wildlife Sites**
- **Regionally Important Geological Sites**
- **UK and Local Biodiversity Action Plans priority habitats and species**
- **protected species, and**
- **ecological networks**

We will only support development that results in the loss of ecological or geological features in exceptional circumstances where the benefit of development clearly outweighs the impact on ecology and geodiversity.

Where there are impacts on biodiversity we will require adequate mitigation; or as a last resort, compensation which results in replacement provision that is of equal or greater value and potential than that which will be lost, and is likely to result in a net gain in biodiversity.

We will consider this by requiring development proposals to be accompanied by ecological surveys and an assessment of the impacts on biodiversity and geodiversity.

We will also work with our partners to secure long term management and investment plans for biodiversity and geodiversity.

Heritage

- 7.37** Our built heritage makes a strong contribution to our quality of life. We have a rich mix of historic buildings and monuments which were built using a variety of local materials drawn from the diverse geology of the Borough. Many places in our Borough show strong signs of our industrial history.
- 7.38** Heritage ‘assets’ include a building, monument, site, place, area or landscape positively identified as having a degree of significance. They are made up of designated assets (Scheduled Monuments, Listed Buildings and Conservation Areas and Registered Parks and Gardens) and assets identified by the council (e.g. locally listed buildings).
- 7.39** We have over 1,000 listed buildings, 37 Conservation Areas, 21 Scheduled Monuments, 3 Registered Parks and Gardens and 200 locally listed buildings.
- 7.40** Our Borough has a rich built heritage but there are some historic structures which are at risk. This may be from lack of maintenance or agricultural activity. There is also a relationship between our strategy for homes and jobs and some historic features which will require careful management to improve their prospects.
- 7.41** Historic England identifies the following features within our Borough which are at risk.
- The Temple of Venus, Garendon Park, Ashby Road, Loughborough
 - The Triumphal Arch, Garendon Park, Ashby Road, Loughborough
 - Garendon Park, Garendon, Shepshed
 - Taylor’s Bell Foundry, Freehold Street, Loughborough
 - Ulverscroft Priory ruins, Priory Lane, Ulverscroft
 - Shelthorpe Conservation Area
 - Shepshed Conservation Area
 - Roman villa north of Hamilton Grounds Farm, Barkby Thorpe
- 7.42** Our historic environment and its heritage assets should be understood, conserved and enhanced for their own value and for their contribution to the sense of place and quality of life of those who live in Charnwood.
- 7.43** Where opportunities arise, particularly through new development, we will consider favourably those schemes that make a positive contribution and enhance existing heritage assets.

Policy CS 14

Heritage

We will conserve and enhance our historic assets for their own value and the community, environmental and economic contribution they make. We will do this by:

- **requiring development proposals to protect heritage assets and their setting;**
- **supporting development which prioritises the refurbishment and re-use of disused or under used buildings of historic or architectural merit or incorporates them sensitively into regeneration schemes;**
- **working with our partners to prepare Conservation Area Character Statements, Landscape Character Assessments and Village Design Statements;**
- **supporting developments which have been informed by and reflect Conservation Area Character Appraisals, Landscape Character Appraisals and Village Design Statements;**
- **supporting developments which incorporate Charnwood's distinctive local building materials and architectural details;**
- **supporting the viable and sustainable use of heritage assets at risk of neglect or loss, providing such development is consistent with the significance of the heritage asset, especially where this supports tourism or business development;**
- **securing improvements to the following 'at risk' heritage assets through our major developments:**
 - **the Temple of Venus, Garendon Park, Ashby Road, Loughborough**
 - **the Triumphal Arch, Garendon Park, Ashby Road, Loughborough**
 - **Roman villa north of Hamilton Grounds Farm, Barkby Thorpe**
 - **Garendon Park, Ashby Road, Loughborough**
 - **Shepshed Conservation Area**
 - **Taylor's Bell Foundry, Freehold Street, Loughborough**

Open Spaces, Sport and Recreation

- 7.44** Access to high quality open spaces and opportunities for sport and recreation contributes to the health, well-being and cohesion of our communities as well as civic pride. As our population increases, the pressure on current provision will mount, and there will be a need to provide significant areas of open space and long term management arrangements.
- 7.45** We have undertaken an audit of the quantity, quality and accessibility of open spaces, sport and recreation facilities within the Borough. Our evidence considers the current needs of our existing community and the requirements to manage growth. This has helped our asset management and infrastructure planning and supported the production of an Open Spaces Strategy.
- 7.46** We have made resources available to protect and improve our open spaces. However, delivering the Open Spaces Strategy will also require resources from our partners including Leicestershire County Council, town and parish councils, developers as well as funds from other grant sources and the Community Infrastructure Levy.
- 7.47** We also expect local communities to consider where there are gaps in provision of open spaces, sport and recreation and the implications of growth in their areas when preparing a Neighbourhood Plan. We believe this approach provides us with the best opportunity to ensure reasonable provision that responds to local needs.
- 7.48** There are some local green spaces that are of particular significance to our communities. This may be because of their beauty, historic importance, recreational value, tranquillity or the richness of their wildlife. Leicestershire County Council has already consulted with local communities to explore the number and importance of these sites. Where a community wishes to protect local green spaces from new development we will support this through a Neighbourhood Plan where it is in conformity with our strategy
- 7.49** Our Open Spaces Strategy 2013-2028 includes standards for the quantity, quality and accessibility of open spaces in new developments, based upon our evidence. We will apply these to new development proposals having regard to viability. We will expect proposals to consider the relationship between different types of open space required to satisfy the standards and to deliver high quality spaces. Our approach to indoor sport is informed by our Open Space, Sport and Recreation Study. All of our standards for open space, sport and recreation are set out in Figure 2 below:

Figure 2: Standards for Open Space, Sport and Recreation

	Quantity Standard Hectares per 1,000 population	Minimum Site Size (hectares)
Parks	0.32	0.4
Natural Open Space	2.00	0.05
Amenity Green Space	0.46	0.1
Facilities for Children	Within per 480m of each home	0.04
Facilities for Young People	Within per 480m of each home	0.04
Outdoor Sports Facilities	2.60	0.28
Allotments	0.33	0.05
Indoor sport	To be calculated using the Sport England Facility Calculator	

Policy CS 15

Open Spaces, Sports and Recreation

We will work with our partners to meet the strategic open space needs of our community by 2028. We will do this by:

- **requiring new developments to meet the standards set out in our Open Spaces Strategy, having regard to local provision and viability;**
- **requiring masterplans for our sustainable urban extensions that deliver quality open spaces;**
- **retaining open space, sport and recreation facilities unless they are clearly surplus to requirements or replacement provision of at least equal quantity and quality will be made in a suitable location;**
- **responding positively to development which contributes to open space, sport and recreation provision, including Local Green Space, identified through a Neighbourhood Plan or similar robust, community led strategy; and**
- **securing long-term management and investment plans for existing, and new facilities.**

Sustainable Construction and Energy

- 7.50** Most experts now agree that the world's climate is changing, largely as a result of increased greenhouse gas emissions from the burning of fossil fuels. Climate change is one of our biggest challenges. It is a global problem requiring local action.
- 7.51** We have considered the impacts from, and effects of, a changing climate on our communities. We are likely to experience milder and wetter winters and hotter and drier summers. Heat extremes will cause damage to infrastructure, cause problems of heat stress and affect food production. Increased frequency and severity of flooding is also likely to cause damage to infrastructure, properties and livelihoods. We may expect to see periods of water shortage.
- 7.52** The impact of climate change is likely to be greater on certain communities. In particular, our community in northern and central parts of Loughborough face disadvantage from heat stress and people in Syston and Loughborough are vulnerable to flooding.
- 7.53** There is also likely to be increased stress on wildlife where species need to migrate to a more favourable climate and where existing habitats become increasingly fragmented. Decreasing water quality can also have an impact on wildlife and habitats.
- 7.54** We expect developments to incorporate sustainable drainage systems that, as a minimum, maintain a greenfield run off rate and protect and enhance water quality in accordance with the Water Framework Directive. Where possible sustainable drainage systems should help reduce the risk of flooding in the area and benefit biodiversity.
- 7.55** Our strategy promotes a sustainable pattern of development, encourages the effective use of land, providing good access to services and facilities, with a genuine choice to walk, or use a bicycle or take public transport, rather than use the car. We must also take the opportunities presented by development and improve our resilience to climate change, especially in areas of greater vulnerability.
- 7.56** In general terms, the action we must take on climate change is twofold:
- Mitigation: reducing greenhouse gas emissions; and
 - Adaption: helping the built and natural environment to be resilient to future climatic conditions, including extreme weather events and periods of water shortage

Carbon Emissions

- 7.57** The Government's zero carbon homes policy calls for the introduction of zero carbon homes from 2016, which will be implemented through progressive changes to the Building Regulations.

- 7.58** We want to see significant reductions in emissions by developing homes that are more energy efficient.
- 7.59** We will expect developments to be designed from the outset to meet national sustainable building standards. We will expect to see an assessment for all major developments, which sets out the actions that have been taken to reduce greenhouse gas emissions, having regard to our priority order:
1. to **reduce** the need for energy, through design features that provide natural heating, cooling and lighting, using landform, building layout orientation, massing and landscaping; and
 2. to **generate** the residual energy required through the use of low or zero carbon energy technologies
- 7.60** Our evidence suggests that there are opportunities to go beyond the Building Regulations in the case of our strategic developments outlined in Policies CS19, CS20, CS21, CS22 and CS23 which will have a significant affect on our future carbon footprint. We want the design and layout to maximise opportunities for a reduction in carbon emissions for a development of this scale. We have an aspiration that the schemes will result in a 10% reduction in CO² emissions when compared to the Building Regulations prevailing at the time that a detailed scheme is proposed. This will not apply when zero carbon homes are mandatory. We appreciate the impact that an ambitious package could have on viability. Some of the best ways to improve environmental performance are through simple decisions on the layout and orientation of buildings and spaces. We will offer the flexibility for the scheme to be designed to achieve the best range of measures.
- 7.61** However, we will also support schemes that compensate for CO² emissions where reductions are not possible to achieve through design and construction.
- 7.62** We will not restrict our desire to see energy efficient buildings to our new developments. We will work with our partners to secure funding and deliver projects that support a low-carbon economy across the Borough as a whole. We will encourage on-site, near-site and off-site compensatory measures as appropriate to the location of proposed development and the opportunities presented by that location.
- 7.63** We have also considered the potential for low carbon and renewable energy in our area. The main renewable resource we have access to is wind energy. However, the significant value of our landscape, particularly the Charnwood Forest, means that any opportunities are predominantly on higher ground in the east of our Borough. Policy CS16 takes account of the written ministerial statement published in June 2015 in relation to proposals for wind energy. It is intended to identify suitable areas for wind energy in the Site Allocations and Development Management Development Plan Document.

- 7.64** Our evidence suggests targets for renewable energy developments that are challenging but realistic. Since we prepared our assessment of renewable energy potential a solar farm at Wymeswold Airfield has been built, one of the largest of its kind in the country. The renewable energy delivered at Wymeswold Airfield will significantly contribute to the delivery of renewable energy in Charnwood. However, whilst it would mean we might exceed our lowest target for renewable energy, opportunities for other renewable energy developments will be needed if we are to make progress towards our higher target.
- 7.65** We will monitor the delivery of renewable energy developments. We will consider how we might best make progress towards our targets through work on our strategic developments and our Land Allocations and Development.

Protecting Environmental Resources

- 7.66** There are 4 Air Quality Management Areas in Charnwood in Syston, Mountsorrel and two in Loughborough. These have been declared either because of emissions from transport or from local industry.
- 7.67** Our area also contains areas of high quality agricultural land which is vital for supporting wildlife and for producing food.
- 7.68** Our approach to sustainable design needs to protect important environmental resources such as our air and soil quality.

Policy CS 16

Sustainable Construction and Energy

We will adapt to and mitigate against the effects of climate change by encouraging sustainable design and construction and the provision of renewable energy, where it does not make development unviable.

We will do this by:

- **encouraging developments to, where viable, exceed Building Regulations for carbon emissions by prioritising measures that reduce the need for energy and secure residual need for energy through low carbon or renewable sources;**
- **requiring the Design and Access Statements for major developments to demonstrate how the need to reduce emissions has influenced the design, layout and energy source used;**
- **supporting developments that reduce waste, provide for the suitable storage of waste and allow convenient waste collections;**

- encouraging residential development to meet the equivalent of Code for Sustainable Homes Level 5 for water efficiency (80 litres/person/day);
- encouraging non residential development in excess of 1,000 sqm gross floorspace to achieve the equivalent of BREEAM 3 credits for water consumption as a minimum;
- combating the 'heat island' effect by encouraging green roofs, green walls, increased tree cover, waterways and the layout of external spaces;
- supporting commercial, community and domestic scale renewable energy or low carbon energy developments where they contribute towards our target of at least 27.5MWe, having regard to the impact upon the wider landscape, biodiversity, the historic environment, public safety, noise, odour and other amenity considerations;
- in the case of proposals for wind energy development involving one or more wind turbines, planning permission will only be granted if:
 - the development site is in an area identified as suitable for wind energy in the Site Allocations and Development Management Development Plan Document or a Neighbourhood Plan; and
 - following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing
- encouraging the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value;
- directing development to locations within the Borough at the lowest risk of flooding, applying the Sequential Test and if necessary, applying the Exception Test. Where development is proposed in flood risk areas, mitigation measures must be in place to reduce the effects of flood water;
- supporting developments which take opportunities to reduce flood risk elsewhere;
- requiring developments to manage surface water run off with no net increase in the rate of surface water run off for Greenfield sites; and
- supporting new development that protects environmental resources including local air quality and our most versatile agricultural land.

Chapter 8: Access and Travel

Sustainable Travel

- 8.1** Transport plays an important role in supporting growth and allowing communities to access jobs and services. Our Vision is to provide a genuine choice for our community to walk or cycle or take longer trips by public transport. We need to manage growth in a way which secures improvements where possible, but importantly results in an efficient and effective transport network. This is essential for our continuing prosperity.
- 8.2** Most of our community enjoys quick and easy access to the road network and good public transport connections by bus and train. Our development strategy locates the majority of new development in places where it will be possible to walk, cycle or use public transport.
- 8.3** However, we know that as our population grows there will be increasing pressure on our transport network. Where possible we want to reduce reliance on the car by helping our community to make journeys by walking, cycling and public transport, especially for shorter trips to work and school. We will do this by delivering infrastructure and transport measures that create genuine travel choices.

Walking and Cycling

- 8.4** Although the number of journeys by foot or on bicycle has declined nationally, this has not been the case in Loughborough. This is thanks largely to significant investment in a number of improvements to the walking and cycling network and the accessibility of the town centre.
- 8.5** A Loughborough Town Centre Transport Scheme has been funded. It was completed in late 2014 and will improve walking, cycling and bus access to the town centre to the benefit of our community and visitors. This will also help the town centre's economy and regeneration.
- 8.6** National Cycle Route 6 connects Birstall in the south of the Borough to Loughborough in the north, via our Soar Valley villages. It is part of our network of safe cycle routes which includes the Connect 2 project in the Watermead area. We have worked with our partners, including Sustrans and Leicester City Council, to deliver walking and cycling links between the south and north of Charnwood. We will continue to work with our partners to build on the success of schemes like this throughout Charnwood.
- 8.7** We will expect major developments in the Borough to extend our walking and cycling network, particularly in our strategic developments. We will also explore opportunities for improved signage, safe well-lit routes and increased connectivity between built-up areas through green corridors. We will require our strategic developments set out in Policies CS19, CS20, CS21, CS22 and CS23 to be accompanied by appropriate Travel

Plans, which will need to be target driven and effectively monitored.

Public Transport

- 8.8** We are fortunate to have a good bus network, providing links between Loughborough, Shepshed and our smaller settlements and beyond to Leicester, Nottingham and Derby. Our evidence shows that over 80% of people who live in Charnwood describe themselves as having 'good access' to public transport.
- 8.9** However, less than half of our community uses a local bus service at least once a month. This compares poorly to other districts in Leicestershire. The main reasons given by people not using local bus services more often were related to congestion during peak periods and poor interchanges.
- 8.10** More people are likely to use buses for their journeys where there is easy access to half hourly or more frequent services. Easy access is generally considered to mean a bus stop is less than a 400m walk from home and the place being visited. People are also more likely to use the bus rather than their car if there are good quality passenger facilities and the bus has priority over the car on congested routes.
- 8.11** The Midland Mainline railway runs through Loughborough, providing good local and national rail connections to Leicester and London. Loughborough station is the busiest in Leicestershire, attracting well over a million passengers each year. Our station at Loughborough has recently been improved as part of the Loughborough Eastern Gateway Scheme. This included a new bus interchange with improvements to the road network to give priority for buses. Local passenger services run along the Ivanhoe railway line and serve some of our service centres including Syston, Sileby and Barrow-upon-Soar.
- 8.12** Our railway network also makes a positive contribution to the movement of aggregates from the area's quarrying industry. There is the potential for the use of the Great Central Railway for the transport of aggregates, delivering greater efficiencies on the Midland Mainline in the process. That opportunity will be dependent upon the volume and value of aggregates transported and operational benefits to the Mainline to justify the funding required to reconnect the presently severed heritage railway at Loughborough.

Improving Sustainable Travel Options

- 8.13** We expect comprehensive, well-designed developments which are connected to existing networks to deliver walking, cycling and public transport improvements. Across the Borough we will seek to achieve a 6% shift away from travel by private car.
- 8.14** Our plans for the sustainable urban extensions and other strategic developments will make the most of existing public transport corridors as well as provide for new services to create genuine travel choice. We expect these development to achieve a significantly higher shift away from travel by private car than our Borough-wide target.

- 8.15** We want to improve the quality and frequency of bus and rail passenger services and maximise opportunities for freight movement by rail.
- 8.16** We will work with our partners to make sure that these developments provide smarter travel choices. We will also work with our partners, including Leicestershire County Council, Leicester City Council, Network Rail and local service providers and user groups to improve access to our bus network and railway stations.

Policy CS 17

Sustainable Travel

By 2028, we will seek to achieve a 6% shift from travel by private car to walking, cycling and public transport by:

- **requiring new major developments to provide walking, cycling and public transport access to key facilities and services;**
- **requiring new major developments to provide safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network.**
- **securing new and enhanced bus services from major developments and new bus stops where new development is more than 400 metres walk from an existing bus stop;**
- **securing contributions from our sustainable urban extensions towards improvements to public transport corridors into Leicester City and Loughborough in accordance with Policy CS19, CS20 and CS22; and**
- **working with our partners to maximise opportunities for freight movement by rail.**

We will do this by:

- **assessing the impact of major developments through Transport Assessments and Travel Plans; and**
- **working with our partners, including Leicestershire County Council and Leicester City Council, to secure funding for and delivery of sustainable transport improvements.**

Managing the Road Network

- 8.17** The strategic goals of the Leicestershire Local Transport Plan 3 (2011-2026) are to achieve a transport system that:
- supports a prosperous economy and growing population;
 - is efficient, resilient and well managed and maintained;
 - helps to reduce the carbon footprint;
 - addresses inequalities in access to transport;
 - improves safety;
 - and improves the quality of life of Leicestershire residents.
- 8.18** We expect the growth to be delivered by our strategy to manage the impact of traffic in order to avoid further congestion, increased emissions and poorer accessibility. Our strategy reflects the objectives and goals of the Leicestershire Local Transport Plan 3.
- 8.19** Our evidence shows that 63.7% of people who live in Charnwood make their journey to work by car or taxi. Whilst we are committed to changing this, the relationship between Loughborough, the Soar Valley villages and Leicester enables quick and easy access to the local and strategic road network.
- 8.20** We enjoy good access to the M1 motorway and the A46 which is an advantage for our community and businesses. However, congestion in Loughborough during the morning and evening peak periods is high and our community has told us that congestion is a major problem for business efficiency and discourages inward investment. Our evidence suggests that traffic levels in Charnwood by 2026 will have increased by 19% and congestion by 120%.
- 8.21** Congestion in and around Loughborough and across Charnwood could prevent us from maximising our contribution towards the economy and community. We are working with our partners to address this and work has already been completed on the Inner Relief Road which forms part of the Loughborough Town Centre Transport Scheme which will help Town Centre regeneration. The Scheme will remove the majority of traffic from the town centre, provide safety benefits, connect those parts of the town separated by the A6 and provide a higher quality public realm and environment.
- 8.22** Our plans to increase the opportunities available for walking and cycling will help reduce the pressure on our network but there will still be journeys that must be made by car. We have considered the impact of our strategy for growth and have identified key pieces of infrastructure that will be needed to make our developments work.
- 8.23** The sustainable urban extension to the west of Loughborough will need a new strategic distributor road from the A512 to the A6 north of Loughborough. This will include a link from the strategic distributor road to Hathern Road. There will also be a new road providing the function of a high street where it passes through the new main centre.

- 8.24** Our evidence also suggests that improvements will be needed at Junction 23 of the M1 motorway and that the A512 will need to be dualled, at least to the west of Snell's Nook Lane. This will help to improve the relationship between existing housing and employment areas as well as mitigating against traffic movements resulting from the developments.
- 8.25** The sustainable urban extension to the north east of Leicester will need to provide a new road through the development from Barkby Thorpe Lane at the north to Sandhills Avenue at the south. Appropriate capacity enhancements will be needed along Barkby Thorpe Lane and at the A607 /Barkby Thorpe Lane roundabout. It may also be necessary to provide a new road link from the development to Melton Road and the A607 north of the A607 Barkby Thorpe Lane junction.
- 8.26** The sustainable urban extension to the north of Birstall will need to provide a new signalised roundabout on the A6, north of the A46 interchange; appropriate access arrangements including a connection to the A6 and Rothley; capacity enhancements at the A46 interchange.
- 8.27** For all our strategic sites an appropriate Transport Assessment will identify any other network improvements that may be necessary to support the development set out in Policies CS19, CS20 and CS22.
- 8.28** The 6C's Design Guide published by Leicestershire County Council covers advice on highway design (including car parking), transport assessments and transport plans. These documents are the starting point for defining proposals which affect transport in Charnwood and include car parking standards to be applied in new developments.
- 8.29** It will also be important to monitor car parking to ensure there is not an overprovision and that car parking areas do not dominate the layout of new developments and the public realm.
- 8.30** The amount of public money available to fund transport schemes has reduced significantly due to the current economic climate. This has placed great pressure on local authorities to find innovative new ways to support and deliver growth, whilst reducing the need to travel by car. Our Infrastructure Schedule in Appendix 2 sets out the key pieces of transport infrastructure required to support growth in the Borough and how we intend for it to be delivered.
- 8.31** We will work with our partners, including Leicester City Council, Leicestershire County Council and Highways England, to maximise the delivery of transport infrastructure.

Policy CS 18

The Local and Strategic Road Network

We will maximise the efficiency of the local and strategic road network by 2028. We will do this by:

- **delivering sustainable travel improvements in accordance with policy CS17;**
- **requiring our strategic developments to deliver an appropriate and comprehensive package of transport improvements in accordance with Policies CS19, CS20, CS21, CS22 and CS23; and**
- **requiring other network improvements as identified by appropriate Transport Assessments.**

Chapter 9: South Charnwood: Edge of Leicester

- 9.1** The southern part of Charnwood sits on the edge of Leicester and forms an integral part of the way the City functions and grows. The villages and towns on the edge of Leicester, including Birstall and Thurmaston, play a significant role in Leicester's economy. The people that live in these communities very often work in the City and also benefit from good access to, and support, the City's shops, services and leisure facilities.
- 9.2** Leicester City has expanded to its limits. We recognise the economic and social relationship between our community and the City. We want to contribute to the future prosperity of the City whilst protecting our communities' identity.
- 9.3** Our priority location for growth is within and adjoining the Leicester Principal Urban Area. We will provide for the majority of this growth in two sustainable urban extensions, providing homes and jobs with facilities and services, and an employment focused Regeneration Corridor.
- 9.4** The north east of Leicester, the area north of Birstall and the Watermead Corridor are the most appropriate locations to meet our Vision and objectives and those of our partners.
- 9.5** We have allocated a sustainable urban extension to the north east of Leicester as the focus for new homes. To meet our longer term housing needs we have also identified a direction of growth for a further sustainable urban extension to the north of Birstall which will be allocated in the Site Allocations and Development Management Development Plan Document.
- 9.6** Our strategy also identifies our plans for the Watermead Regeneration Corridor including new employment and leisure development, the renewal of the waterfront and regeneration of the village centre at Thurmaston.

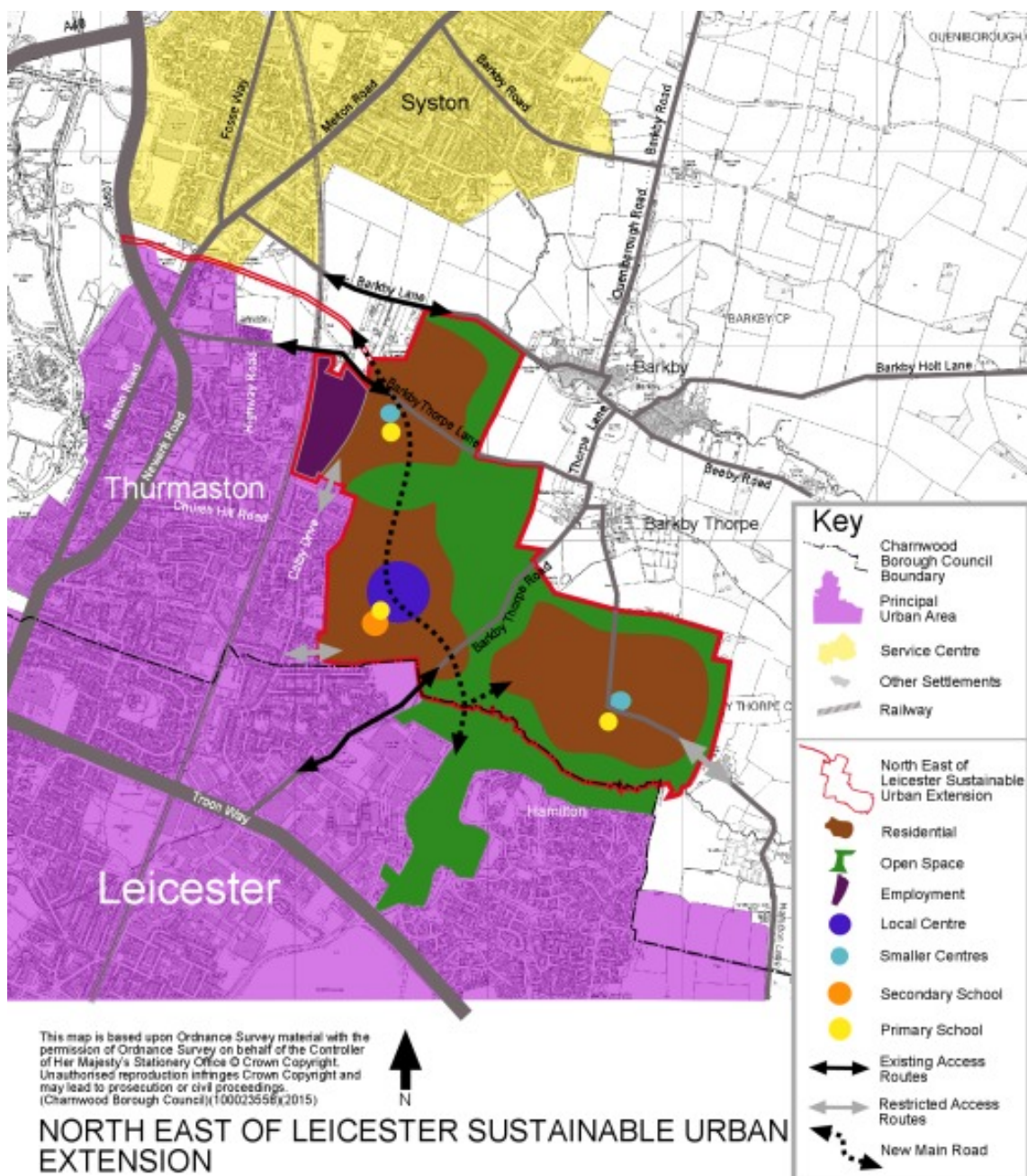
North East of Leicester Sustainable Urban Extension

The Site

- 9.7** The North East of Leicester Sustainable Urban Extension is allocated on land adjacent to the Leicester Principal Urban Area, to the east of Thurmaston (in Charnwood) and north of Hamilton (in Leicester City).
- 9.8** The site provides an opportunity to create a community of approximately 4,500 homes with new jobs which will support the delivery of significant community facilities including schools. Approximately 3,250 homes will be delivered by 2028. The new community will be well integrated and connected with the existing infrastructure of the City and surrounding area. It will also provide an opportunity to contribute to improving the quality

of life of the existing community, particularly those to the east of the railway line who are currently cut off from existing shops, schools and other facilities.

- 9.9** The red line boundary on the map below shows the land allocated for the North East of Leicester Sustainable Urban Extension on the Policies Map. It also shows a concept masterplan for the site for illustrative purposes. We will work with our partners to refine the masterplan as more detailed evidence is prepared.



The Vision

- 9.10** We have prepared a Vision for the North East of Leicester Sustainable Urban Extension in partnership with the developers, Leicestershire County Council and Leicester City Council. The Vision is outlined below:

A Vision for the North East of Leicester Sustainable Urban Extension

The North East of Leicester Sustainable Urban Extension will be a locally distinctive, sustainable and thriving new community that is well integrated and has excellent connections with Thurmaston and Leicester. It will assist in realising regeneration opportunities for Thurmaston and north east Leicester and create a new focus for the community east of the railway line but maintain a physical separation from Syston, Barkby and Barkby Thorpe.

It will provide a balanced mix of high quality housing as well as diverse employment opportunities and an excellent network of green infrastructure which connects into existing areas of environmental value and includes an extension of the Leicester Hamilton Green Wedge. It will have vibrant centres that provide a heart to the community and accessible community, shopping and business facilities.

Growth will be planned in a sustainable manner and have regard to the protection and enhancement of valuable built and natural resources. Design will be locally distinctive and create attractive, usable and adaptable development that meets high environmental standards, is resilient to climate change and optimises opportunities for sustainable transport choice. Development will deliver a place that is well connected with safe and attractive neighbourhoods that provide opportunities and benefits to existing communities and stimulate investment by new residents, visitors and businesses.

Homes

- 9.11** The sustainable urban extension will make a significant contribution to our strategic housing needs, delivering approximately 3,250 of the allocated 4,500 homes by 2028. It will provide a mix of homes including different types, sizes and tenures and about 30% of the new homes will be affordable homes. The development will be required to respond to the evidence for smaller houses and bungalows needed by older people and other smaller households including families. We will also work with our partners, particularly Leicestershire County Council, to provide extra care housing to help meet the needs of our ageing community.
- 9.12** The scale of the sustainable urban extension requires a comprehensively planned scheme that takes the opportunity to create distinct character areas that respond to the

scale, layout and density of the existing neighbourhoods to ensure the new community becomes a part of Thurmaston. This will mean a mixture of homes and densities to meet the needs of our community and provide a high quality environment.

- 9.13** The development should incorporate a permanent site for gypsies and travellers and a site for showpeople in accordance with Policy CS5 to meet the identified needs of gypsies and travellers.

Jobs

- 9.14** We expect the sustainable urban extension to include employment development so that people living in the development and nearby, have the opportunity to live close to work as part of our plans to reduce commuting.
- 9.15** Our evidence suggests that employment development here can meet the needs of the new residents through the development of up to 13 hectares of employment land.
- 9.16** We expect an appropriate mix of business uses that reflect the needs of the local economy and maximises the opportunity to work locally. We want to ensure provision for new and developing business.

Shops and Facilities

- 9.17** We want this new community to benefit from access to a wide range of services and facilities including schools, shops, new or expanded health facilities and community facilities such as a place of worship and a community hall. We expect new facilities to be delivered as part of centres within the development. This will reduce the need to travel for the people who live in the new homes and also increase access for the existing community. This will also provide a focus for integration between the new and existing community.
- 9.18** Our evidence suggests that this development will generate a need for approximately 1,800 school places. We have worked with our partners to understand how to meet this requirement taking account of current school places available. The sustainable urban extension should include three primary schools and a secondary school. We will continue to work with our partners, including Leicestershire County Council as Local Education Authority, to consider the impacts of changes in local secondary provision in the area and the best way to meet the need for secondary school places.
- 9.19** An essential part of a sustainable community is to have a centre that acts as a focal point for the community providing goods and services close to where they live. Our evidence suggests that the development should include one new main Local Centre that provides a mixture of small scale employment and local shops, a supermarket and a range of non-retail services such as a bank or a public house. The scale of 'town centre' uses within the new centre should support our strategy for the regeneration of Thurmaston Local Centre and to protect the vitality and viability of surrounding centres.

- 9.20** To ensure that people living in this new community have services close to where they live it may be appropriate to have additional smaller centres that complement the main centre. We expect any smaller centre to be well related to a school to provide a focus for the community and reduce the need to travel by car.

Access and Travel

- 9.21** We want the sustainable urban extension to connect new residents to employment, schools, shops, leisure facilities, open spaces and other community facilities both within the development and beyond. Whilst the sustainable urban extension will include a range of uses to meet day to day needs, they will also enjoy good connections with the City Centre, Watermead Regeneration Corridor and the centres of Thurmaston, Syston and Hamilton where additional services and facilities are available.
- 9.22** We want the new development to be accessible and integrated with the existing community, particularly for those people who live to the east of the railway line. Good links into the new development to facilities and open spaces will be important. There are a number of locations where the new community could connect to the existing to maximise the potential for integration and provide genuine access for their mutual benefit. The development should make the most of the opportunities for high quality walking and cycling routes and high frequency bus services.
- 9.23** Whilst we will maximise the opportunities to walk and cycle there will still be a need for new roads to serve the new development, provide links to the wider road network, support high frequency bus services and to avoid adverse impacts on rural roads through neighbouring villages.
- 9.24** The development will include a new main road through the development providing a high street for the development as it passes through the main centre which will be the focus for the development's community and commercial uses. This new main road will link to Sandhills Avenue in Hamilton to the south and Barkby Thorpe Lane to the north. This new road will be supported by capacity enhancements along Barkby Thorpe Lane and at the roundabout with the A607. It may also be necessary to provide a connection from the new main road to Melton Road and the A607.
- 9.25** We have been working with our partners to understand what off site transportation measures will be required to support the sustainable urban extension and connect it with Leicester City. This could include contributions towards bus improvements and enhancements within the City to help connect the community with Leicester.

Environment

- 9.26** The sustainable urban extension will provide a high quality environment, respecting and responding to the landscape, ecology and heritage in this area.

- 9.27** The topography rises from Hamilton and Thurmaston to Barkby Thorpe, with Barkby on a plateau to the north. We expect the design of the sustainable urban extension to protect the identities of Syston, Barkby and Barkby Thorpe and respond to the landscape. This should include avoiding development on the higher ground and ensuring that important views are protected and, where appropriate, used to full effect.
- 9.28** There are a number of features in the local area which are of historic value. The Roman Villa and deserted medieval village of Hamilton are Scheduled Monuments. Historic England has identified the Roman Villa as at risk from ploughing. The conservation areas of Barkby and Barkby Thorpe are also nearby and there is potential for unscheduled archaeology in the area. Although these historic features are outside the development site, we expect their wider setting to be carefully considered at the start of the design process. It will be particularly important to protect views of historic buildings and spaces and consider the impact of access arrangements.
- 9.29** The site of the sustainable urban extension is currently farmed. There are however two important wildlife corridors along the Melton Brook and Barkby Brook which have the most biodiversity value in the area. The development will be expected to respect and enhance these wildlife corridors supporting the Water Framework Directive and, where appropriate, create new wildlife networks. There are opportunities to create a network across the landscape along on the north-south and east-west axis. In particular, activities that have the potential to disrupt wildlife should be focused elsewhere in the site.
- 9.30** We want the sustainable urban extension to be designed so that it is resilient to climate change. We expect the development to maintain a greenfield run-off rate and protect and enhance water quality. We have worked with our partners to explore opportunities to reduce flood risk. Our evidence suggests that there is a need for appropriate run-off management and prevention of any increase in flood risk downstream. This should include investigating opportunities to reduce flood risk associated with the Thurmaston Dyke and reduce flood risk in Syston and Barkby through storage options on the site.
- 9.31** The sustainable urban extension offers the potential to reduce our carbon footprint through design, including the careful layout and orientation of buildings. We have an aspiration that the scheme will result in a 10% reduction in CO² emissions when compared to Building Regulations as set out in Policy CS16, where viable.
- 9.32** We want to see the sustainable urban extension provide good access to open spaces, sport and recreational facilities to benefit both new and existing residents in accordance Policy CS15.
- 9.33** The sustainable urban extension should include parkland which extends the Leicester Hamilton Green Wedge to continue the link out of the urban area to the wider countryside. We want the extension of the Green Wedge to be a focal point of the development, bringing together the different character areas of the development. It also has the potential to help integrate the development with Hamilton by providing a

focus for recreation and leisure.

- 9.34** The sustainable urban extension is well related to the River Soar and the Watermead Regeneration Corridors. We want the development to complement and maximise the opportunity for access to this wider Green Infrastructure Network.
- 9.35** We expect biodiversity, walking and cycling routes, open space and climate change to be considered and planned in an integrated manner.
- 9.36** Our vision for the sustainable urban extension can only be achieved by the highest standards of design and through a comprehensively planned development. We will work with our partners to use tools such as Building for Life and external design reviews to inform a collaboratively prepared and designed sustainable urban extension. Our vision can not be achieved through a fragmented or ad hoc approach to design.

Infrastructure Delivery

- 9.37** We want to see the necessary physical and social infrastructure being delivered at the right time for the new community to foster sustainable lifestyles. Key infrastructure items and when they are expected to be delivered are included in the Infrastructure Schedule in Appendix 2.
- 9.38** Where appropriate and necessary we will use compulsory purchase orders to deliver the sustainable urban extension in line with the Vision.

Policy CS 19

North East of Leicester Sustainable Urban Extension

We will allocate land to north east of Leicester as a sustainable urban extension to deliver a community of approximately 4,500 homes. The development will make a significant contribution to meeting our housing needs by delivering approximately 3,250 homes by 2028 and the remaining homes beyond the plan period.

The sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. We will do this by:

Housing

- **seeking 30% affordable homes to meet local needs in accordance with Policy CS3;**
- **seeking a range of tenures, types and sizes of homes in accordance with Policy CS3;**

- supporting extra care housing where it meets the needs of our ageing population in accordance with Policy CS3; and
- requiring a permanent site for gypsies and travellers of at least 4 pitches and a site of at least 4 plots for showpeople in accordance with Policy CS5.

Employment

- providing up to 13 hectares of employment land to help meet our strategic and local employment needs in accordance with Policy CS6.

Community Facilities

- providing three primary schools and one secondary school, as appropriate to meet the need for school places, as focal points for the new community, in locations that are accessible to both the new and existing communities;
- providing one main accessible Local Centre delivered as part of an early phase of development that is accessible to both new and existing communities, including as a minimum, local shops and a supermarket, small scale employment and a range of non-retail and community facilities and services in accordance with Policy CS9;
- including opportunities, where appropriate, for additional smaller centres where they complement the main centre, are well related to a school and meet community needs in accordance with Policy CS9; and
- supporting the provision of excellent electronic communications networks for all homes and businesses in accordance with Policy CS 10.

Transport

- requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CS17;
- requiring the retention of existing walking, cycling and road connections with Thurmaston and where possible the creation of new links in accordance with Policy CS17;
- requiring a comprehensive package of transport improvements in accordance with Policies CS17 and CS18 and including:
 - new and improved cycling and walking routes, well related to the green infrastructure network, connecting to existing and new employment areas and centres, Syston train station and Thurmaston Waterfront;
 - new and enhanced bus services connecting both the western part of the development and eastern part with local employment opportunities and Syston, Thurmaston and Leicester City Centre, as identified through a Transport Assessment;

- a new main road through the development from Barkby Thorpe Lane at the north to Sandhills Avenue at the south, performing the function of a high street where it passes through the new main centre;
- appropriate capacity improvements to Barkby Thorpe Lane and the A607/Barkby Thorpe Lane roundabout and if necessary a new road link from the development to Melton Road and the A607; and
- other network improvements as identified by an appropriate Transport Assessment.

Environment

- protecting the separate identities of Syston, Barkby and Barkby Thorpe and their Conservation Areas;
- responding to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies CS2 and CS11;
- protecting historic and archaeological features including the setting of Hamilton Deserted Medieval Village and the Roman Villa in accordance with Policy CS14;
- protecting and enhancing existing wildlife corridors and, where appropriate, provide new corridors to create a coherent biodiversity network in accordance with Policy CS13;
- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CS16;
- delivering buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CS16;
- requiring development that provides appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in Thurmaston, Syston and Barkby in accordance with Policy CS16;
- protecting and enhancing water quality;
- providing an extension of the Leicester Hamilton Green Wedge including access to and long term management of a formal parkland as part of an accessible, comprehensive and high quality network of multi-functional green spaces in accordance with our open space standards in accordance with Policies CS15 and CS12. The package of green space should include:
 - parks totalling around 3.6 hectares;
 - around 23 hectares of natural and semi-natural green space;
 - around 5 hectares of amenity green spaces;
 - around 22 sites providing facilities for children;
 - around 22 sites providing facilities for young people;
 - around 29 hectares of outdoor sports provision including around 13 hectares of playing pitches and around 5 tennis courts;

- around 4 indoor courts; and
- around 4 hectares of allotments.

We will do this by working with our public and private sector partners and will require the following to support a planning application:

- **a Development Framework including delivery and phasing arrangements and a masterplan informed by an independent Design Review Panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension;**
- **a Green Infrastructure Strategy to inform the development of detailed proposals and long term management; and**
- **a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.**

Before outline planning permission is granted, we will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

North of Birstall Direction of Growth

The Location

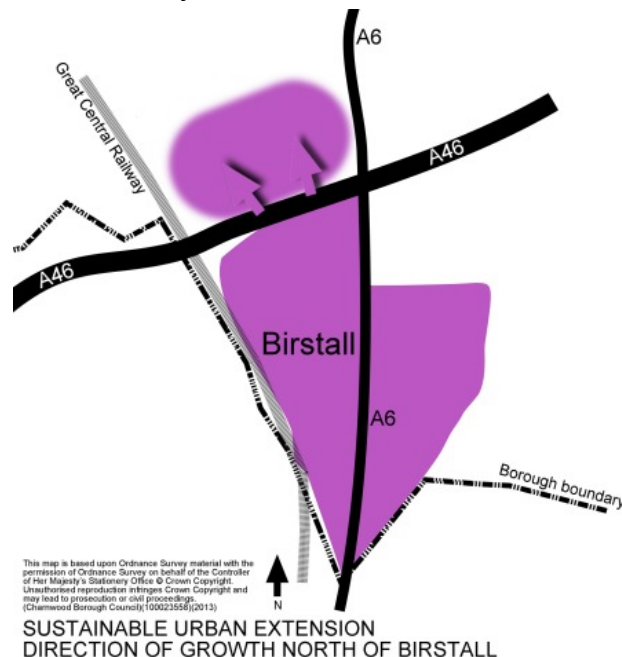
- 9.39** We have identified a direction of growth for our second sustainable urban extension adjacent to the Leicester Principal Urban Area at Birstall. This sustainable urban extension will be to the north of the A46, west of the A6, east of the Great Central Railway and to the south and west of the Broadnook Spinney.
- 9.40** This location provides an opportunity to create a new garden suburb to reflect the pioneering work started during the early part of the twentieth century along the Great Central Railway. This development, will deliver approximately 1,500 homes, new jobs and community facilities and provides an opportunity to respond to this unique and high quality context. Approximately 1,345 homes will be delivered by 2028. The area benefits from excellent connections with the City and is adjacent to the Great Central Railway.
- 9.41** During the early part of the twentieth century a number of homes were built to Garden Suburb principles along the route of the Great Central Railway. This is particularly evident at the Ridgeway in Rothley, part of the unfinished Rothley Garden Suburb, which was strongly influenced by Hampstead Garden Suburb. The plan included individually designed houses with good sized gardens.

9.42 Garden Suburbs are a development of the Garden City movement which sought to combine all the advantages of the town by way of accessibility and all the advantages of the country by way of environment without any of the disadvantages of either.

9.43 Garden Suburb principles include:

- strong vision, leadership and community engagement;
- land value capture for the benefit of the community;
- community ownership of land and long term stewardship of assets;
- high quality, imaginative design including homes with gardens;
- mixed tenure homes which are affordable for ordinary people;
- a strong local jobs offer with a variety of employment opportunities well related to homes;
- generous green space linked to the wider countryside, well managed and high quality gardens, tree lined streets and open spaces with opportunities for residents to grow their own food;
- access to strong local, cultural, recreational and shopping facilities in walkable neighbourhoods; and
- integrated and accessible transport systems.

9.44 We expect the development to continue the tradition of Garden Suburb housing associated with the Great Central Railway.



The Vision

9.45 We have prepared a Vision for the North of Birstall Sustainable Urban Extension. We will develop and explore this Vision in partnership with the developers, Leicestershire

County Council and Leicester City Council. The Vision is outlined below:

Vision for North of Birstall Sustainable Urban Extension

In 2028 the North Birstall Sustainable Urban Extension will be known for its reputation as a Garden Suburb. It will combine the benefits of excellent access to the City for work and leisure with the benefits of the countryside such as green open space, fresh air, tranquillity and beautiful character.

It will have been comprehensively planned to offer an excellent quality of life for its community. The range of homes, jobs, community facilities and shops will meet the day to day needs of the people who live there. Community uses will provide a focus of civic pride.

Homes

- 9.46** The sustainable urban extension will make a significant contribution to our strategic housing needs delivering approximately 1,345 homes by 2028. It will provide a mix of homes including different types, sizes and tenures and about 30% of the new homes will be affordable homes. The development will be required to respond to the evidence for smaller houses and bungalows for older people and other smaller households including families. We will also work with our partners, particularly Leicestershire County Council, to provide extra care housing to help meet the needs of our ageing community.
- 9.47** The scale of the sustainable urban extension requires a comprehensively planned scheme. This will include a mixture of homes and densities to meet the needs of our community and provide a high quality environment.
- 9.48** The development should incorporate a site for showpeople in accordance with Policy CS5 to meet the identified needs of gypsies and travellers.

Jobs

- 9.49** We expect the sustainable urban extension to include employment development so that people living within the development and nearby, have the opportunity to live close to work as part of our plans to reduce commuting.
- 9.50** We expect the sustainable urban extension to meet the employment needs of the new community in accordance with garden suburb principles. However, given the area's excellent connections and relationship with Leicester City there is also an opportunity for new jobs that contribute to our wider employment requirements. We will carefully assess any employment development through the masterplanning process. In total, this direction of growth may deliver up to 15 hectares of general employment land as part of this sustainable urban extension.

- 9.51** We expect an appropriate mix of business uses, reflecting the needs of the local economy and maximising the opportunity to work locally. We want to ensure provision for new and developing business.

Shops and Facilities

- 9.52** We want this new community to benefit from access to a wide range of services and facilities including schools, shops, new or expanded health facilities and community facilities such as a place of worship and a community centre. We expect new facilities to be delivered as part of the centre within the development. This will reduce the need to travel for the people who live in the new homes and also increase access for the existing community.
- 9.53** Our evidence suggests that this development will generate a need for approximately 600 school places taking account of current school places available. We have worked with our partners to understand how to meet this requirement. The sustainable urban extension should include a primary school and contribute to the extension or adaption of local secondary schools.
- 9.54** An essential part of a sustainable community is to have a centre that acts as a focal point for the community providing goods and services close to where they live. Our evidence suggests that the development should include one new Local Centre that provides a mixture of small scale employment and local shops, a supermarket and a range of non-retail services such as a bank or a public house. The scale of 'town centre' uses within the new centre should protect the vitality and viability of surrounding centres.

Access and Travel

- 9.55** We want the sustainable urban extension to connect new residents to employment, schools, shops, leisure facilities, open spaces and other community facilities both within the development and beyond. Whilst the sustainable urban extension will include a range of uses to meet day to day needs, they will also enjoy good connections with the City Centre, Watermead Regeneration Corridor, Charnwood Forest, Loughborough and Birstall District Centre where additional services and facilities are available.
- 9.56** We will expect the development to make the most of opportunities for high quality walking and cycling routes and high frequency bus services. We want the new development to be accessible and connect the community to services and facilities, National Cycle Route 6 and the Park and Ride facility in Birstall.
- 9.57** Whilst we will maximise the opportunities to walk and cycle there will still be a need for new roads to serve the new development, provide links to the wider road network, support high frequency bus services and to avoid adverse impacts on neighbouring communities. This sustainable urban extension will be next to the A6 and A46 which are the main transport corridors connecting Leicester to Loughborough and the area to the M1 motorway. We will work with our partners to understand the impact of more

detailed development proposals on these corridors, the A46/A6 interchange and the wider network and develop a package of transport measures to support the development.

- 9.58** We have been working with our partners to understand what off site transportation measures will be required to support the sustainable urban extension and connect it with Leicester City. This could include contributions towards bus improvements and enhancements within the City to help connect the community with Leicester.

Environment

- 9.59** The sustainable urban extension will provide a garden suburb, a high quality environment, respecting and responding to the landscape, ecology and heritage in this area.
- 9.60** The topography in this location is partially lower lying on either side of the A6 and rises towards the south west. Rothley is located to the north of this location, beyond the Broadnook Spinney, whilst Wanlip is to the south east of the A6/A46 roundabout. We expect the design of the sustainable urban extension to protect the identities of Rothley and Wanlip and respond to the landscape. This should include ensuring that important views are protected and, where appropriate, used to full effect.
- 9.61** There are a number of features in the local area which are of historic value. The nearby Rothley Conservation Area and Rothley Park are home to a number of historic buildings including the Grade I listed Rothley Court Hotel and Chapel. There is also potential for unscheduled archaeology in the area. Although these historic features are outside the development location, we expect their wider setting to be borne in mind at the start of the design process.
- 9.62** The site of the sustainable urban extension is currently farmed. There are however two important wildlife corridors associated with the Broadnook Spinney and the Great Central Railway which have the most biodiversity value in the area. The development will be expected to respect and enhance these wildlife corridors and, where appropriate, create new wildlife networks. This includes considering opportunities to create a network across the landscape along on the north-south and east-west axis to help enhance connections to the River Soar. In particular, activities that have the potential to disrupt wildlife should be focused elsewhere in the site.
- 9.63** We want the sustainable urban extension to be designed so that it is resilient to climate change. We expect the development to maintain a greenfield run-off rate and protect and enhance water quality. We have worked with our partners to explore opportunities to reduce flood risk. Our evidence suggests that there is a need for appropriate run-off management and consideration of storage options to prevent any increase in flood risk downstream. This should include investigating opportunities to reduce flood risk associated with the Rothley Brook.

- 9.64** The sustainable urban extension offers the potential to reduce our carbon footprint through design, including the careful layout and orientation of buildings. We have an aspiration that the scheme will result in a 10% reduction in CO² emissions when compared to Building Regulations as set out in Policy CS16, where viable.
- 9.65** We want to see the sustainable urban extension provide good access to open spaces, sport and recreational facilities to benefit both new and existing residents in accordance with Policy CS15. Green infrastructure will be a fundamental prerequisite in establishing the garden suburb style and character.
- 9.66** The sustainable urban extension is well related to the River Soar and the Watermead Regeneration Corridor. We want the development to complement and maximise the opportunity for access to this wider Green Infrastructure Network for recreation and leisure to the benefit of the existing and new communities.
- 9.67** We expect biodiversity, open space and climate change to be considered and planned in an integrated manner.
- 9.68** The eastern part of this location lies within a sand and gravel Minerals Consultation Area and there is potential for minerals resources to be sterilised. We will expect the policies in the Leicestershire Minerals Development Framework to safeguard minerals from sterilisation to be applied and further detailed investigation undertaken to assess the resources that could be affected and the necessary mitigation.
- 9.69** Our vision for the sustainable urban extension can only be achieved by the highest standards of design and through a comprehensively planned development. We will work with our partners to use tools such as Building for Life and external design reviews to inform a collaboratively prepared and designed sustainable urban extension. Our vision can not be achieved through a fragmented or ad hoc approach to design.

Infrastructure Delivery

- 9.70** We want to see the necessary physical and social infrastructure being delivered at the right time for the new community to foster sustainable lifestyles. Key infrastructure items and when they are expected to be delivered are included in the Infrastructure Schedule in Appendix 2.

Policy CS 20

North of Birstall Direction of Growth

We will identify a direction of growth to the north of Birstall for a sustainable urban extension to deliver a garden suburb of approximately 1,500 homes. The development will make a significant contribution to meeting our housing needs by delivering approximately 1,345 homes by 2028 and the remaining homes beyond the plan

period.

The sustainable urban extension will be to the north of the A46, west of the A6, east of the Great Central Railway line and to the south and west of the Broadnook Spinney. It will create a balanced community and a safe, high quality and accessible environment. We will do this by:

Housing

- seeking 30% affordable homes to meet local needs in accordance with Policy CS3;
- seeking a range of tenures, types and sizes of homes in accordance with CS Policy 3 in accordance with Policy CS3;
- supporting extra care housing where it meets the needs of our ageing population in accordance with Policy CS3; and
- requiring a site of at least 4 plots for showpeople in accordance with Policy CS5.

Employment

- providing up to 15 hectares of employment land to help meet our strategic and local employment needs in accordance with Policy CS6.

Community Facilities

- providing a primary school as appropriate to meet the need for school places, as a focal point for the new community;
- contributing to the provision of secondary school places as appropriate to meet the need for school places;
- providing one accessible Local Centre delivered as part of an early phase of development, including as a minimum, local shops and a small supermarket, small scale employment and a range of non-retail and community facilities and services including a community centre in accordance with Policy CS9;
- supporting the provision of excellent electronic communications networks for all homes and businesses in accordance with Policy CS10; and
- supporting development that maximises the opportunities to create strong social links with Birstall.

Transport

- requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CS17;
- requiring a comprehensive package of transport improvements in accordance with Policies CS17 and CS18 and including:

- new and improved cycling and walking routes, well related to the green infrastructure network, connecting to existing and new employment areas and centres, the Birstall Park and Ride, Watermead Country Park and Charnwood Forest;
- bus service enhancements connecting the new community with local employment opportunities and Birstall, Leicester City Centre and Loughborough, as identified through a Transport Assessment;
- a new roundabout on the A6, north of the A46 interchange;
- appropriate access arrangements including a connection to the A6 and Rothley;
- appropriate capacity improvements at the A46 interchange; and
- other network improvements as identified by an appropriate Transport Assessment.

Environment

- protecting the separate identity of Wanlip, Rothley and Rothley Conservation Area;
- responding to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies CS2 and CS11;
- protecting historic and archaeological features including the setting of Rothley Park and Rothley Conservation Area in accordance with Policy CS14;
- protecting and enhancing existing wildlife corridors and, where appropriate, provide new corridors to create a coherent biodiversity network in accordance with Policy CS13;
- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CS16;
- delivering buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CS16;
- requiring development that provides appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk associated with the Rothley Brook in accordance with Policy CS16;
- providing an accessible, comprehensive and high quality network of multi-functional green spaces in accordance with our open space standards in accordance with Policies CS15 and CS12 and garden suburb principles;
- requiring the development to respond to the minerals safeguarding policies in the Leicestershire Minerals Development Framework.

We will do this by allocating a specific site in the Site Allocations and Development Management Development Plan Document. We will do this by working with our public and private partners and will require the following to support a planning application:

- a **Development Framework**, including delivery and phasing arrangements and a masterplan informed by an independent **Design Review Panel** and community consultation including key design principles to ensure the development of a **comprehensive sustainable urban extension**;
- a **Green Infrastructure Strategy** to inform the development of detailed proposals and long term management; and
- a **Sustainability Assessment** that identifies the development's response to carbon emissions reduction and climate change resilience.

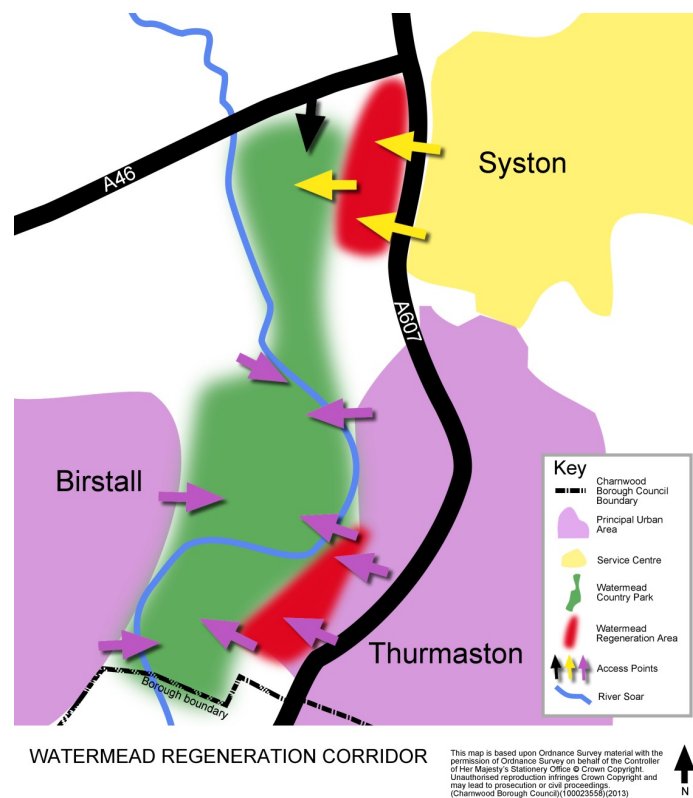
Before outline planning permission is granted, we will require development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

Watermead Regeneration Corridor Direction of Growth

- 9.71** The Watermead Corridor is located on the edge of the Leicester Principal Urban Area and follows the Soar Valley. It begins just over 2 miles from Leicester City Centre and runs along the River Soar to Wanlip.
- 9.72** It contributes to the Soar Valley Living Landscape, a nature conservation initiative led by The Leicestershire and Rutland Wildlife Trust. The Corridor includes a network of paths which provide opportunities to walk and cycle for people within and along the river valley.
- 9.73** At its centre is the Watermead Country Park, a network of old mineral workings and artificial lakes that run north to south along the path of the river. The Grand Union Canal also runs through the valley providing a direct access to the waterfront at Thurmaston. The Country Park is used for watersports and informal recreation and is a Local Wildlife Site. Within the Corridor there are areas at high risk of flooding.
- 9.74** Thurmaston is home to some of the most deprived households in the Borough. Part of Thurmaston borders the Country Park and is within the South Charnwood Priority Neighbourhood. Our evidence shows pockets of deprivation where there are low levels of income among older people, low levels of education, skills and training and a poor quality living environment. Community cohesion is also restricted by the physical barriers of the A607 and Midland Mainline railway. The opportunity to benefit the community by linking Thurmaston to the Watermead Corridor has not been taken in the past.
- 9.75** We want to use the Corridor as a focus for defining a direction for growth to support the regeneration of Thurmaston, to restore the remaining mineral workings and to maximise the potential of the Country Park. Any development within the Corridor must be balanced carefully with our desire to protect and enhance the area's valuable landscape, tranquillity and ecology. We also want to make sure that the Corridor continues to act as a Green

Wedge, and contributes to community identity on the fringe of the City.

- 9.76** We have worked with our partners to prepare a River Soar and Grand Union Canal Strategy. It recognises the need for new facilities to serve the 250,000 annual visitors to Watermead Country Park. The Strategy proposes a new marina with hotel and conference facilities associated with a mixed use development.
- 9.77** We expect any development to be designed so that is it resilient to climate change, manages areas at risk of flooding and protects and enhances water quality. We will work with our partners to deliver our regeneration strategy in the context of a detailed Flood Risk Assessment.
- 9.78** We have worked with our partners, including Sustrans, to improved walking and cycling links between the Country Park and Thurmaston. The creation of links to overcome severance from the village centre caused by the road and rail corridors has been considered through a masterplanning exercise. There is also an opportunity to extend the network of links to connect to the new sustainable urban extension north east of Leicester.



- 9.79** The existing offices and industrial buildings at the Pinfold Industrial Park and Bridge Business Park at Thurmaston are reaching the end of their design lives. An exciting opportunity exists to convert these old industrial sites into quality mixed use development, to better manage flood risk and to enhance the relationship with the Canal and Country Park.

- 9.80** We will encourage employment uses in the Watermead Regeneration Corridor which supports regeneration and enhancement. We expect proposals to pay particular attention to their relationship with Watermead Country Park and the Grand Union Canal.
- 9.81** This direction of growth offers the potential to reduce our carbon footprint through design including the careful layout and orientation of buildings. We have an aspiration that the scheme will result in a 10% reduction in CO² emissions when compared to Building Regulations as set out in Policy CS16, where viable.
- 9.82** Our evidence also shows that there is a need for additional employment land to meet the needs of the City which cannot be accommodated within Leicester City itself. We will support regeneration and help to meet wider employment needs by encouraging new employment.
- 9.83** The best location for prime office development is the City Centre. However, some businesses have operational needs, such as quick access to the strategic road network, which cannot be met within the City. We will support a limited amount of office space within the Watermead Regeneration Corridor to meet the needs of these businesses and help to provide a range of employment sites for the Leicester Principal Urban Area.
- 9.84** Land located within the northern sector of the Watermead Corridor, potentially accessed from the roundabout on Wanlip Road adjacent to the Hope and Anchor public house, is well placed to provide sites for local businesses seeking renewal opportunities and to attract inward investment that supports growth. These are to the north of Wanlip Road, adjoining the Hope and Anchor public house, and to the south of Wanlip Road, on the former Wanlip Country Club site.

Policy CS 21

Watermead Regeneration Corridor - Direction of Growth

We will identify a direction of growth within the Watermead Regeneration Corridor and along the Thurmaston waterfront. We will support developments that:

- **contribute directly to the regeneration of Thurmaston village centre, the Thurmaston waterfront and the Grand Union Canal;**
- **improve connectivity and accessibility between the Country Park, waterfront and the wider community;**
- **responds positively to the high quality tranquil setting of Watermead Park;**
- **meet local employment needs and contributes to regeneration;**
- **redevelop Pinfold Industrial Park and Bridge Business Park for homes, leisure and jobs in accordance with Policies CS6 and CS9;**
- **provide up to 8,750sqm for offices and around 16ha for employment and a hotel accessed off Wanlip Road in accordance with Policies CS6 and CS9;**

- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CS16;
- deliver buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CS16;
- include appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in accordance with Policy CS16;
- designing development to protect and enhance water quality; and
- protect and enhance the wildlife corridor in accordance with Policies CS12 and CS13.

We will do this by allocating specific sites for regeneration through the Site Allocations and Development Management Development Plan Document. We will work with our partners in the development of detailed proposals to guide regeneration and will require in support of planning applications:

- a Development Framework, including delivery and phasing arrangements and a comprehensive masterplan including key design principles for each element of the development and how it relates to the Watermead Regeneration Corridor, informed by a Flood Risk Assessment and community consultation; and
- a Green Infrastructure Strategy to inform the development of detailed proposals and long term management.

Chapter 10: North Charnwood: Loughborough and Shepshed

- 10.1** Loughborough and Shepshed are the main social and economic focus for the northern part of Charnwood. Loughborough and Shepshed centres provide a range of shops, services and leisure facilities that serve the majority of the Borough and parts of adjoining Districts. These towns sit in the centre of the three cities of Nottingham, Leicester and Derby and we want to see them continue to prosper and maximise the potential of their unique location.
- 10.2** Whilst Loughborough and Shepshed have their own separate identities they have close physical and economic connections. We want to maintain and enhance the vitality and viability of Loughborough and Shepshed so that they continue to act as a focal point for their communities. We also want to manage new developments so that the two towns continue to complement one another.
- 10.3** Outside the Leicester Principal Urban Area our priority location for growth will be Loughborough and Shepshed. We want housing and employment developments to take place at Loughborough and Shepshed, where they can contribute to the centres and our regeneration opportunities.
- 10.4** The majority of this growth will be delivered in the West Loughborough Growth Area. The growth area includes a major sustainable urban extension to Loughborough and an extension to the Loughborough Science and Enterprise Park. The Plan also recognises the amount of homes with commitments at Shepshed and the need to amend the settlement boundary to reflect those commitments.
- 10.5** We have worked with our public and private partners to understand and plan the sustainable urban extension west of Loughborough and the Loughborough Science & Enterprise Park. These developments are central to the success of our strategy. The West Loughborough Sustainable Urban Extension and the Science and Enterprise Park extension are allocated by this strategy, reflecting their importance.

West Loughborough Growth Area

- 10.6** Our West of Loughborough Growth Area provides the focus for new homes, jobs and places for leisure for the north of Charnwood. The Loughborough Science and Enterprise Park will be extended to complement the sustainable urban extension to the west of Loughborough at this important entrance into the town. The new community will be well connected to the town's employment, shops, leisure and services. The West Loughborough Growth Area will also see Garendon Registered Park and Gardens restored and opened up for public access for the first time, providing a new recreational resource for the people of Loughborough, Shepshed, Hathern and other communities.

The Vision

- 10.7** We have prepared a Vision for the West of Loughborough Growth Area in partnership with the University, developers and Leicestershire County Council. The Vision is outlined below:

A Vision of the West Loughborough Growth Area

The West of Loughborough Growth Area including a sustainable urban extension and Science & Enterprise Park will provide the opportunity to put local connectivity at the centre of the vision for growth in the north of the Borough. Connectivity to employment, services and open space for the benefit of new and existing residents, reducing the need to travel by car.

It will create a connected urban system of Loughborough and Shepshed with a historic park at the centre. Whilst the separate identities of the towns will remain, there will be an improved level of connectivity to and between Loughborough and Shepshed.

There will be a network of walking and cycling routes and bus services providing excellent connectivity to facilities, services and open spaces.

The sustainable urban extension will be a new community with its own character. It will be of mixed density and provide a variety of homes to meet the needs of all sections of the community including older people. The Local Centre will be a vibrant place day and night, providing a heart to the community.

Growth west of Loughborough will provide residents with a variety of employment opportunities. There will be excellent links between employment areas north east of Loughborough, within the sustainable urban extension and at the University and Science & Enterprise Park. The Science & Enterprise Park will support the needs and aspirations of the University for growth, whilst reinforcing the knowledge based focus of Loughborough.

There will be a resilient biodiversity network that links Charnwood Forest to the River Soar Valley. Existing ecological sites and wildlife corridors such as the Black Brook and Burleigh Brook will be enhanced and ecological sites will be reconnected.

Garendon Registered Park and Garden will be opened up for public access and the monuments and parkland will be restored and managed for the benefit of our community.

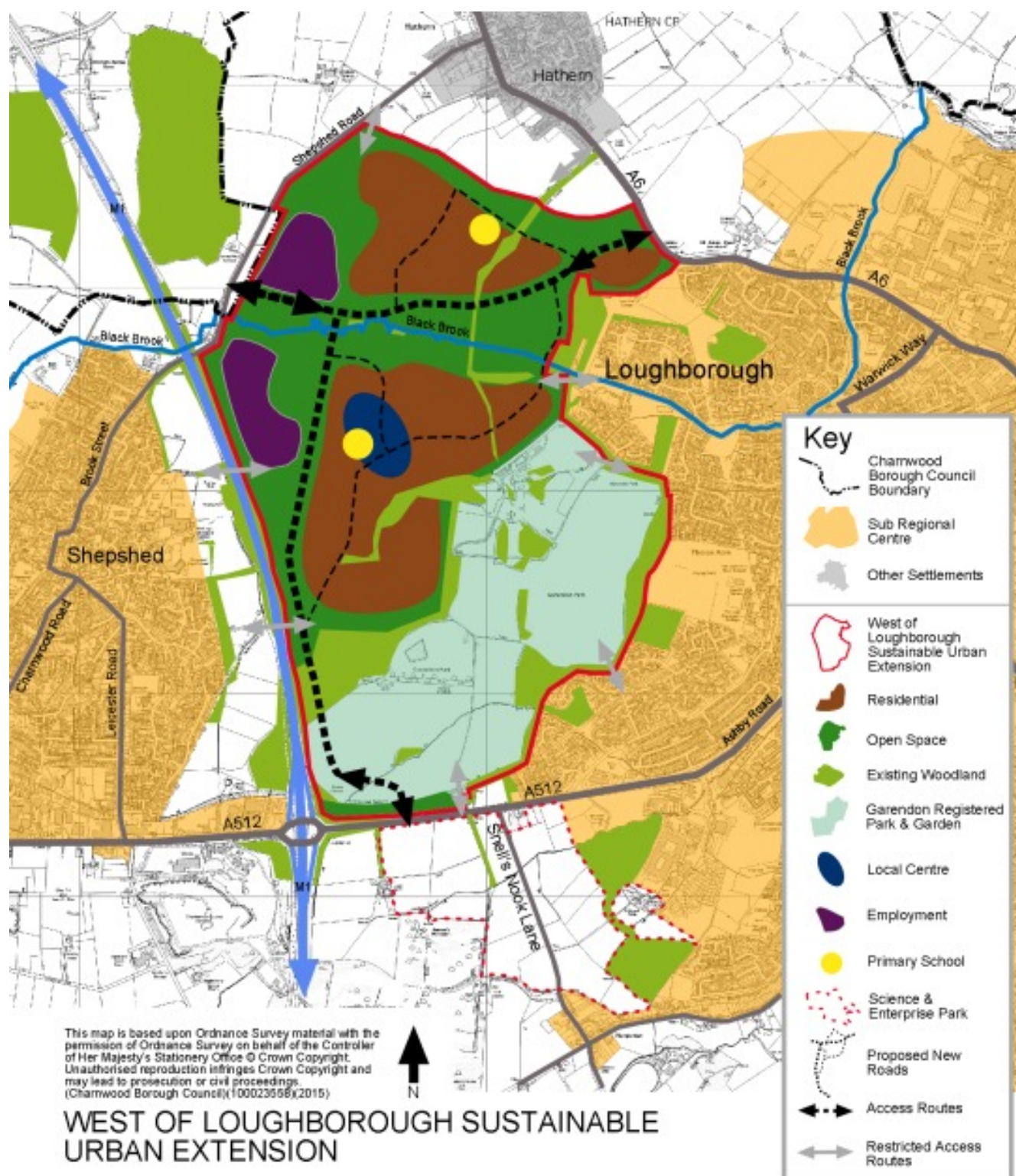
The design of the development west of Loughborough, will be strongly informed by the unique local character and the historic setting provided by Charnwood Forest and the Garendon Registered Park and Garden. Urban design of the development

in this growth area will weave the local style into the development as well as introduce new innovative and creative solutions.

West of Loughborough Sustainable Urban Extension

The Site

- 10.8** The West of Loughborough Sustainable Urban Extension is allocated on the land to the west of Loughborough, north of Garendon Registered Park and Garden and west of the A6 to the north of the town.
- 10.9** The site provides an opportunity to create a community of approximately 3,000 homes and new jobs which will support the delivery of significant community facilities including schools. Approximately 2,440 homes will be delivered by 2028. The new community will be well connected with the existing infrastructure of Loughborough and Shepshed and open up an historic parkland for public enjoyment.
- 10.10** The red line boundary on the map below shows the land allocated for the west of Loughborough sustainable urban extension on the Policies Map. It also shows a concept masterplan for the site for illustrative purposes. We will work with our partners to refine the masterplan as more detailed evidence is prepared.



Homes

- 10.11** The sustainable urban extension will make a significant contribution to our strategic housing needs, delivering approximately 2,440 of the allocated 3,000 homes by 2028. It will provide a mix of homes including different types, sizes and tenures and about 30% of the new homes will be affordable homes. The development will be required to respond to the evidence of smaller houses and bungalows needed for older people and other smaller households, including families. We will also work with our partners, particularly Leicestershire County Council, to provide extra care housing to help meet the needs of our ageing community.
- 10.12** The scale of the sustainable urban extension requires a comprehensively planned scheme that takes the opportunity to create distinct character areas that respond to the scale, layout and density of the existing neighbourhood to ensure the new community becomes a part of Loughborough. This will mean a mixture of homes and densities to meet the needs of our residents and provide a high quality environment.
- 10.13** The development should incorporate a permanent site for gypsies and travellers and a site for showpeople in accordance with Policy CS5 to meet the identified needs of gypsies and travellers.

Jobs

- 10.14** We expect the sustainable urban extension to include employment development so that people living in the development and nearby have the opportunity to live close to work as part of our plans to reduce commuting.
- 10.15** Our evidence suggests that employment development at this site can meet the needs of the new residents and contribute to our wider strategic employment land requirements. The allocation includes up to 16 hectares of employment purposes as part of this sustainable urban extension.
- 10.16** We expect an appropriate mix of business uses that reflects the needs of the local economy, maximises the opportunity to work locally and complements the Science and Enterprise Park. We want to ensure provision for new and developing business and for future expansion.

Shops and Facilities

- 10.17** We want this new community to benefit from access to a wide range of services and facilities including schools, shops, new or expanded health facilities and community facilities such as a place of worship and a community hall. We expect new facilities to be delivered as part of the centre within the development. This will reduce the need to travel for the people who live in the new homes and also increase access for the existing community.

- 10.18** Our evidence suggests that this development will generate the need for approximately 1,300 school places taking account of current school places available. We have worked with our partners to understand how to meet this requirement. The sustainable urban extension should include two primary schools and if necessary contribute to the extension or adaption of local secondary schools.
- 10.19** An essential part of a sustainable community is to have a centre that acts as a focal point for the community providing goods and services close to where they live. Our evidence suggests that the development should include one new Local Centre that provides a mixture of small scale employment and local shops, a supermarket and a range of non-retail services such as a bank or a public house. The scale of 'town centre' uses within the new Local Centre should support our strategy for the regeneration of Loughborough Town Centre and Shepshed District Centre and to protect the vitality and viability of surrounding centres, whilst also responding to the lack of provision for food shopping in the west of Loughborough.
- 10.20** To ensure that people living in this new community have services close to where they live it may be appropriate to have an additional smaller centre that complements the main centre. We expect any smaller centre to be well related to the school to provide a focus for the community and reduce the need to travel by car.

Access and Travel

- 10.21** We want the sustainable urban extension to connect the new residents to employment, schools, shops, leisure facilities, open spaces and other community facilities both within the development and beyond. Whilst the sustainable urban extension will include a range of uses to meet day to day needs, they will also enjoy good connections with Loughborough Town Centre and Shepshed and Gorse Covert District Centres where additional services and facilities are available.
- 10.22** We will expect the development to make the most of opportunities for high quality walking and cycling routes and high frequency bus services. We want the new development to be accessible and connect the community to services and facilities, Loughborough Railway Station, Charnwood Forest and provide safe routes across the M1 motorway in support of our regeneration priority for Shepshed District Centre.
- 10.23** Whilst we will maximise the opportunities to walk and cycle there will still be a need for new roads to serve the new development, provide links to the wider road network, support high frequency bus services and to avoid adverse impacts on neighbouring communities. The sustainable urban extension will deliver a new strategic distributor road, from the A512 to the A6 north of Loughborough. This will run through Garendon Registered Park and Garden, aligned closely with the M1 motorway. Through the Park, this will have the character of an estate road and be designed sympathetically to help reduce impact on the heritage assets. This strategic distributor will include a link to Hathern Road which connects the development to Shepshed and Hathern.

Improvements will also need to be made along the A512, at least to the west of Snell's Nook Lane, and at Junction 23 of the M1 motorway. The sustainable urban extension will also include a new road which provides a high street for the development which will be a focus for community and commercial uses.

Environment

- 10.24** The sustainable urban extension will provide a high quality environment respecting and responding to the landscape, ecology and heritage in this area.
- 10.25** The topography in this location rises from the site southwards up to the Temple of Venus in the Registered Park and Garden and northwards to the ridgeline south of Hathern. We expect the design of the sustainable urban extension to protect the identities of Hathern and Shepshed and respond to the landscape including the relationship the site has with Charnwood Forest. This should include avoiding development on the ridgeline south of Hathern and ensuring that important views are protected and, where appropriate, used to full effect.
- 10.26** The sustainable urban extension is located to the north of Garendon Registered Park and Garden. The Park includes the remains of a Cistercian Abbey and Mansion, with fishpond and mound which is a scheduled monument. It also includes a Grade I listed building called the Triumphal Arch, a Grade II* listed building called the Temple of Venus and a number of other Grade II listed buildings. Historic England has registered the park and garden because of its importance and identifies the registered park, Triumphal Arch and Temple of Venus as being at risk due to their condition, maintenance and uncertain future. There is also potential for unscheduled archaeology in the area.
- 10.27** The development provides the opportunity to restore the park and garden and its monuments and provide appropriate public access for the first time, securing its long term future. We expect these opportunities, together with careful design, to inform a comprehensive strategy to mitigate the impact of development on the Park.
- 10.28** The area includes a number of key wildlife corridors which are part of the network connecting the Charnwood Forest to the Soar Valley. These corridors are associated with the Black Brook, Hathern Drive, a series of woodlands along the western edge of Loughborough joining a disused railway line and links from these corridors into the Hermitage Local Wildlife Site.
- 10.29** We expect the development to respect and enhance these wildlife corridors for their important biodiversity value in support of the Water Framework Directive and, where appropriate, create new wildlife networks. There are opportunities to create a network across the landscape along the north-south and west-east axis. There is an opportunity to re-connect isolated ecological sites, such as the Site of Special Scientific Interest at Oakley Wood. Activities that have the potential to disrupt wildlife should be focused elsewhere in the site.

- 10.30** We want the sustainable urban extension to be designed so that it is resilient to climate change. We expect the development to maintain a greenfield run-off rate and protect and enhance water quality. We have worked with our partners to explore opportunities to reduce flood risk. Our evidence suggests that there is a need for appropriate run-off management and to provide a reduction in flood risk of areas downstream. This should include providing upstream balancing capacity and management of runoff to reduce flooding in the existing urban area of Loughborough. This should include investigating opportunities to reduce flood risk associated with the Black Brook and to reduce flood risk in Loughborough through storage options on the site.
- 10.31** The sustainable urban extension offers the potential to reduce our carbon footprint through design including the careful layout and orientation of buildings. We have an aspiration that the scheme will result in a 10% reduction in CO² emissions when compared to Building Regulations as set out in Policy CS16, where viable.
- 10.32** The site has the M1 motorway running along its western boundary. We expect the layout and design of the site to mitigate the impacts of noise and pollution associated with the M1 motorway.
- 10.33** We want to see the sustainable urban extension provide good access to open spaces, sports and recreational facilities to benefit both new and existing residents in accordance with Policy CS15.
- 10.34** The sustainable urban extension will provide appropriate public access to Garendon Registered Park and Garden. This will provide a formal park, including recreation and leisure space in keeping with the character of the historic park.
- 10.35** We expect biodiversity, open space and climate change to be considered and planned in an integrated manner together with walking and cycling links.

Infrastructure

- 10.36** We want to see the necessary physical and social infrastructure being delivered at the right time for the new community to foster sustainable lifestyles. Key infrastructure items and when they will be delivered are included in the Infrastructure Schedule in Appendix 2.

Policy CS 22

West of Loughborough Sustainable Urban Extension

We will allocate land to the west of Loughborough as a sustainable urban extension to deliver a community of approximately 3,000 homes. The development will make a significant contribution to meeting our housing needs by delivering approximately 2,440 homes by 2028 and the remaining homes beyond the plan period.

The sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. We will do this by:

Housing

- **seeking 30% affordable homes to meet local needs in accordance Policy CS3;**
- **seeking a range of tenures, types and sizes of homes in accordance Policy CS3;**
- **supporting extra care housing where it meets the needs of our ageing population in accordance Policy CS3; and**
- **requiring a permanent site for gypsies and travellers of at least 4 pitches and a site of at least 4 plots for showpeople in accordance with Policy CS5.**

Employment

- **providing up to 16 hectares of employment land to help meet our strategic and local employment needs and support the regeneration of Loughborough and Shepshed in accordance with Policies CS6, CS7 and CS8;**

Community Facilities

- **providing two primary schools as appropriate to meet the need for school places, as focal points within the new community;**
- **contributing to the provision of secondary school places if necessary to meet the need for school places;**
- **providing one accessible Local Centre, delivered as part of an early phase of development, including as a minimum, local shops and a small supermarket, small scale employment and a range of non-retail and community facilities and services in accordance with Policy CS9;**
- **including opportunities, where appropriate, for an additional smaller centre where it complements the main centre, is well related to the school and meets community needs in accordance Policy CS9; and**
- **supporting the provision of excellent electronic communications networks for all homes and businesses in accordance with Policy CS10.**

Transport

- **requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CS17;**
- **requiring the retention of walking, cycling and road connections with Loughborough and Shepshed and where possible the creation of new links in accordance with Policy CS17;**
- **requiring a comprehensive package of transport improvements in accordance with Policies CS17 and CS18 and including:**

- new and improved cycling and walking routes, well related to the green infrastructure network, connecting to new and existing employment areas including the Science & Enterprise Park and Dishley Grange, new and existing centres and Garendon Registered Park and Garden;
- new and enhanced bus services linking the new community with local employment opportunities, Loughborough Town Centre, Shepshed District Centre and Loughborough Railway Station;
- a new road providing the function of a high street where it passes through the new main centre;
- a new strategic distributor road through the development to connect to the A512 at the south and the A6 (south of Hathern) to the north;
- a new road link from the distributor road to Hathern Road;
- dualling of the A512 between Snell's Nook Lane and M1 motorway J23;
- capacity improvements to M1 motorway J23; and
- other network improvements as identified by an appropriate Transport Assessment.

Environment

- protecting the separate identities of Hathern and Shepshed and their Conservation Areas;
- responding to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies CS2 and CS11;
- protecting and mitigating impacts on historic and archaeological features including Garendon Registered Park and Garden, the scheduled monument and listed buildings within the Park in accordance with Policy CS14;
- protecting and enhancing existing wildlife corridors and where appropriate, provide new corridors to create a coherent biodiversity network in accordance with Policy CS13;
- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CS16;
- delivering buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CS16;
- requiring development that provides appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in Loughborough in accordance with Policy CS16;
- including appropriate measures to mitigate any noise and air quality impact from the M1 Motorway;

- provide public access to, restoration and long term management of Garendon Registered Park and Gardens as a public park and heritage assets consistent with their significance; and
- provide an accessible, comprehensive and high quality network of multi-functional green spaces in accordance with our open space standards in accordance with CS15 and CS12. The package of green space should include:
 - parks totalling around 1.5 hectares;
 - around 3.4 hectares of amenity green spaces;
 - around 14 sites providing facilities for children;
 - around 14 sites providing facilities for young people;
 - around 22.8 hectares of outdoor sports provision including around 9 hectares of playing pitches and around 4 tennis courts;
 - around 3 indoor courts; and
 - around 2.5 hectares of allotments.

We will do this by working with our public and private sector partners and will require the following to support a planning application:

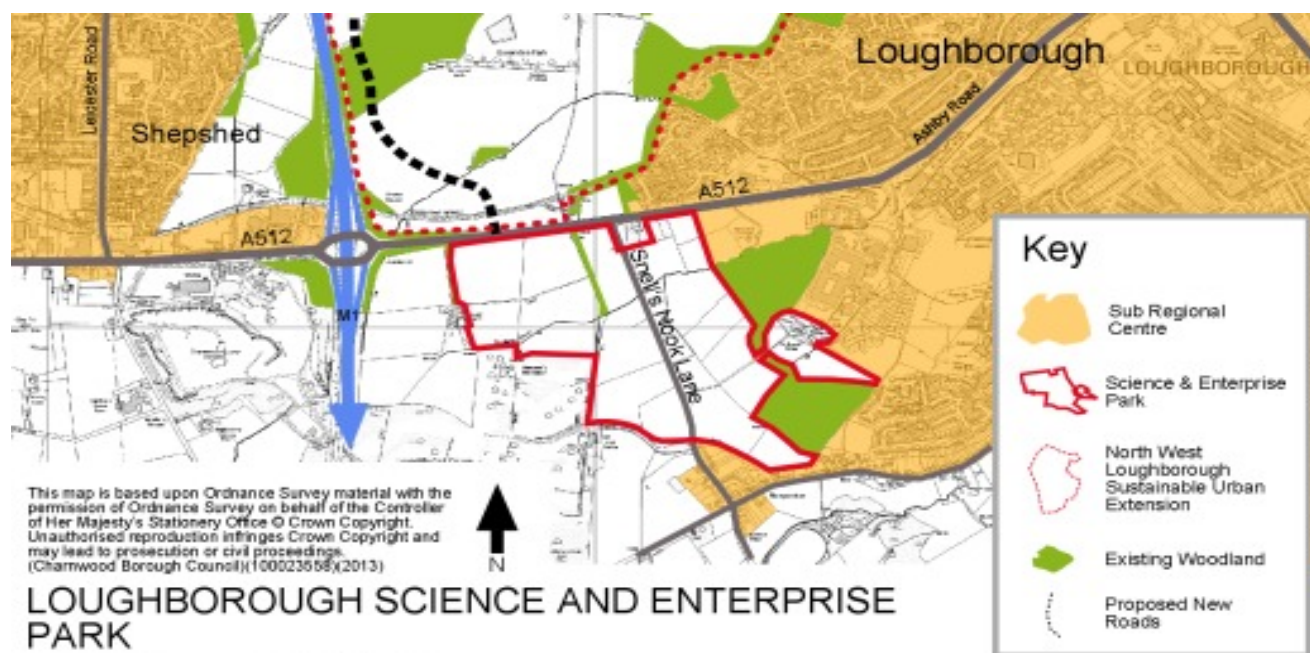
- a Development Framework, including delivery and phasing arrangements and a masterplan informed by an independent Design Review Panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension;
- a Heritage Strategy to inform the detailed mitigation proposals for the restoration and long term management of heritage assets;
- a Green Infrastructure Strategy to inform the development of detailed proposals and long term management; and
- a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

Before outline planning permission is granted we will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

Loughborough University and Science and Enterprise Park

- 10.37** The teaching and research expertise of Loughborough University is of regional and national importance, particularly in sports sciences and performance. The University is our largest employer, with more than 3,000 staff, and over 16,000 students.

- 10.38** The Science and Enterprise Park alongside the University is one of the largest science parks in the UK with a diverse range of potentially high growth businesses within the knowledge-based and high technology manufacturing sectors. The initial phases of the Science and Enterprise Park have been successful and it makes a significant contribution to our economy.
- 10.39** Phase 1 of the Science and Enterprise Park was completed in 1992 and is home to Loughborough Innovation Centre accommodating some 38 businesses and university occupiers. Phase 2 is focused on the Sports Technology Institute and Sport Park, the home of the governing bodies for a range of national sporting organisations.
- 10.40** The success of the University has been, and continues to be, a vital part of our economic growth. The remaining 8 hectares within Phase 2 has planning permission and is expected to be completed by 2018.
- 10.41** We have worked with our partners to understand the potential of the Science and Enterprise Park. Whilst the Science and Enterprise Park is clearly successful our evidence suggests that it could have happened faster with a positive planning framework in place. Our assessment also suggests that the Science and Enterprise Park has the potential to attract up to 111,000 sqm of knowledge based businesses and University related activities during the plan period.
- 10.42** Extending the Science and Enterprise Park is a critical priority in our Corporate Plan and Regeneration Strategy and is central to our Vision. Exploiting the full commercial and research potential of the University is a priority we share with our partners, including the University, Charnwood Together, the Leicester and Leicestershire Enterprise Partnership and Leicestershire County Council.
- 10.43** The Science and Enterprise Park is a key objective in the Leicester and Leicestershire Enterprise Partnership's Economic Growth Plan. It has also been identified as a key strategic project in the Leicester and Leicestershire Enterprise Partnership's bid for City Deal Status (January 2013). Its location, availability of land and connections makes it an attractive proposition for the development and integration of a University based research facility within a campus setting.
- 10.44** We have identified the best strategy to enable high technology manufacturing and knowledge based businesses alongside the University's core business needs.
- 10.45** We have allocated an extension to the west of the Science and Enterprise Park with the expectation that development will take place in two further phases; phase 3 to the east of Snell's Nook Lane and phase 4 to the west as shown in the diagram below.



10.46 Our evidence suggests that future demand for space on the Science and Enterprise Park is expected to come from four main sources. We have identified a demand for:

- 3,000 – 6,000 sqm of space for start ups and very small companies requiring small units and shared facilities in a multi-occupancy facility;
- 22,500 – 37,500 sqm of space for existing technology based firms, predominantly drawn from the Derby/Nottingham and Leicester triangle;
- 22,500 – 37,500 sqm of space for larger corporate companies with research and development related projects from other parts of the UK and abroad requiring a site to develop their own facilities; and
- 22,500 – 30,000 sqm of space for major new University-related research and development projects which cannot easily be accommodated in the existing University facilities.

10.47 Our evidence estimates that total demand could range from a minimum of 70,000 sqm to 111,000 sqm of space over the plan period.

10.48 There is no reason why the Science and Enterprise Park cannot achieve significant growth and we want to secure an allocation to serve Charnwood in the long term. We expect land east of Snell's Nook Lane to be largely completed before the end of the plan period. We will work with our partners to sustain the momentum of that development to drive the delivery of the remainder of the Science and Enterprise Park on the land west of Snell's Nook Lane. This will provide a positive framework for inward investment and business interest within and beyond the plan period.

- 10.49** We do not want to constrain growth either for the University or the local and regional economy and require land to the west of Snells Nook Lane to be integrated into an overall masterplan which includes the parameters within which we will expect later phases to be developed as part of our strategic response.
- 10.50** The extension of the Science and Enterprise Park is part of our West Loughborough Growth Area. It complements the new homes and local jobs in the adjoining sustainable urban extension and makes the best use of new and existing infrastructure. The Science and Enterprise Park will be expected to contribute towards infrastructure in conjunction with the West of Loughborough Sustainable Urban Extension.

Business and Innovation

- 10.51** We do not want to see the Science and Enterprise Park used for general industrial development or warehouses. The Science and Enterprise Park concept will only work if it is purely used for businesses within the knowledge-based sector. Such businesses rely on the creation, evaluation and trading of knowledge. These types of businesses include high and medium technology manufacturing, communications technology, financial and professional services, creative and cultural industries and employment in education and health care.
- 10.52** However, we want to continue the relationship between business innovation and learning. For that reason the Science and Enterprise Park will also be home for an expanding University campus, including teaching and research activities, student accommodation and sports infrastructure.

Landscape

- 10.53** The landscape to the west of the University provides a particularly attractive approach to Loughborough. It is an attractive area which forms the north-eastern part of Charnwood Forest Regional Park together with the National Forest and as such the requirements of Policy CS 13 will apply. It includes a number of important habitats, such as the ancient woodlands at Holywell Wood and Burleigh Wood, both of which are Local Wildlife Sites. The opportunity should be taken for the development to create and improve habitats, reflecting the established character. To the south of the shallow valley of the Burleigh Brook the land rises towards the Outwoods, providing an open foreground to the elevated areas of Charnwood Forest. The landscape is bisected by Snell's Nook Lane.
- 10.54** The landscape will need to be planned for carefully. Early phases of the Science and Enterprise Park have maintained a parkland setting by retaining 40% of the development site as open and undeveloped. We want to continue this and will only allow an extension to the Science and Enterprise Park within this attractive landscape because of its outstanding economic advantage and the fact that it can be developed in a landscaped parkland setting.

- 10.55** There is around 35 hectares of land to the east of Snell's Nook Lane. This area is allocated for Phase 3 of the Science and Enterprise Park. With around 40% of the site being retained as parkland we expect to see around 21 hectares developed. There is around 42 hectares of land to the west of Snell's Nook Lane, within the National Forest; with around 40% of the site being retained as parkland we expect to see around 25 hectares developed. We will do this by phasing this strategic development site with the objective of creating a wholly integrated and marketable offer from the outset.
- 10.56** The development's scale, form, character and design must respect the site's topography, natural features and setting. As a gateway to Loughborough the site provides an opportunity to provide landmark buildings on prominent frontages in support of our vision for high quality design set out in Policy CS2. We will work with our partners to develop a masterplan and design principles that responds to the landscape and our vision.
- 10.57** The Science and Enterprise Park offers the potential to reduce our carbon footprint through design, including the careful layout and orientation of buildings. The development must achieve high standards of sustainable construction and design. We have an aspiration that the scheme will result in a 10% reduction in CO² emissions when compared to Building Regulations as set out in Policy CS16, where viable.
- 10.58** We want the Science and Enterprise Park to be designed so that it is resilient to climate change. We expect the development to maintain a greenfield run-off rate, protect and enhance water quality, in support of the Water Framework Directive. We have worked with our partners to explore opportunities to reduce flood risk. Our evidence suggests that there is a need for appropriate run-off management and consideration of storage options to prevent any increase in flood risk downstream. This should include investigating opportunities to reduce flood risk associated with the Burleigh Brook and reduce flood risk in Loughborough.

Access and Travel

- 10.59** The development should be fully accessible, permeable and legible supported by facilities that encourage walking and cycling. The site is well served by existing bus services providing direct connections to the town centre, Leicester, Nottingham and Coalville, along with destinations in between. The potential for a significantly increased customer base will support improvements to those services delivering wider benefits across the public transport network.
- 10.60** We will expect the masterplan and development proposals to be informed by a Transport Assessment in accordance with Policy CS17 and CS18.

Delivery

- 10.61** We will work with our partners to seek public and private funding and inward investment. The demand for development to support knowledge based business is difficult to predict.

We want to be ready for global inward investors and will also pursue schemes to support business start ups and growth. A successful Science and Enterprise Park will have major benefits for the economy of Leicestershire and the East Midlands.

- 10.62** The advantages of its unique location and quality landscape will demand a phased approach capable of both promoting appropriate development and responding positively to opportunities as they arise. However, our evidence suggests that within the appropriate sectors the Science and Enterprise Park could, in broad terms, provide for the following ranges over the plan period:

Figure 3: Appropriate Development Sectors

	Years 1 to 5 (sqm)	Years 6 - 10 (sqm)	Years 11 - 15 (sqm)	Total (sqm)
Innovation Centre	750 - 1,500	1,500 - 3,000	750 - 1,500	3,000 - 6,000
Grow on Space	5,625 - 9,375	11,250 - 18,750	5,625 - 9,375	22,500 - 37,500
Inward Investment	5,625 - 9,375	11,250 - 18,750	5,625 - 9,375	22,500 - 37,500
University Space	5,625 - 7,500	11,250 - 15,000	5,625 - 7,500	22,500 - 30,000

- 10.63** We do not want to see ad hoc and poorly related development take place on the Science and Enterprise Park. We expect a masterplan to be developed that provides a positive framework for an integrated development.
- 10.64** The provision of infrastructure will be timed to service the needs of the relevant phase of development. We will expect to see a phasing strategy as part of the early parameter plan that establishes the timing of infrastructure.
- 10.65** We are working with our partners, including the University, to maximise the opportunities for local employment and businesses to benefit from the Science and Enterprise Park. We will produce a joint Economic Development Strategy which will show how new jobs and other training opportunities that arise from the Science and Enterprise Park will be targeted towards local people. Training, apprenticeships, education and supply-chain opportunities for local businesses will be promoted during construction and through the operation of the Science and Enterprise Park.

Policy CS 23

Loughborough University and Science & Enterprise Park

We will allocate 77 hectares of land to the west of Loughborough University for an extension to the Science and Enterprise Park.

This will include 35 hectares of land to the east of Snell's Nook Lane for Phase 3 and 42 hectares to the west of Snell's Nook Lane for Phase 4.

By 2028 the Science and Enterprise Park will deliver at least 111,000 sqm of space in a landscaped campus that:

- **provides for uses that directly relate to the University's own operational activities including teaching, research and development, administration, student accommodation and sports facilities;**
- **provides for the development of businesses operating within or directly supporting the knowledge based sector;**
- **delivers a range of development opportunities that includes an innovation centre, space for business start ups, grow on units for small and medium sized enterprises and potential for inward investment;**
- **provides for appropriate ancillary uses to serve the Science and Enterprise Park and ensures that any main town centre uses are in accordance with Policy CS9;**
- **protects historic and archaeological features including the setting of Garendon Registered Park and Gardens and its assets in accordance with Policy CS14;**
- **integrates with the sensitive landscape and respects it's character, biodiversity and appearance in accordance with Policy CS11 and CS13;**
- **retains 40% of the overall site area for green infrastructure, designed to maintain key linkages across the site connecting into the surrounding network in accordance with Policy CS11 and CS12;**
- **provides high quality design and innovation in the form and layout of the development, buildings and green space in accordance with Policy CS2;**
- **where viable, exceeds the Building Regulations for carbon emissions in accordance with Policy CS16;**
- **delivers buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CS16;**
- **includes appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in Loughborough in accordance with Policy CS16;**
- **provides genuine choice to walk and cycle and is well connected to public transport networks in accordance with Policy CS17; and**
- **makes a positive contribution to the provision of highway infrastructure as identified through a Transport Assessment in accordance with Policy CS17 and CS18.**

We will do this by working with our public and private sector partners, including Loughborough University, to:

- **prepare a flexible Development Framework, including delivery and phasing arrangements and a masterplan that sets parameters and a phasing strategy for the delivery of a cohesive development;**

- establish an economic development strategy to capture the wider benefits of the development; and
- support the University in the development of management and marketing practises that assist the delivery of the Science and Enterprise Park;

We will require the flexible Development Framework and detailed planning applications to be informed by a Green Infrastructure Strategy and a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

Shepshed

- 10.66** There are commitments for around 1,200 new homes at Shepshed. This is enough to satisfy the strategic need for homes at Shepshed identified by Policy CS1. This development, along with benefits associated with the town's proximity to the western growth area, will help address the decline of the town centre.
- 10.67** We will not identify any further extensions and will amend the settlement boundary to reflect these commitments at Shepshed through our Site Allocations and Development Management Development Plan Document.

Chapter 11: Infrastructure and Delivery

- 11.1** We expect all of our communities to benefit from a wide range of infrastructure, at the right time and in the right place. We want developments to create places that residents can be proud of.
- 11.2** Delivering new homes and jobs will not be possible without also improving our transport system and delivering schools, parks and open spaces, and utilities like gas, water and electricity. Access to green infrastructure, recreation opportunities and services will all contribute to the well being and health of our communities.
- 11.3** We will coordinate and plan the delivery of this infrastructure to achieve our Vision. We recognise the leadership role we must play and will work closely with our public and private sector partners to maximise funding opportunities.
- 11.4** A significant proportion of our new homes and jobs will be developed as sustainable urban extensions which are large enough to support new businesses, schools, shops and community facilities where they can have the most beneficial impact. These developments will include essential investment in new roads and support for new sustainable transport measures to connect the new community with people, jobs and services in existing urban areas. We will also see a significant investment in new schools and the provision and maintenance of open space as part of a sustainable well designed community.
- 11.5** Our plans for economic growth, particularly the Loughborough Science and Enterprise Park and our other regeneration priorities, will also require a concerted effort to deliver.

Developability

- 11.6** We are working closely with the parties that will deliver our major proposals. All our strategic proposals are being positively promoted by developers or landowners. In addition to ongoing consultation and engagement with interested stakeholders, we have established masterplanning and delivery arrangements for our major urban extensions, the Loughborough Science and Enterprise Park and our regeneration projects.
- 11.7** Whilst this is complex, we have worked with our partners to make the design and delivery process as transparent as it can be. This approach has helped us to understand the infrastructure required to make these developments work and the private sector's role in the delivery of housing and jobs. We also recognise there will be a role for the public sector as a 'ringmaster' for some elements of infrastructure delivery.

Viability

- 11.8** We have prepared evidence to help us to understand the housing market, including the Leicester Principal Urban Area. We have also undertaken detailed viability assessments

of our strategic sites and affordable housing policies. The assessments show our strategy is financially viable even under current market conditions. However, we will continue to review these processes as part of our development management approach, particularly as we move through the delivery phases of strategic development sites. We will continue to take a realistic, long-term view in partnership with developers, landowners and our communities.

Partnership approach

- 11.9** We have also worked with a range of public and private partners, including infrastructure providers and delivery agencies, to prepare our Infrastructure Delivery Plan. The Infrastructure Delivery Plan identifies where additional infrastructure is needed to support growth and meet the needs of our community. The Infrastructure Delivery Plan sets out how much we think it will cost to deliver the infrastructure that is required and where the money will come from. Our Infrastructure Delivery Plan recognises the ability to fund infrastructure through a variety of processes.
- 11.10** We expect our partners to agree a core suite of infrastructure contributions and regular review processes. We will review these agreements as conditions change and phases of development progress. The Infrastructure Schedule at Appendix 2 gives an indication of infrastructure requirements and costs. The Schedule is an extract from the Infrastructure Delivery Plan at the time of preparing this Core Strategy. We will keep under review the assessment of essential infrastructure requirements and costs with our partners throughout the plan period to inform the implementation of Policy CS24. We recognise the challenging nature of development at this time, and will establish a local infrastructure delivery group to co-ordinate the assortment of infrastructure investment available over the life time of the Plan.

Delivery

- 11.11** Playing a lead role in partnership working is central to our approach to delivery. For our major developments we expect to see planning performance agreements that add value and promote partnership working. We expect these agreements to reflect the need to deliver development in support of our housing trajectory. We also expect them to set out the basis for a shared understanding of development phasing and infrastructure timing with a regular review process.
- 11.12** For each major development we will continue our governance arrangements, established through masterplanning and planning performance agreements, beyond the point planning permission is granted. We expect to receive planning applications for our major proposals to achieve our housing trajectory. The masterplans prepared to support these applications will identify phasing, infrastructure requirements and the parameters we will expect longer term phases to be developed within. As the local planning authority we will integrate our processes to best manage this as effectively as possible. We intend to provide the best conditions for delivery.

- 11.13** Our Charnwood Infrastructure Delivery Group will ensure stakeholder engagement in infrastructure prioritisation, coordination and delivery. The Infrastructure Delivery Group will receive information on the phasing of developments to help them understand our partners' intentions with regard to the delivery of homes and infrastructure.

Funding

- 11.14** We will take the necessary steps to mitigate the impact of development through planning obligations secured by legal agreements prepared under Section 106 of the Town and Country Planning Act 1990, Section 278 of the Highways Act 1980 and the Community Infrastructure Levy. We will also work with our partners, including Leicestershire County Council and Highways England, to address the impacts of development on the highway network.
- 11.15** We will work with our local authority partners in Leicestershire to prepare a common evidence base and assess the potential for a Community Infrastructure Levy Charging Schedule. We will consider implementing the Levy, subject to viability testing and consultation. We will also have access to other funding, such as the New Homes Bonus and Business Rate Retention, and will bid for other sub-regional, regional and national infrastructure funds as they become available. The decisions we take on infrastructure timing and delivery will need to have regard to the availability of money through these mechanisms and initiatives.
- 11.16** Whilst we will play a strong role in funding infrastructure through our capital asset management and budget processes we cannot achieve our Vision by ourselves. We expect our public and private sector partners to take direct action and work in partnership with us. We will expect to see other bodies programme their funding to help make growth happen appropriately in Charnwood.
- 11.17** Our Infrastructure Delivery Plan will form the basis of our dialogue with our partners through the Charnwood Infrastructure Delivery Group. We will monitor and manage its content through that Group, in direct partnership with other delivery agencies on a regular basis and publish a statement of progress towards delivering it in our Annual Monitoring Report.

Delivery Mechanisms

- 11.18** Infrastructure design, procurement and land assembly will be the responsibility of those best placed to deliver. In the majority of cases this is likely to be the private sector.
- 11.19** However, we will encourage promoters to also consider other forms of delivery, including community involvement and community ownership. We will expect promoters to demonstrate to our community how they propose to manage and engage on these matters.

- 11.20** There will also be occasions where we and our partners, including Leicestershire County Council and other Agencies, will need to consider the use of powers and resources to support delivery.
- 11.21** We also recognise the role our community can play in these matters. We will support the preparation of Neighbourhood Plans and will encourage those parties leading on them to consider the local infrastructure that is necessary for them to realise their ambitions.

Policy CS 24

Delivering Infrastructure

By 2028 there will be significant progress towards the delivery of essential infrastructure set out in our Infrastructure Delivery Plan and the direct, local impacts of developments on existing infrastructure and our community will have been reasonably managed and mitigated.

We will do this by:

- **ensuring that development contributes to the reasonable costs of on site, and where appropriate off site, infrastructure, arising from the proposal through the use of Section 106 and Section 278 Agreements;**
- **giving consideration to the implementation of a Community Infrastructure Levy;**
- **entering into planning performance agreements with promoters on all our major proposals with 3 year review processes to consider viability and infrastructure delivery;**
- **expecting all promoters of major developments to enter with us into an open book viability appraisal;**
- **relating the type, amount and timing of infrastructure to the scale of development, viability and the impact it has on the site and surrounding area;**
- **working in partnership through our Charnwood Infrastructure Delivery Group to coordinate public sector funding and manage delivery;**
- **monitoring and reviewing the implementation of our Infrastructure Delivery Plan on an annual basis to influence investment programmes and decisions; and**
- **monitoring and reviewing the implementation of our Neighbourhood Plans on an annual basis to influence local infrastructure programmes and decisions.**

Sustainable Development

- 11.22** This Strategy sets out our framework for achieving sustainable development within Charnwood. Our Strategy is based upon and reflects the presumption in favour of sustainable development. In considering development proposals against this Strategy

we will also apply the Planning Inspectorate's 'presumption in favour of sustainable development' model policy.

Policy CS 25

Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- **any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **specific policies in that Framework indicate that development should be restricted.**

Chapter 12: Monitoring Our Strategy

- 12.1** We have prepared this Strategy and its policies to deliver positive, timely outcomes for each of our objectives to deliver our spatial vision. However, the only way to be certain we are delivering is to undertake robust and effective monitoring.
- 12.2** We will monitor the Strategy every year to assess how successfully it is working. If we find any part which is not delivering in the way we intended or if circumstances have changed we may have to make changes to our policies to bring about the successful delivery of new development.
- 12.3** The objectives set out in Chapter 3 provide the basis for our monitoring framework, which is set out at Appendix 3 and includes our targets and indicators. The framework provides clear arrangements for the management, monitoring and delivery of the policies contained in this Core Strategy.

Plan, Monitor, Manage

- 12.4** We prepared our profile to give a clear picture of how Charnwood looks before our strategy has been delivered. This is particularly important given the uncertain economy and its affect, particularly on the housing market and public sector spending.
- 12.5** The profile is made up of statistics which come from the evidence base that has been prepared in conjunction with the Core Strategy. The profile helped us to identify the issues that we, and our community, consider to be important for the future of our Borough. These key issues provide the foundation for our Vision of 2028.
- 12.6** The objectives underpin and help to deliver this vision and guide our contribution to local and national priorities. Our policies have been developed to deliver positive outcomes for our objectives.
- 12.7** We will produce an Annual Monitoring Report each year to monitor our Strategy. It will include a set of indicators to show how our policies are performing and what effect they are having on Charnwood.
- 12.8** Whilst we believe that our policies will deliver our Vision we must be prepared for the possibility that the strategy is no longer right because of a significant change in circumstances.
- 12.9** We will use our monitoring framework to identify the policy or requirement which is putting the Strategy at risk of failure. If this happens, we will identify the resources required to reassess that element of the Strategy. Our Local Development Scheme will therefore need to be continually reviewed and revised to reflect changing circumstances.

Managing Housing Delivery

- 12.10** The delivery of new houses is crucial if we are to achieve our Vision. We have developed a housing trajectory which shows the number of houses we expect our strategy to deliver over the plan period. We will check the number of houses that are being delivered each year to see how well we are doing against our housing requirement. This will help us to consider the implications of any shortfall or surplus of housing over the plan period. The trajectory is set out in Appendix 1.
- 12.11** We will report the number of houses delivered each year in our Annual Monitoring Report.
- 12.12** The trajectory has been compiled using information from a wide range of sources. It sets out past and anticipated future performance over the period 2011 to 2028. Past completions (since 2011) have been built into the trajectory to show the progress that has already been made towards our housing targets.
- 12.13** The trajectory also takes into account projected completions from sites which have planning permission. It also considers those new homes which are capable of being delivered as set out in our Strategic Housing Land Availability Assessment.
- 12.14** A significant proportion of our new homes will be delivered through our sustainable urban extensions. We have agreed the projected rates of delivery and associated phasing of infrastructure with the developer interests and other infrastructure providers.

Charnwood Core Strategy Policy Monitoring Framework

- 12.15** Each policy from this Strategy is set out in our framework (Appendix 3). The framework shows the strategic relationship between policy and objectives and how we will monitor for the successful delivery of our objectives. The indicators we will use are also identified together with how we will assess performance. We will report against this framework in our Annual Monitoring Report.
- 12.16** Our Annual Monitoring Report will also contain an update and assessment of the progress we have made towards meeting the infrastructure schedule set out in the Charnwood Infrastructure Delivery Plan. The schedule is an evolving document that will require continual change in order to be both effective and reflective of the progress made towards infrastructure delivery over the life of the Core Strategy.

Appendix 1: Charnwood Housing Trajectory

CHARNWOOD BOROUGH	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/17	2017/18	2018/19	2019/20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	Totals
PAST COMPLETIONS	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
697	503	602																1802
LEICESTER PRINCIPAL URBAN AREA - Estimated completions from commitments				109	80	110	90	90	111	70	50	20						730
LOUGHBOROUGH / SHEPHERD - Estimated completions from commitments				239	353	555	407	245	262	134	104	102	40	40	30			2511
SERVICE CENTRES - Estimated completions from commitments				344	350	350	350	350	350	250	75	50	50	50	50	40	23	2682
REST OF BOROUGH - Estimated completions from commitments				59	133	224	154	81	25									676
TOTAL ALL - Estimated completions from commitments				751	916	1239	1001	766	748	454	229	172	90	90	80	40	23	6599
Estimated completions from WEST OF LOUGHBOROUGH SUSTAINABLE URBAN EXTENSION						40	120	120	240	240	240	240	240	240	240	240	240	2440
Estimated completions from NORTH EAST OF LEICESTER SUSTAINABLE URBAN EXTENSION						25	175	250	300	300	325	325	325	325	300	300	300	3250
Estimated completions from DIRECTION OF GROWTH NORTH OF BIRSTALL							75	110	120	130	130	130	130	130	130	130	130	1345
Estimated total completions				751	916	1304	1371	1246	1408	1124	924	867	785	785	750	710	693	13634
Estimated cumulative completions	697	1200	1802	2553	3469	4773	6144	7390	8798	9922	10846	11713	12498	13283	14033	14743	15436	
Annualised housing requirement	820	820	820	820	820	820	820	820	820	820	820	820	820	820	820	820	820	13940
Cumulative requirement	820	1640	2460	3280	4100	4920	5740	6560	7380	8200	9020	9840	10660	11480	12300	13120	13940	
MONITOR - No. Dwellings above or below cumulative requirement	-123	-440	-658	-727	-631	-147	404	830	1418	1722	1826	1873	1838	1803	1733	1623	1496	
MANAGE - Annual requirement taking account of past/projected completions	820	828	849	867	876	873	833	780	728	643	574	516	445	361	219	-47	-803	

Note: Commitments are as of 30th November 2014 and relate to sites with planning permission or with a resolution to grant permission subject to S.106

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
TRANSPORT (not including L'boro town centre schemes - see below)										
T1	Strategic Distributor Road	New road from A512 (near M1 J23) to A6 south of Hathern near Dishley Grange and link to Hathern. Essential to mitigate West Loughborough SUE. W	£11m	Essential	Promoted by William Davis / Persimmon.	x	x	x		CS1, CS17, CS18, CS22
T2	A512 Dual Carriageway between Snells Nook Lane and M1	Dual remaining single carriageway elements necessary to improve access to West Loughborough Growth areas	£5m	Essential	Funding package to be agreed. Likely to comprise significant contribution from developer S.106 or CIL.		x		Junction improvements and bus priority measures in the vicinity of Epinal Way are also likely to be required but are subject to further modelling.	CS1, CS17, CS18, CS22
T3	M1 J23 Improvements	Subject to advice from Highways England - minimum requirement likely to be signalised roundabout to improve M1 access.	£0.750m	Essential	Funding arrangements to be confirmed.		x			CS1, CS17, CS18, CS22, CS23
T4	Main Road via East Thurmaston from Barkby Thorpe Lane to King Street and Hamilton Lane.	Provision of a main road through the East of Thurmaston site to reduce traffic along Barkby Thorpe Lane, providing relief to Barkby and Barkby Thorpe villages.	£11m	Essential	Funding package to be agreed. Likely to comprise significant contribution from developer S.106 or CIL.	x	x	x	Necessary to mitigate North East of Leicester growth proposals.	CS1, CS17, CS18, CS19
T5	Link to Sandhills Avenue	New link road through Hamilton utilising the existing Sandhills Avenue for a significant proportion of its route to and from the North East Leicester development.	£2.5m	Essential	Funding package to be agreed. Likely to comprise significant contribution from developer S.106 or CIL.	x			Necessary to mitigate North East of Leicester growth proposals.	CS1, CS17, CS18, CS19
T6	Link road from NE Leicester SUE	New link road westwards to link Melton Road and A607 north of the A607 / Barkby Thorpe Lane Junction	£3.57m	Essential - subject to transport assessment	Funding package to be agreed. Likely to comprise significant contribution from developer S.106 or CIL.			x	Subject to ongoing negotiations as part of masterplanning process.	CS1, CS17, CS18, CS19
T7	Capacity enhancements at A607/Barkby Thorpe Lane and Troon Way/ Barkby Rd roundabouts	Highway improvements associated with development of NE Leicester SUE	£0.5m	Essential	Funding package to be agreed. Likely to comprise significant contribution		x		Necessary to mitigate North East of Leicester growth proposals.	CS1, CS17, CS18, CS19

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
					from developer S.106 or CIL.					
T8	Mitigation associated with North of Birstall	Mitigation to include a signalised roundabout on the A6 north of the A46 interchange north of Birstall, a new link road from the new roundabout on the A6 north of A46 interchange to the Wanlip Junction to the South East, a Wanlip bypass to Rectory Road, a new roundabout to the west of the A6 connected to the A6 and North Birstall to development site by a dual carriageway and to a realigned old A6 route with two directional traffic	£6m	Essential	Funding package to be agreed. Likely to comprise significant contribution from developer S.106 or CIL.	x	x	x	Detailed phasing to be determined following transport assessment.	CS1, CS17, CS18, CS20
T9	Access junction improvement at Watermead	Necessary to allow development at this location.	£0.25m	Essential	Funding package to be agreed. Likely to comprise significant contribution from developer S.106 or CIL.		x			CS1, CS17, CS18, CS21
T10	Public transport corridors to Leicester City Centre	NE of Leicester SUE will have an impact on public transport services from the site to Leicester City Centre. It is likely that bus corridor improvements and additional bus infrastructure will be required.	tbc	Essential	Developer contributions (Section 106 or CIL) / Leicestershire County Council, CBC and Leicester City Council	x	x		Infrastructure Schedule will be revised when it is clear what the extent and nature of necessary works will be.	CS1, CS17, CS18, CS19
T11	Improvements to Syston Railway Station	Network Rail is currently assessing and costing the possible options available to them for either improving or relocating the station as part of the Midland Main Line upgrades and freight improvements. Syston Railway Station has been included as a project for funding by Network Rail.	tbc	Desirable	Network Rail	x				CS1, CS17, CS19
T12	Great Central Railway 'Bridging the Gap'	Re-establishing connectivity of the Great Central Railway in the Loughborough area.	tbc	Desirable	Developer Contributions/ Lottery/ Charitable funds		x	x		CS1, CS6, CS7, CS10, CS14, CS17

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
					and Commercial Partners					
	Sub Total - Transportation		£40.57m							
EDUCATION										
ED1	West Loughborough SUE - Primary	2 new primary schools (2 x 2FE) (420 places) which would require 2 sites of 1.93 ha.	£11m	Essential	Developer will be expected to provide a site and full construction costs.	x		x	As at February 2013 no claim would be made for Secondary or Post 16 Places.	CS1, CS22
ED2	North East of Leicester SUE - Primary	3 new primary schools 2 x 2FE (420 places) which would require 2 sites of 1.93 ha and 1 x 1.5FE 260 places (infrastructure for 315 places) which would require a site of 1.51 ha.	£16.5m	Essential	Developer will be expected to provide a site and full construction costs.	x	x			CS1, CS19
ED3	North East of Leicester SUE - Secondary and Post 16	1 new secondary school 1 x 605 places (infrastructure for 800 places) which would require a site of 7.85 ha.	£15m	Essential	Developer will be expected to provide a site and full construction costs.		x			CS1, CS19
ED4	North of Birstall Direction of Growth - no identified site	1 new primary school 1 x 2FE 360 places (infrastructure for 420 places) which would require a site of 1.93 ha.	£5.5m	Essential	Developer will be expected to provide a site and full construction costs.	x				CS1, CS20
	Housing Growth Areas	Early Years Provision		Essential	Mainstream service will be privately provided	x	x	x		CS1, CS19, CS20, CS22
	Housing Growth Areas	Developer contributions will need to be agreed for the provision of additional pupil places by extension and / or adaptation of existing schools according to the standards provided by Leicestershire County Council..	£18.425m	Essential	Developer contributions / CIL	x	x	x		CS1, CS20
	Sub Total - Education		£66.425m							
HEALTH										
H1	Leicester PUA (NE Leicester SUE and PUA Growth)	Leicester, Leicestershire and Rutland PCT has calculated that	£1.8m	Essential	GP led commissioning consortia / Developer	x	x	x		CS1, CS19

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
		11,616 new patients would require health care facilities. Hamilton GP Practice and the Practice located at Silverdale Drive, Thurmaston have recently raised capacity issues are keen to expand further.			Contributions / CIL					
H2	North of Birstall	Leicester, Leicestershire and Rutland PCT has calculated that 4,840 new patients would require health care facilities. The focus of growth will be on the 2 Birstall GP practices and the 2 Mountsorrel practices. In Birstall the Greengate Medical Centre has indicated a lack of capacity but can expand on existing site. In Mountsorrel the larger practice at Alpine House cannot manage large number of new patients in their existing building.	£0.6m	Essential	GP led commissioning consortia / Developer Contributions / CIL	x	x	x		CS1, CS20
H3	West of Loughborough SUE, Shepshed and Loughborough / Shepshed growth	Leicester, Leicestershire and Rutland PCT has calculated that 9,953 new patients would require health care facilities. Future capacity issues will mean that a new purpose built facility or building with clinical rooms would create a better opportunity to deliver future capacity. The largest GP Practice in Shepshed is at capacity and would need to expand further.	£2.1m	Essential	GP led commissioning consortia / Developer Contributions / CIL		x			CS1, CS22
H4	Service Centres	Dependent on the location of growth, but capacity constraints have been identified in Anstey, Quorn, Rothley and Sileby	tbc	Essential	GP led commissioning consortia / Developer Contributions / CIL		x	x		CS1
	Sub Total - Health		£4.5m*							
OPEN SPACE AND COMMUNITY FACILITIES**										

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
West of Loughborough SUE - 3,000 homes										
OS1	Parks	Restoration of the 188 ha Garendon Park to be included as scheme works along with Village Green at the heart of the development.		Essential		x				CS1, CS12, CS14, CS15, CS22
OS2	Parks	1.5ha requirement for a park in the north of the site Cost: £372 per ha	£0.558m	Essential				x		CS1, CS12, CS15, CS22
OS3	Amenity Green Space	3.4ha over several strategic sites. Cost: £137k per ha	£0.466m	Essential	Part of development costs to be incurred directly by the developer.	x				CS1, CS12, CS15, CS22
OS4	Facilities for Children	14 sites estimated to achieve 480-metre catchment. Cost: £183k per site	£0.256m	Essential	Part of development costs to be incurred directly by the developer.	x				CS1, CS12, CS15, CS22
OS5	Facilities for Young People	14 sites estimated to achieve 480-metre catchment. Cost: £183k per site	£0.256m	Essential	Part of development costs to be incurred directly by the developer.	x				CS1, CS12, CS15, CS22
OS6	Outdoor Sports Provision	22.75ha (based on 2.60 ha per 1,000 population), including 9ha of community pitches and 4 tennis courts. Indicative provision of 9ha of community pitches and 4 tennis courts is shown below***.	£2.565m (includes items 1 to 8 below)	Essential	Developer contributions / Sport England / CBC		x	x	Actual provision to have regard to local needs and viability.	CS1, CS12, CS15, CS22
	Outdoor Sports Provision	1. 1no. Senior Football AGP (fenced with sports lighting) 7,526 sqm £800k	£0.800m	Essential	Developer contributions / Sport England / CBC		x	x		
	Outdoor Sports Provision	2. 4 no. Senior Football Natural Turf Pitches 7,697 sq m x 4 at £75k each	£0.300m	Essential	Developer contributions / Sport England / CBC		x	x		
	Outdoor Sports Provision	3. 4 no. U8 Natural turf Mini Pitches 1,843 sq m x 4 at £25k each	£0.075m	Essential	Developer contributions / Sport England / CBC		x	x		
	Outdoor Sports Provision	4. 3 no. U16 Youth Natural Turf Pitches 6,141 sq m at £65k each	£.0195m	Essential	Developer contributions / Sport England / CBC		x	x		

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
	Outdoor Sports Provision	5. Natural Turf Bowling Green 1,600 sqm at £110k	£0.110m	Essential	Developer contributions / Sport England / CBC		x	x		
	Outdoor Sports Provision	6. 2 no. Rugby Union Natural Turf Pitches 12,320 sq m at £115k each	£0.230m	Essential	Developer contributions / Sport England / CBC		x	x		
	Outdoor Sports Provision	7. 4 no. Outdoor Tennis Courts Macadam, Fenced with Sports Lighting £280k	£0.280m	Essential	Developer contributions / Sport England / CBC		x	x		
	Outdoor Sports Provision	8. 4 team changing room 240 sq m at £575k	£0.575m	Essential	Developer contributions / Sport England / CBC		x	x		
OS7	Indoor Sport	2 indoor courts in a multi use sports hall in accordance with Open Space, Sport and Recreation Study ***.	£0.94m	Essential	Costs will be determined by the procurement route.		x	x		CS1, CS15, CS22
OS8	Allotments	2.5ha of allotments. Cost: 72k per ha	£0.180m	Essential	CBC		x			CS1, CS12, CS22
	Sub Total (West Loughborough SUE Open Space Provision)		£5.221m							
North East of Leicester SUE - 3,750 dwellings (and 750 more beyond plan period)										
OS9	Parks	3.6ha requirement over 2 sites. Cost £372k per ha	£1.34m	Essential	Developer contributions / Sport England / CBC		x			CS1, CS12, CS15, CS19
OS10	Natural Open Space	22.5ha. Cost £63k per ha	£1.417m	Essential	Developer contributions - S.106 / CIL		x			CS1, CS12, CS13, CS15, CS19
OS11	Amenity Green Space	5.2ha over several strategic sites. Cost £137k per ha.	£0.712m	Essential	Developer contributions - S.106 / CIL	x				CS1, CS12, CS15, CS19
OS12	Facilities for Children	22 sites estimated to achieve 480 meter catchment. Cost: £183k per site	£0.402m	Essential	Part of development costs to be incurred directly by the developer.	x				CS1, CS12, CS15, CS19
OS13	Facilities for Young People	22 sites estimated to achieve 480 meter catchment. Cost: £183k per site	£0.402m	Essential	Part of development costs to be incurred directly by the developer.	x				CS1, CS12, CS15, CS19
OS14	Outdoor Sports Provision	29ha (based on 2.60 ha per 1,000 population), including 13ha of pitches and 5 tennis	£2.1m (includes items 1 to 8 below)	Essential	Developer contributions / Sport England / CBC		x		Actual provision to have regard to local needs and viability	CS1, CS12, CS15, CS19

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
		courts. Indicative provision of 13ha of community pitches and 4 tennis courts as follows***.								
	Outdoor Sports Provision	1. 1no. Senior Football AGP (fenced with sports lighting) 7,526 sqm £800k	£0.800m	Essential	Developer contributions / Sport England / CBC					
	Outdoor Sports Provision	2. 6 no. Senior Football Natural Turf Pitches 7,697 sq m x 4 at £75k each	£0.450m	Essential	Developer contributions / Sport England / CBC					
	Outdoor Sports Provision	3. 6 no. U8 Natural Turf Mini Football Pitches 1,843 sq m x 4 at £25k each	£0.150m	Essential	Developer contributions / Sport England / CBC					
	Outdoor Sports Provision	4. 6 no. U16 Youth Natural Turf Pitches 6,141 sq m at £65k each	£0.390m	Essential	Developer contributions / Sport England / CBC					
	Outdoor Sports Provision	5. Natural Turf Bowling Green 1,600 sq m at £110k	£0.110m	Essential	Developer contributions / Sport England / CBC					
	Outdoor Sports Provision	6. 2 no. Rugby Union Natural Turf Pitches 12,320 sq m at £115k each	£0.230m	Essential	Developer contributions / Sport England / CBC					
	Outdoor Sports Provision	7. 4 no. Outdoor Tennis Courts Macadam, Fenced with Sports Lighting £280k	£0.280m	Essential	Developer contributions / Sport England / CBC					
	Outdoor Sports Provision	8. 4 team changing room 240 sq m at £575k	£0.575m	Essential	Developer contributions / Sport England / CBC					
OS15	Indoor Sport	3 indoor courts in a multi use sports hall in accordance with Open Space Sport and Recreation Study.****	£1.83m	Essential	Costs will be determined by the procurement route					CS1, CS15, CS19
OS16	Allotments	3.7ha of allotments. Cost £72k per ha	£0.266m	Essential	CBC / S.106 / CIL					CS1, CS12, CS19
	Sub Total (NE Leicester SUE Open Space Provision)		£9.354m							
OS17	Open Space and Community Facilities for remaining Borough wide housing provision	Dependent on the location of growth and the size and characteristics of the site to be developed.	tbc	Essential	CBC / S.106 / CIL	x	x	x		CS1, CS12, CS15

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
OS18	Charnwood Forest - Regional Park Strategy and Action Plan.	30% of land area would be planted and accesses created to and from outside areas within the Regional Park by non-vehicular means	tbc	Desirable	CBC / S.106 / CIL			x		CS1, CS11, CS12, CS13, CS15
OS19	River Soar Corridor	Costs to be determined for: Watermead to include a new visitor centre and improved signage; Barrow upon Soar to include investment in existing links and facilities, and improved boundary treatment to caravan park; Loughborough to include improvements to existing links between town and university and waterway	tbc	Desirable	CBC / S.106 / CIL			x		CS1, CS11, CS12, CS15
	Sub Total - Community Services		£14.575m							
LOUGHBOROUGH TOWN CENTRE										
L1	Town Centre regeneration	Infrastructure to facilitate comprehensive redevelopment of key town centre regeneration sites	tbc	Desirable	CBC / S106 / CIL					CS1, CS6, CS7, CS9
L2	Improving transport accessibility	Secure adequate vehicular access from the Loughborough Inner Relief Road to Barker Gate Site, This is a regeneration priority served by major routes through the town.	tbc	Desirable	Leicestershire County Council / CBC / S106 / CIL					CS1, CS7, CS9
L3	Car parking	Encourage the delivery of a major new car park to encourage trade and functioning of the town centre	tbc	Desirable	CBC / S106 / CIL					CS1, CS7, CS9
L4	Improving pedestrian movement	Enhanced pedestrian routes between Baxtergate, Churchgate, Market Place, Devonshire Square and town centre green spaces	tbc	Desirable	CBC / S106 / CIL					CS1, CS7, CS9

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
	Sub Total - L'boro Town Centre		tbc							
UTILITIES										
U1	Electricity Provision	Capacity constraint identified in the electricity network on the western side of Loughborough. A scheme enhancing provision through a new primary sub-station plus reinforcement of the power line from Ratcliffe on Trent Power Station will be required. Developers will need to contribute to necessary works in proportion to their energy needs.	£7.067m identified by Western Power for upgrading supply.	Essential	Developer Contributions £3.38m.		x			CS1, CS6, CS16, CS22, CS23, CS24
U2	Gas	No known significant constraints - local network reinforcement only as part of normal development costs	-	Essential						CS1, CS16
U3	Water Services	No known significant constraints - local network reinforcement only as part of normal development costs. High standards of sustainable design will be expected including the incorporation of SUDS to manage and mitigate on site and off site impacts.	tbc	Essential						CS1, CS16
	Sub Total - Utilities		£7.067m		£3.38m					
RECYCLING										
	Mountsorrel and Shepshed	Recycling and Household Waste Site (RHWS) likely to be significantly impacted by the nearby SUEs. The increase in usage of 20% to 25% is unlikely to be accommodated without significantly affecting the service provided and the level of recycling achieved.	tbc	Essential	S.106 / CIL					CS1, CS16
	Sub-Total Recycling		tbc							

Appendix 2: Charnwood Infrastructure Schedule

Ref.	Proposed Scheme	Description	Total Cost £m (excluding land)	Critical Infrastructure	Delivery Mechanism	Phasing			Comments	Core Strategy Policy
						2013-18	2018-23	2023-28		
EMERGENCY SERVICES										
EM1	Police	Leicestershire Police have assessed the impact of housing growth upon service costs. Significant investment may be required for the construction of additional transmitter facilities to serve the NE Leicester SUE and growth at Shepshed. In addition there may be additional costs for police hubs (as yet uncoded) in the areas where growth is planned.	£0.7m	Essential	Leicestershire Police / S.106 / CIL		x		The police are undertaking work to fully investigate cover in these two areas. This work is in hand however the view of technical officers (January 2013) is that additional transmitters are unlikely to be required.	CS1
EM1a	Police	Additional expenditure which will be incurred by the police to service growth has been identified including staff, vehicles, AW System (£150k), PND System (£96k), Control Telephony (£29k), Officer Equipment (£467k) and Premises (£2.517m).	£3.26m	Desirable	Leicestershire Police / S.106 / CIL		x	x	Ongoing discussions with the police will need to agree reasonable eligible expenditure and relate additional costs to the phased housing trajectory. More precise costings will then be included.	CS1
EM2	Fire	Detailed design requirements in development layout but no capital costs. The Fire Service has yet to provide any more detailed costings.	–	–						CS1
EM3	Ambulance	East Midlands Ambulance Service report that an increase in population would be likely to impact on service delivery but it is not yet possible to quantify the scale of the impact..	–	–						CS1
	Sub Total - Emergency Services		£3.96m							
	TOTAL COSTS		£137.097m							

* Represents additional funding required to provide new and extended health facilities.

** Standards based on Open Space Sport and Recreation Study, 2010. Costs based on Leicester City Council Greenspace SPD, April 2011.

*** Cost for Sports Facilities from Sport England Facilities Costs 2nd Quarter 2012.

Appendix 3: Charnwood Monitoring Framework

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
POLICY CS1			
Total number of homes completed in accordance with need	Meeting Objectively Assessed Need of 820 homes per year from April 2011 - March 2028	1,802 homes at April 2014	- 4,100 by April 2016 - 8,200 by April 2021 - 12,300 by April 2026 - 13,940 by April 2028
Number of homes completed related to provision in the trajectory	Deliver homes in accordance with CS1	1,802 homes at April 2014	- 3,469 by April 2016 - 9,922 by April 2021 - 14,033 by April 2026 - 15,436 by April 2028
Number of homes completed at the Principal Urban Area	Deliver homes in accordance with CS1	401 homes at April 2014	- 590 by April 2016 - 2,546 by April 2016 - 4,866 by April 2026 - 5,726 by April 2028
Number of homes completed at Loughborough and Shepshed	Deliver homes in accordance with CS1	412 homes at April 2014	- 1,004 by April 2016 - 3,367 by April 2021 - 4,883 by April 2026 - 5,363 by April 2028
Number of homes completed at Service Centres	Deliver homes in accordance with CS1	778 homes at April 2014	- 1,472 by April 2016 - 3,122 by April 2021 - 3,397 by April 2026 - 3,460 by April 2028
Number of homes completed in the Rest of the Borough	Deliver homes in accordance with CS1	211 homes at April 2014	- 403 by April 2016 - 887 by April 2028
Amount of employment land delivered at the Principal Urban Area	Deliver employment land in accordance with CS1	2 hectares at April 2014	- 46 Ha by 2028

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
Amount of employment land delivered at Loughborough and Shepshed	Deliver employment land in accordance with CS1	N/A	- 22 Ha by 2028
Amount of employment land delivered at Service Centres	Deliver jobs in accordance with CS1	N/A	- 7 Ha by 2028
POLICY CS2			
Decisions made in accordance with the design policy	To improve design quality	N/A	100% of decisions taken in accordance with the design policy
POLICY CS3			
Number of affordable homes completed in the Borough	Deliver affordable homes in accordance with CS3 reflecting delivery rates identified in the housing trajectory	N/A	- 700 by April 2016 - 1,900 by April 2021 - 2,700 by April 2026 - 3,060 by April 2028
POLICY CS4			
Decisions made in accordance with the houses in multiple occupation policy	To preserve the well-being, character and amenity of communities	N/A	100% of decisions taken in accordance with the houses in multiple occupation policy
POLICY CS5			
Permanent Gypsy and Traveller pitches delivered	Deliver pitches in accordance with CS5	N/A	- 3 by April 2016 - 4 by April 2021 - 6 by April 2026 - 8 by April 2028
Transit Gypsy and Traveller pitches delivered	Deliver pitches in accordance with CS5	N/A	- At least 10 pitches in total by 2028
Travelling Showpeople pitches delivered	Deliver pitches in accordance with CS5	N/A	- 16 pitches in total by 2028 including: <ul style="list-style-type: none"> 4 pitches at North East

Appendix 3: Charnwood Monitoring Framework

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
			<p>Leicester SUE by 2028</p> <ul style="list-style-type: none"> • 4 pitches at West of Loughborough SUE by 2028 • 4 pitches at North of Birstall DoG by 2028
POLICY CS6			
Amount of strategic employment land provided	Deliver employment land in accordance with CS6	N/A	75 Ha of employment land to be completed by 2028
Number of new jobs in Charnwood Borough up to 2028	To increase the number of employment opportunities in Charnwood Borough	N/A	12,000 new jobs in Charnwood by 2028
Unemployment levels in Charnwood Borough	To reduce the level of unemployment in Charnwood Borough	5.4%	To reduce the unemployment levels in Charnwood by 2028
POLICY CS7			
Delivery of sites and projects identified in the Loughborough Town Centre Regeneration Strategy up to 2028	To support regeneration of Loughborough	N/A	<ul style="list-style-type: none"> - Redevelopment of vacant land adjoining the Inner Relief Road by 2020 - Redevelopment of all vacant previously developed sites within the Industrial Heritage Quarter by 2020 - Reconnection of the northern and southern sections of the Great Central Railway by 2020 - 50% successful re-occupation /redevelopment of the

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
			former Astra Zeneca site by 2020 and 100% by 2028
POLICY CS8			
Delivery of sites and projects identified in the Shepshed Town Centre Regeneration Strategy up to 2028	To support the regeneration of Shepshed	N/A	Public realm improvements to: - Market Place; - Hall Croft; - The Bullring To be completed by 2028
POLICY CS9			
Amount of net additional main town centre uses floorspace provided in Charnwood	To support main town centre uses	N/A	- 32,800 - 41,600 sqm net of new comparison retail floorspace by 2028 - 8,800 sqm net of new convenience retail floorspace by 2028 - 9,600 sqm net of commercial leisure floorspace by 2028
Percentage of new town centre uses floorspace in Loughborough town centre	To support Loughborough town centre	N/A	70% of new retail and commercial leisure floorspace to be provided in Loughborough town centre by 2028
Number of voids in Loughborough town centre	To promote vitality of Loughborough town centre	12.35%	No net increase in the number of vacant retail units in Loughborough town centre

Appendix 3: Charnwood Monitoring Framework

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
POLICY CS10			
Amount of employment land delivered at Service Centres	To support the rural economy	N/A	7Ha of employment land by 2028
Farm diversification schemes considered in accordance with Policy CS10	To support the rural economy	N/A	100% of decisions taken in accordance with the farm diversification policy
POLICES CS11 - 13			
Number of Local Wildlife Sites	To protect biodiversity	236	No net reduction in the number of Local Wildlife Sites
Number of Sites of Special Scientific Interest	To protect biodiversity and geodiversity	18	No net reduction in the number of Sites of Special Scientific Interest
Number of Regionally Important Geological Sites	To protect geodiversity	5	No net reduction in the number of Regionally Important Geological Sites
Number of schemes granted planning permission in Areas of Separation contrary to the policy	To protect settlement identity	N/A	100% of decisions taken in accordance with the Area of Separation policy
POLICY CS14			
Number of Heritage Assets at Risk	To protect the historic environment	10	Reduction in the number of Heritage Assets at Risk at 2028
Number of Listed Buildings	To protect the historic environment	781	No net loss of listed buildings at 2028
Number of Registered Parks and Gardens	To protect the historic environment	5	No net loss of Registered Parks and Gardens at 2028

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
Number of Scheduled Monuments	To protect the historic environment	21	No net loss of Scheduled Monuments at 2028
Number of Conservation Areas	To protect the historic environment	38	No net loss of Conservation Areas at 2028
Restoration of heritage assets within Garendon Registered Park and Garden	To protect the historic environment	5 heritage assets at risk within Garendon Registered Park and Garden on the Council's "At risk" register	Restoration of all heritage assets and monuments within Garendon Registered Park and Garden at risk by 2028
POLICY CS15			
Amount of open space and facilities provided through development	To meet strategic open space needs	N/A	100% of new residential permissions to provide play and open space in accordance with standards set out in the play and open space strategy
Amount of existing open space, sport and recreation retained	To preserve assets of community value	N/A	100% of decisions taken in accordance with policy
POLICY CS16			
Amount of new energy being provided from renewable or low carbon energy developments	To support renewable energy and energy efficiency	N/A	27.5MW of energy provision from decentralised and renewable sources of energy supply by 2028

Appendix 3: Charnwood Monitoring Framework

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
Energy efficiency and low carbon and carbon renewable energy in new homes	To support renewable energy and energy efficiency	N/A	100% of all new homes meet or exceed the Building Regulations requirements for energy efficiency
POLICIES CS17 & 18			
Amount of new development at Sustainable Urban Extensions, Directions of Growth and Service Centres with access to a half-hour frequency public transport service	To promote sustainable travel and accessibility	N/A	100% of new houses to be within 400 metres of a local bus service
Amount of new major developments that provide walking, cycling and public transport access to key facilities and services	To promote sustainable travel and accessibility	N/A	100% of major developments to provide walking, cycling and public transport links to key facilities and services
POLICY CS19			
Number of homes delivered at the North East Leicester Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS19	N/A	- 1,050 by 2021 - 2,650 by 2026 - 3,250 by 2028
Permanent Gypsy and Traveller pitches delivered up to 2028	To deliver the Sustainable Urban Extension in accordance with CS19	N/A	4 pitches by 2028
Number of pitches for Travelling Showpeople at the North East Leicester Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS19	N/A	4 pitches by 2028
Amount of employment land delivered at the North East	To deliver the Sustainable Urban Extension in accordance with CS19	N/A	6.7 hectares out of a total of 13 hectares by 2028

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
Leicester Sustainable Urban Extension			
Delivery of schools at the North East Leicester Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS19	N/A	<ul style="list-style-type: none"> - Delivery of School 1 by 1,000 homes - Delivery of School 2 by 2,000 homes - Delivery of School 3 by 3,500 homes
POLICY CS20			
Number of homes delivered at North Birstall Direction of Growth	To deliver the Direction of Growth in accordance with CS20	N/A	<ul style="list-style-type: none"> - 435 homes by 2021 - 1,085 homes by 2026 - 1,345 homes by 2028
Number of pitches for Travelling Showpeople at North Birstall Direction of Growth	To deliver the Direction of Growth in accordance with CS20	N/A	4 pitches by 2028
Amount of employment land delivered at North Birstall Direction of Growth	To deliver the Direction of Growth in accordance with CS20	N/A	12 hectares (out of a total of 15 hectares) by 2028
Delivery of schools at North Birstall Direction of Growth	To deliver the Direction of Growth in accordance with CS20	N/A	A primary school to be delivered by 2028
POLICY CS21			
Amount of employment land delivered at Watermead Regeneration Corridor	To deliver the Regeneration Corridor in accordance with CS21	N/A	At least 16 hectares by 2028
Amount of office development delivered at Watermead Regeneration Corridor	To deliver the Regeneration Corridor in accordance with CS21	N/A	8,750 sqm by 2028

Appendix 3: Charnwood Monitoring Framework

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
POLICY CS22			
Number of homes delivered at the West of Loughborough Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS22	N/A	- 760 homes by 2021 - 1,960 homes by 2026 - 2,440 homes by 2028
Amount of employment land delivered at the West of Loughborough Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS22	N/A	6.5 hectares (out of a total of 16 hectares) by 2028
Delivery of schools at the West of Loughborough Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS22	N/A	- Delivery of School 1 by 600 homes - Delivery of School 2 by 2028
Permanent Gypsy and Traveller pitches delivered up to 2028 at the West of Loughborough Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS22	N/A	4 pitches by 2028
Number of pitches for Travelling Showpeople at the West of Loughborough Sustainable Urban Extension	To deliver the Sustainable Urban Extension in accordance with CS22	N/A	4 pitches by 2028
POLICY CS23			
Amount of land delivered for knowledge based business at the Loughborough Science and Enterprise Park	To deliver the Loughborough Science and Enterprise Park in accordance with CS23	N/A	36 - 56 hectares by 2028
Amount of floorspace created for an innovation centre at the Loughborough Science and Enterprise Park	To deliver the Loughborough Science and Enterprise Park in accordance with CS23	N/A	3,000 to 6,000 sqm by 2028

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
Amount of floorspace created for "Grow-on" space at the Loughborough Science and Enterprise Park	To deliver the Loughborough Science and Enterprise Park in accordance with CS23	N/A	22,500 to 37,500 sqm by 2028
Amount of floorspace created for "inward investment" space at the Loughborough Science and Enterprise Park	To deliver the Loughborough Science and Enterprise Park in accordance with CS23	N/A	22,500 to 37,500 sqm by 2028
Amount of floorspace created for university space at the Loughborough Science and Enterprise Park	To deliver the Loughborough Science and Enterprise Park in accordance with CS23	N/A	22,500 to 30,000 sqm by 2028
POLICY CS24			
Decisions made in accordance with the Delivering Infrastructure policy	To deliver essential infrastructure in accordance with CS24	N/A	100% of decisions taken in accordance with the Delivering Infrastructure policy

A brief guide for planning applications for Charnwood's Major Developments

For major proposals, applicants should submit sufficient supporting information to enable the Council to fully consider the impact of their proposals to ensure that the Plan's objectives and policy requirements are met for high-quality, sustainable development. The body of evidence submitted to support an application could consist of the following;

- Affordable Housing Statement
- Air Quality Statement
- Biodiversity Plan
- Design and Access Statement
- Energy Strategy
- Ecological survey
- Environmental Impact Assessment
- Flood Risk Assessment
- Heritage Statement
- Land Contamination Assessment
- Landscape and Visual Impact Assessment

- Landscape, Management and Maintenance Plan
- Lighting Assessment
- Masterplan
- Noise Impact Assessment
- Open Space Assessment
- Parking Strategy
- Phasing and Implementation Strategy
- Planning statement
- Retail impact Assessment
- Secured by Design Statement
- Site Waste Management Plan
- Statement of Community Involvement
- Surface Water Management Plan
- Transport Assessment
- Green Travel Plan
- Tree Surveys/ Utilities Assessment
- Water and Drainage Strategy
- Consultation Statement
- Economic Development Statement
- Heads of Terms Section 106 Agreement

Appendix 4: Glossary

Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and house prices.

Annual Monitoring Report: A report submitted to the government by local planning authorities assessing progress with the implementation of planning policies.

Area Action Plan: A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).

Areas of Local Separation: An area of open countryside that separates two neighbouring settlements, whose main purpose is preserving settlement identity, and which is based on landscape character and visual appearance of the area.

Article 4 Direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Biodiversity: 'Biodiversity' is a term commonly used to describe the variety of life on Earth which encompasses the whole of the natural world and all living things with which we share the planet. It includes plants, animals, even invisible micro-organisms and bacteria which, together, interact in complex ways with the inanimate environment to create living ecosystems.

Biodiversity Action Plan: Summarises what is known about the most important areas of green space and how they provide a place for animals and plants to survive. The BAP identifies the priority habitats (spaces where plants and creatures live) and species (insects, birds and other animals) in the Borough, and targets actions to maintain and enhance the wildlife.

Brownfield Land: Land which has previously been developed encompassing vacant or derelict land, infill sites and land occupied by redundant or unused buildings.

Building for Life: Building for Life is the industry standard, endorsed by Government, for well-designed homes and neighbourhoods so that new developments can be attractive, functional and sustainable places.

Business Improvement District: An arrangement whereby businesses get together to plan how to improve their trading environment and the public realm. They decide what improvements they want to make, what it will cost them and how they are going to manage the process.

Business Rate Retention: A new system of local government finance introduced from April 2013 where local authorities will be able to retain a proportion of the business rates revenue that is generated in their area.

Carbon Footprint: A carbon footprint is the total set of greenhouse gases (including carbon dioxide) produced by the things we do.

City Deal: Agreements between the largest urban authorities and the Government on how to better invest in growth, provide skills and jobs, support local businesses and improve infrastructure. Leicester City Deal was approved in February 2013.

Community Infrastructure Levy: The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new development in their area as a means of funding infrastructure required to deliver the Core Strategy.

Community Infrastructure Levy Charging Schedule: The Charging Schedule sets out the rates that will be charged for different types of development.

Conservation Area: Areas of special architectural or historic interest. Conservation area designation does not prevent change but is intended to help preserve and enhance the character and appearance of the area.

Core Strategy: Spatial vision and strategy for the Borough including key policies and proposals to deliver the vision.

Design Review Panel: A method of improving the quality of development proposals by offering constructive, impartial and expert advice to developers and planning authorities.

Development Plan Document (DPD): Documents prepared by the local planning authority setting out the main spatial strategy, policies and proposals for the area. They are statutory documents that are prepared with rigorous community involvement and consultation. They are subject to an examination in public by independent Planning Inspector.

Development Plan: Development Plan Documents collectively make up the Development Plan. Under the Planning Acts the Development Plan is the primary consideration in deciding planning applications

Edge of centre: For retail purposes a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary.

Examination: An Examination chaired by an independent inspector to consider if the development plan is sound.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Greenfield Land: Greenfield land is land that has never been built on or where the remains of any structure or activity have blended into the landscape over time. Greenfield land should not be confused with green belt land which is a term for specially designated land around large built up areas to prevent settlement coalescence.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality life benefits for local communities.

Green Wedge: Green wedges are a local planning policy designation that have been used in Leicestershire since the 1980's whose role is to prevent the merging of settlements, guide development form, provide a 'green lung' into urban areas and provide a recreational resource.

Heat Island: The heating effect of urban areas upon air and surface temperatures. During periods of hot weather, heat islands increase the effects of heat stress and damage to infrastructure.

Heritage Asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated assets and assets identified by the local planning authority (including local listing).

House in Multiple Occupation: A House in Multiple Occupation (HMO) is where at least 3 tenants live together in a single dwelling and share basic facilities.

Housing Market Area (HMA): A geographical area which is relatively self-contained in terms of housing demand.

Infrastructure Delivery Plan: A supporting document which includes details of the infrastructure needed to support the delivery of the Core Strategy

Land Based Industries: In its simplest and traditional sense the land-based industries are assumed to refer to farming and forestry with an emphasis on agriculture and horticulture for primary food production.

Landscape Character Assessment: A tool that is used to help understand, and articulate, the character of a landscape, helping to identify the features that gives a locality its 'sense of place' and pinpoints what makes it different from neighbouring areas.

Listed Building: Statutory Listed Buildings are protected for their architectural and historic value as part of the nation's heritage. There are over 1,000 such Listed Buildings and structures in Charnwood including individual buildings and groups of buildings, from modest cottages to stately houses, and structures such as bridges, monuments and milestones.

Local Development Documents: Generic term for documents included in the Local Development Framework.

Local Development Framework (LDF): The Local Development Framework is a folder of documents, which includes all the local planning authority's local development documents comprising the Core Strategy and supporting documents.

Local Development Scheme (LDS): A three year project plan outlining the Council's programme for preparing the Local Development Framework.

Local Enterprise Partnership: A body designated by the Secretary of State for Communities and Local Government, established for the purpose of improving the conditions for economic

growth in an area.

Local Nature Reserve: To qualify for Local Nature Reserve status, a site must be of importance for wildlife, geology, education or public enjoyment. Some are also nationally important Sites of Special Scientific Interest. All district and county councils have powers to acquire, declare and manage sites.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the local plan. The term includes old policies which have been saved under the 2004 Act.

Local Strategic Partnership: A multi-agency partnership which brings together at a local level, the different parts of the public, private, community and voluntary sectors; allowing different initiatives and services to support one another so that they can work together more effectively.

Local Transport Plan: Statutory documents which set the strategy for the management, maintenance and development of the area's transport system explaining how funds will be used to deliver improved transport and help meet transport objectives. LTPs are prepared by the local highways authority which for Charnwood is Leicestershire County Council and the third transport plan includes a long term strategy to 2026 and a rolling 3 year implementation plan starting with 2011-2014. Leicester City Council, as a unitary authority is the local highways authority for the Leicester City area and is responsible for preparing their Local Transport Plan.

Local Wildlife Site: Local Wildlife Sites are identified and selected for their local nature conservation value. They protect threatened species and habitats acting as buffers, stepping stones and corridors between nationally-designated wildlife sites.

Master plan: Strategic plan setting out the overall framework and key principles for the development of a site.

National Cycle Route: Part of a national network spanning the UK comprising scenic traffic-free paths, quiet roads and lanes, signed on-road routes and themed long-distance routes

National Forest: An environmental regeneration project covering 200 square miles of Leicestershire, Staffordshire and Derbyshire.

National Planning Policy Framework: Sets out the Government's planning policies for England and how these are expected to be applied.

Neighbourhood Development Order: An order made by a local planning authority through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal.

Neighbourhood Plan: A plan prepared by a Parish Council, Town Council or Neighbourhood Forum for a particular neighbourhood area and ultimately adopted by the Council as part of the development plan. It must be prepared in general conformity with the Core Strategy.

New Homes Bonus: A grant paid by central government to local authorities for increasing the number of homes and their use based on the amount of extra Council Tax revenue raised for new build homes, conversions and long term empty homes brought back into use.

Out of Centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of Town: A location out of centre that is outside the existing urban area.

OPUN: A charity that promotes good design practice working across the East Midlands with the aim of improving the quality of new and restored places for the communities that live and work in them.

Planning Obligation: A legally enforceable obligation entered into under Section 106 of the Town and Country Planning Act 1990, to mitigate the impacts of a development proposal.

‘Portas Pilot’: A Government initiative to encourage local partnerships to come forward with innovative ideas to regenerate high streets based on the recommendations of Mary Portas’s high street reviews. Loughborough was designated in July 2012.

Principal Urban Area: The continuous built up area of Leicester. It includes 13 settlements outside the city boundary.

Priority Neighbourhoods: Parts of the Borough identified as areas of relatively higher need based on higher levels of social exclusion, deprivation and lower levels of educational attainment. The priority neighbourhoods in Charnwood are Loughborough East, Loughborough West, Mountsorrel, South Charnwood (Syston and Thurmaston)

Regionally Important Geological Site: Sites selected for their geological or geomorphological value and their interpretive use for earth science as well as cultural, educational, historical and aesthetic reasons.

Scheduled Monument: 'Scheduling' is shorthand for the process through which nationally important sites and monuments are given legal protection by being placed on a list, or 'schedule'. Historic England takes the lead in identifying sites in England which should be placed on the schedule by the Secretary of State for Culture, Media and Sport

Section 106 Agreement: See Planning Obligation above.

Section 278 Agreement: Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and the County Council under Section 278 of the Highways Act 1980.

Service Centre: Large villages with a good range of services and community facilities including shops, schools and health facilities which serve the more rural parts of the Borough. These settlements are Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston.

Site Allocations Document: Sets out the Council's proposed site allocations for development and helps to deliver the policies of the Core Strategy.

Site of Special Scientific Interest (SSSI): A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

Smarter Travel Choices: The collective name for a family of techniques to encourage, inform and promote the use of sustainable transport modes e.g. public transport, walking, cycling, reduced single occupancy car use.

Spatial planning: Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

Statement of Community Involvement (SCI): Outlines the approach of the authority to involving the community in preparing the LDF and significant planning applications.

Strategic Housing Market Assessment: The Strategic Housing Market Assessment is a key element of the evidence base which analyses the housing market in depth advising on the types of housing needed in different areas and the amount and pattern of need for affordable housing.

Strategic Housing Land Availability Assessment: Part of the evidence base to inform local planning policies for housing which identifies sites with potential for housing and assesses their housing potential and when they are likely to be developed.

Strategic Road Network: Highways England is responsible for the construction and maintenance of motorways and major trunk roads in England used to move people and freight around the country which is known as the strategic network of roads.

Supplementary Planning Documents (SPD): Documents that expand on policies and proposals in Development Plan Documents.

Sustainability Appraisal (SA): An appraisal of the social, economic and environmental implications of a strategy, policies and proposals.

Sustainable development: Meeting our own needs without prejudicing the ability of future generations to meet their needs.

Sustainable Urban Drainage Systems: A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

Sustainable Urban Extension (SUE): An urban extension which enables sustainable patterns of living to be built into all stages of planning and implementation including high quality design, well-planned infrastructure and sustainable transport options facilitating easy access to a wide range of facilities and services.

SUSTRANS: A leading UK charity promoting sustainable travel by foot, bicycle and public transport.

Town centre uses: Main uses include retail development (including warehouse clubs and factory outlet stores); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls), offices and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel Plan: A Travel Plan is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment.

Urban Fringe Green Infrastructure Enhancement Zones: Broadly defined zones that form the immediate landscape setting to, and encompass the countryside in and around, the principal urban area of Leicester and, the urban area at Loughborough and Shepshed. The zones will promote quality accessible greenspaces in the urban fringe connecting with city/town centres, public transport nodes, and major employment and residential areas, including new sustainable urban extensions, and sustainable access routes linking town and country.

Village Design Statement: Community prepared documents, which give guidance to developers and individuals to encourage good design of the type that will enhance and protect the individual character of the locality, without preventing future growth.

Water Framework Directive: A European Union directive which commits member states to achieve good qualitative and quantitative status of all water bodies by 2015. It provides an opportunity to plan and deliver a better water environment through river basin management planning.

Windfall sites: Sites which have not been specifically identified for housing development through the planning process but which may come forward over the course of the plan. They normally comprise previously developed sites that have unexpectedly become available.

Woodland Based Economy: The fostering of the creation and management of productive woodlands, to encourage woodland-related economic activity and business opportunities and to enable high-quality settings for biodiversity, landscape, tourism and access.

Appendix 5: Charnwood Local Plan - Superseded Saved Policies

The table below sets out those saved policies in the adopted Borough of Charnwood Local Plan 1991 - 2006 which will be superseded by policies in the Core Strategy.

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
Chapter 2: Strategy	
ST/1: Overall Strategy for Charnwood	CS1: Development Strategy CS2: High Quality Design CS3: Strategic Housing Needs CS6: Employment and Economic Development CS9: Town Centre and Shops CS10: Rural Economic Development CS11: Landscape and Countryside CS12: Green Infrastructure CS13: Biodiversity and Geodiversity CS14: Heritage CS15: Open Spaces, Sport and Recreation CS16: Sustainable Construction and Energy CS17: Sustainable Travel CS18: The Local and Strategic Road Network CS24: Delivering Infrastructure
ST/3: Infrastructure	CS24: Delivering Infrastructure
Chapter 3: Environment	
EV/2: Nationally Important Archaeological Sites	CS14: Heritage
EV/8: Buildings of Local Historic or Archaeological Interest	CS14: Heritage
EV/9: Historic Parks and Gardens	CS14: Heritage

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
EV/16: Access for People with Disabilities	CS2: High Quality Design
EV/17: Safety in New Development	CS2: High Quality Design
EV/18: Open Spaces of Special Character	CS11: Landscape and Countryside
EV/20: Landscaping in New Development	CS2: High Quality Design
EV/22: Sites of Regional, County and District Level Ecological or Geological Importance	CS13: Biodiversity and Geodiversity
EV/23: Sites of Parish Level Ecological or Geological Importance	CS13: Biodiversity and Geodiversity
EV/39: Development and Pollution	CS2: High Quality Design
EV/40: Light Pollution	CS2: High Quality Design CS11: Landscape and Countryside
EV/43: Percent for Art	CS2: High Quality Design
Chapter 4: Housing	
H/1: New Housing Allocations on Previously Developed Land	CS1: Development Strategy
H/2: New Housing Allocations on Greenfield Sites	CS1: Development Strategy
H/2(a): Land north of Bradgate Road, Anstey	CS1: Development Strategy
H/2(b): Land between Cotes Road and Willow Way, Barrow upon Soar	CS1: Development Strategy
H/2(c): Land at Brook Street, Burton on the Wolds	CS1: Development Strategy
H/2(d): Land at Peartree Lane, Loughborough	CS1: Development Strategy

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
H/2(e): Land at Meynell Road, Quorn	CS1: Development Strategy
H/2(f): Land at Little Haw Farm, Shepshed	CS1: Development Strategy
H/2(g): Land east of 19 Barkby Lane, Syston	CS1: Development Strategy
H/2(h): Land at Barkby Road, Syston	CS1: Development Strategy
H/2(i): Land at Wysall Lane, Wymeswold	CS1: Development Strategy
H/4: General Guidance on Provision for Affordable Housing	CS3: Strategic Housing Needs
H/5: Affordable Housing on Unallocated Sites	CS3: Strategic Housing Needs
H/6: Affordable Housing in Rural Areas	CS1: Development Strategy CS3: Strategic Housing Needs
H/9: Assessment of Gypsy Site Proposals	CS5: Gypsies and Travellers
H/10: Assessment of Travelling Showpeople Site Proposals	CS5: Gypsies and Travellers
H/13: Houses in Multiple Occupation without On-site Supervision	CS4: Houses in Multiple Occupation
H/16: Design and Layout of New Housing Developments	CS2: High Quality Design CS19: North East of Leicester Sustainable Urban Extension CS20: North of Birstall Direction of Growth CS22: West of Loughborough Sustainable Urban Extension
H/20: The Ridgeway Area of Rothley	CS2: High Quality Design CS11: Landscape and Countryside CS14: Heritage

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
Chapter 5: Employment and Business	
E/6: Future Use of Dishley Grange Farmstead	CS1: Development Strategy CS6: Employment and Economic Development CS12: Green Infrastructure
E/8: Safeguarding of Employment	CS1: Development Strategy CS6: Employment and Economic Development
E/9: Sales Areas for Cars, Caravans and Other Vehicles	CS1: Development Strategy CS6: Employment and Economic Development
E/10: Regeneration Opportunity Site - Land between Burder Street and Midland Mainline, Loughborough	CS1: Development Strategy CS6: Employment and Economic Development CS17: Sustainable Travel CS18: The Local and Strategic Road Network
E/11: Acceptable Uses for Proposed Regeneration Opportunity Site	CS1: Development Strategy CS6: Employment and Economic Development CS17: Sustainable Travel CS18: The Local and Strategic Road Network
Chapter 6: Rural Land and Economy	
CT/5: Local Separation - The Ridgeway Area of Rothley	CS1: Development Strategy CS10: Rural Economic Development CS11: Landscape and Countryside CS12: Green Infrastructure
CT/7: Areas of Particularly Attractive Countryside	CS1: Development Strategy CS10: Rural Economic Development CS11: Landscape and Countryside CS12: Green Infrastructure

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
CT/10: Rural Diversification	CS10: Rural economic Development
CT/15: Conversion of Existing Rural Buildings	CS1: Development Strategy CS10: Rural Economic Development CS11: Landscape and Countryside CS12: Green Infrastructure
CT/20: Development Located in the National Forest	CS1: Development Strategy CS10: Rural Economic Development CS11: Landscape and Countryside CS12: Green Infrastructure
Chapter 7: Transport and Traffic Management	
TR/1: The Specified Road Network (SRN)	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/2: Safeguarding Areas for Programmed Strategic Road and Highway Improvement Schemes	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/3: Local Highway Improvement Schemes in Loughborough	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/5: Transport Standards for New Development	CS1: Development Strategy CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/6: Traffic Generation from New Development	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/7: Improving Bus Services and Facilities	CS17: Sustainable Travel CS18: The Local and Strategic Road Network

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
TR/8: An Improved Bus Station in Loughborough	CS9: Town Centres and Shops CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/9: Bus/Rail Interchange next to Loughborough Station	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/11: Safeguarding the Midland Mainline and Leicester to Peterborough Railway Corridors	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR13: Access for Cyclists and Pedestrians	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR14: Safeguarding Disused Linear Routes for Transport Purposes	CS14: Heritage CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/16: Traffic Calming	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/17: The Impact of Traffic on Minor Rural Roads	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/19: Public Car Parking Provision Serving Loughborough Town Centre	CS9: Town Centres and Shops CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/22: Park & Ride Site on Land adjacent to the A46/A6 Junction, Wanlip	CS17: Sustainable Travel CS18: The Local and Strategic Road Network
TR/23: Planning Criteria for Park and Ride Schemes to Service Loughborough and Leicester	CS17: Sustainable Development CS18: The Local and Strategic Road Network

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
TR/25: Heavy Goods Vehicle Operations	CS17: Sustainable Development CS18: The Local and Strategic Road Network
TR/27: Provision of Servicing, Loading and Unloading Facilities in Non-Residential Developments	CS17: Sustainable Development CS18: The Local and Strategic Road Network
TR/28: Loss of Servicing, Loading and Unloading Facilities	CS17: Sustainable Development CS18: The Local and Strategic Road Network
TR/29: Roadside Service Area on Land Adjacent to the A6/A46 Junction, Wanlip	CS17: Sustainable Development CS18: The Local and Strategic Road Network
Chapter 8: Central Areas and Shopping	
CA/2: Acceptable Uses in the Loughborough Core Area	CS9: Town Centres and Shops
CA/3: Acceptable Uses in the Loughborough Outer Area	CS9: Town Centres and Shops
CA/4(a): Opportunity Site - Devonshire Square, Loughborough	CS9: Town Centres and Shops
CA/4(b): Opportunity Sites - Fennel Street, Baxter Gate and Leicester Road, Loughborough	CS9: Town Centres and Shops
CA/5: Town Centre Business Areas	CS9: Town Centres and Shops
CA/6: Town Centre Commercial Service Area	CS9: Town Centres and Shops
CA/8: Acceptable Uses in District Centres	CS9: Town Centres and Shops
CA/9: Accessible Uses in Local Centres	CS9: Town Centres and Shops
CA/13: Shop Front Security	CS9: Town Centres and Shops

LOCAL PLAN 1991 - 2006 POLICY	SUPERSEDED BY CORE STRATEGY POLICY
CA/14: Amusement Centres	CS9: Town Centres and Shops
Chapter 9: Recreation and Tourism	
RT/3: Play Spaces in New Development	CS15: Open Spaces, Sport and Recreation
RT/4: Youth/Adult Play in New Development	CS15: Open Spaces, Sport and Recreation
RT/5: Amenity Open Space in New Development	CS15: Open Spaces, Sport and Recreation
RT/6: Design of Play Area	CS15: Open Spaces, Sport and Recreation
RT/8: Replacement Derby Road Playing Fields, Hathern	CS15: Open Spaces, Sport and Recreation
RT/9: Recreation Land, Lanes Close, Sileby	CS15: Open Spaces, Sport and Recreation
RT/10: New Recreation Land, South of Hazel Road and Manor Drive, Loughborough	CS15: Open Spaces, Sport and Recreation
RT/12: Structural Open Space Provision in New Development	CS15: Open Spaces, Sport and Recreation
RT/13: Allsopps Lane, Loughborough - Recreation and Amenity Area	CS7: Regeneration of Loughborough
RT/17: Watermead Country Park	CS21: Watermead Regeneration Corridor - Direction of Growth
RT/18: Wanlip Country Club	CS21: Watermead Regeneration Corridor - Direction of Growth
RT/21: Grand Union Canal Opportunity Site	CS7: Regeneration of Loughborough