



CHARNWOOD LOCAL PLAN 2021-2037

Examination Statement by Charnwood Borough Council

**Pre-Submission Draft Charnwood Local Plan
2021-2037**

Schedule Of Proposed Main Modifications

February 2023

The following table sets out a series of proposed main modifications to the Pre-submission Draft Charnwood Local Plan 2021-2037 published in July 2021 to ensure that it meets the tests of soundness¹. The modifications are being proposed alongside the Council’s responses to the Matters Issues and Questions issued by the Inspectors and the relevant question is included in the table.

The suggested modifications are shown using the following formatting: items to be deleted are shown ~~struck through~~ and items to be added are shown **in bold and underlined**.

Matter 1: Duty to Cooperate and Other Legal Requirements

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN1.a	1.10	32	DS2	Within 6 months of the agreement by all partners of the Statement of Common Ground for the apportionment of unmet housing and employment need, the Council will publish a review of this local plan. . .	Within 6 months of the agreement by all partners <u>publication, for consideration through respective governance processes,</u> of the Statement of Common Ground for the apportionment of unmet housing and employment need <u>or unmet strategic distribution need,</u> the Council will publish a review of this local plan.	Positively prepared & Justified – to meet objectively assessed need, unmet need and ensure an appropriate strategy based on the evidence.
MAIN1.b	Hearing Sessions	13	1.24	An understanding of the Borough and our key opportunities and challenges has informed the vision for the	An understanding of the Borough and our key opportunities and challenges has informed the vision for	To make the plan effective by clarifying the status of the Strategic Growth Plan

¹ Paragraph 35 of the NPPF sets out that plans are sound if they are positively prepared, justified, effective and consistent with national policy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				Borough to 2037. The vision also reflects the spatial elements of the Charnwood Borough Council corporate vision, setting out the local priorities which have influenced the approach to future development in the Borough alongside national policy and the Strategic Growth Plan for Leicester and Leicestershire.	the Borough to 2037. The vision also reflects the spatial elements of the Charnwood Borough Council corporate vision, setting out the local priorities which have influenced the approach to future development in the Borough alongside national policy and the Strategic Growth Plan for Leicester and Leicestershire. <u>The Strategic Growth Plan is not a statutory plan but was prepared by local authorities in Leicestershire to provide a long term vision to inform local plans.</u>	
MAIN1.c	Hearing Sessions	18	2.5	Our strategy also takes account of the Strategic Growth Plan for Leicester and Leicestershire, which provides a long-term vision for the housing market area to address the challenges and opportunities in the area to 2050. The Growth Plan promotes developing	Our strategy also takes account of the Strategic Growth Plan for Leicester and Leicestershire, which <u>is a non-statutory plan that</u> provides a long-term vision for the housing market area to address the challenges and opportunities in the area	To make the plan effective by clarifying the status of the Strategic Growth Plan

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				Leicester's role as the central city. It also includes an A46 priority growth corridor around the south and east of Leicester terminating in the south east of Charnwood and an International Gateway in the area around the junction of the A42 and the M1 motorway. It encourages managed growth at Loughborough and other market towns, an A5 improvement corridor and Melton Mowbray as a key centre for regeneration and growth	to 2050. The Growth Plan promotes developing Leicester's role as the central city. It also includes an A46 priority growth corridor around the south and east of Leicester terminating in the south east of Charnwood and an International Gateway in the area around the junction of the A42 and the M1 motorway. It encourages managed growth at Loughborough and other market towns, an A5 improvement corridor and Melton Mowbray as a key centre for regeneration and growth.	
MAIN1.d	Hearing Sessions	273	New Appendix 5	None	Appendix 5 – Schedule of Policies Superseded by the Charnwood Local Plan 2021-2037 <u>Borough of Charnwood Local Plan (2004) Saved* Policies</u> ST/2 Limits to Development	To meet legal requirement.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					EV/1 Design EV/29 Access to Watercourses for Maintenance EV/31 Sewage Disposal Capacity H/11 Houseboats H/12 Student Halls of Residence H/17 Extensions to Dwellings E/4 Loughborough Science Park E/5 New Employment Areas E/5(a) Extension to Hayhill Industrial Estate, Sileby E/5(b) Extension to Woodbrook Industrial Park, Belton Rd, Loughborough E/5(c) Land at Dishley Grange, Hathern E/5(d) Granite Way, Mountsorrel E/5(e) Land at Rothley Lodge, East of the A6 Bypass, Rothley E/5(f) Land North of Harrowgate Drive and West of the A6, Wanlip	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					E/7 Control of Employment Uses in Primarily Employment Areas CT/1 General Principles for Areas of Countryside, Green Wedge and Local Separation CT/2 Development in the Countryside CT/3 Development in Green Wedges CT/4 Development in Areas of Local Separation CT/13 Riding Stables, Kennels and Similar Establishments CT/14 Replacement Dwellings SLR TR/4 Roads and Highway Improvements to be provided in Association with New Development TR/12 Safeguarding the Great Central Railway Corridor TR/18 Parking Provision in New Development TR/20 Public Car Parking Provision Serving District and Local Centres	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>TR/21 Planning Criteria for the Design and Layout of New Car Parks TR/30 Planning Criteria to Assess Proposals for Roadside Service Areas CA/7 Pedestrian Preference in Loughborough Town Centre CA/10 New Local Centres CA/11 Use of Upper Floors CA/12 Shop Front Design CF/1 Retention of Existing Community Facilities CF/4 Loughborough University and College Campuses CF/8 Fire Station Site A6/A46 Junction, Wanlip</p> <p><u>Charnwood Local Plan 2011 to 2028 Core Strategy</u> CS1 Development Strategy CS2 High Quality Design CS3 Strategic Housing Needs CS4 Houses in Multiple Occupation</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					CS5 Gypsies, Travellers and Travelling Showpeople CS6 Employment and Economic Development CS7 Regeneration of Loughborough CS8 Regeneration of Shepshed CS9 Town Centres and Shops CS10 Rural Economic Development CS11 Landscape and Countryside CS12 Green Infrastructure CS13 Biodiversity and Geodiversity CS14 Heritage CS15 Open Spaces, Sports and Recreation CS16 Sustainable Construction and Energy CS17 Sustainable Travel CS18 The Local and Strategic Road Network CS19 North East of Leicester Sustainable Urban Extension	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>CS20 North of Birstall Direction of Growth CS21 Watermead Regeneration Corridor - Direction of Growth CS22 West of Loughborough Sustainable Urban Extension CS23 Loughborough University and Science & Enterprise Park CS24 Delivering Infrastructure CS25 Presumption in Favour of Sustainable Development</p> <p>*On 27th September 2007, the Secretary of State made a Direction under Schedule 8 of the Planning and Compulsory Purchase Act 2004 that the following policies would be saved.</p>	

Matter 2: Vision, Objectives, Sustainable Development and Development Strategy

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN2.a	2.5	25	Table 4	Cosstington	Cosstington	Spelling error
MAIN2.b	2.6 and Hearing Session	25	Table 4	Urban Settlement A settlement that has a range and choice of services and facilities that meet the day to day needs of residents and physically or functionally forms part of a wider Leicester or Loughborough Urban Centre Shepshed Birstall Syston Thurmaston	Urban Settlement A settlement that has a range and choice of services and facilities that meet the day to day needs of residents and physically or functionally forms part of a wider Leicester <u>Urban Area</u> or Loughborough Urban Centre <u>Area</u> Shepshed (<u>Loughborough Urban Area</u>) Birstall (<u>Leicester Urban Area</u>) Syston (<u>Leicester Urban Area</u>) Thurmaston (<u>Leicester Urban Area</u>)	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.c	2.7	1	Index	Policy SUA1: Shepshed Urban Area	Policy SUA1: Shepshed Urban Area <u>Settlement</u>	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.d	2.7	3	Schedule Strategic and Non-Strategic of Policies	Policy SUA1: Shepshed	Policy SUA1: Shepshed <u>Urban Settlement</u>	To ensure the plan is justified and sufficient clarity is given to the strategy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN2.e	2.7	6	Para 1.3	... Shepshed ...	... Shepshed <u>Urban Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.f	2.7	24	Para 2.27	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.g	2.7	27	Table 5	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.h	2.7	28	Para 2.48 Title	... Shepshed Urban Area ...	... Shepshed Urban Area Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.i	2.7	29	Para 2.53	... Limits to Development for the Urban Centre, Urban Areas, Service Centres ...	... Limits to Development for the Urban Centre , Urban Areas <u>including Sustainable Urban Extensions</u> , Service Centres ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.j	2.7	30	Policy DS1	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.k	2.7	33	Policy DS3	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.l	2.7	115	Para 3.159 Title	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.m	2.7	117	Para 3.171 Title	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN2.n	2.7	120	Policy SUA1	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.o	2.7	207	Monitoring Framework	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.p	2.7	208	Monitoring Framework	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.q	2.7	213	Trajectory	... Shepshed Urban Area ...	... Shepshed Urban Area <u>Settlement</u> ...	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.r	2.7	126	Para 3.206	In all there are 39 settlements in the Borough and only 12 of these are classified as Urban Areas or Service Centres.	In all there are 39 40 settlements in the Borough and only 12 13 of these are classified as Urban <u>Centres, Urban Settlements</u> Areas or Service Centres.	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN 2s	2.8	24	Table 4	Urban Centre A settlement that has a range of employment opportunities and higher order services that meet all of the day to day needs of residents and are accessible to the surrounding area Loughborough	Urban Centre A settlement that has a range of employment opportunities and higher order services that meet all of the day to day needs of residents and are accessible to the surrounding area	To accurately describe the settlement hierarchy and therefore effectively set out the development strategy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					Loughborough <u>(including the West of Loughborough Sustainable Urban Extension)</u>	
MAIN 2u	2.13	30	Table in Policy DS1 Heading of second column	Number of Homes	<u>Minimum</u> Number of Homes	To ensure consistency with paragraph 61 of the NPPF and consistency with preceding text
MAIN2v	2.21	131	Policy OS1	Supports the provision of community services and facilities that meet proven local needs as identified ...	Supports the provision of community services and facilities that meet proven local needs as identified ...	To ensure the policy is justified and to provide clarity.
MAIN2w	2.23	131	3.227	Managing development in areas of Countryside is fundamental to delivering the pattern of development set out in our development strategy and therefore delivering sustainable development. It also has an important role in providing the landscape setting to our settlements which contributes to their settlement identity. Policy EV1 sets out our approach to protecting landscape character which highlights the role of the	Managing development in areas of Countryside is fundamental to delivering the pattern of development set out in our development strategy and therefore delivering sustainable development. <u>Any new built development in the Countryside would need to be small in scale and be considered against any significant environmental impacts. Small-scale, in relation to the Countryside, relates to the form of</u>	To clarify the definition of small scale and its application in terms of Countryside.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Countryside in providing the setting and contributing to the distinct separate identifies of our towns and villages.</p> <p>3.228 Countryside is the location...</p>	<p><u>development and the National Design Guide defines scale as the height, width and length of each building proposed within a development in relation to its surroundings. Further guidance on the scale of buildings is provided in Appendix 4 to the Plan.</u></p> <p><u>3.228 Countryside</u> It also has an important role in providing the landscape setting to our settlements which contributes to their settlement identity. Policy EV1 sets out our approach to protecting landscape character which highlights the role of the Countryside in providing the setting and contributing to the distinct separate identifies of our towns and villages</p> <p><u>3.229</u> Countryside is the location</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN2.x	2.24	132	Policy C1	Services and facilities that meet proven local needs as identified	Services and facilities that meet proven local needs as identified	To ensure the policy is justified and to provide clarity.
MAIN2.y	Hearing Session	132	3.229 - 3.230	New paragraph to be added	New paragraph between 3.229 and 3.230 <u>There may be circumstances where additional burial space is required in areas of Countryside, such as provision by private sector providers and neighbouring local authorities. Leicester City Council has produced a Burial Space Strategy which identifies that a new burial site will be required between 2025 to 2030 in order to address the issue of decreasing availability of burial space in the City. Any proposal to meet this need in Charnwood is likely to be acceptable in principle in areas of Countryside, Green Wedge and Areas of Local Separation where there is</u>	To clarify instances where new burial space may be acceptable in principle and to comply with the Duty to Cooperate.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>limited built form and the layout and landscaping are appropriate to the largely undeveloped character of the area.</u>	
MAIN2.z	Hearing Session	132	Policy C1	<p>We will manage development in areas of Countryside to protect its largely undeveloped character, and its intrinsic character and beauty. We will do this by:</p> <ul style="list-style-type: none"> • supporting rural economic development which has a strong relationship with the operational requirements of agriculture, horticulture, forestry and other land-based industries; • supporting development for the reuse and adaptation of rural buildings and small scale new built development where there would not be 	<p>We will manage development in areas of Countryside to protect its largely undeveloped character, and its intrinsic character and beauty. We will do this by:</p> <ul style="list-style-type: none"> • supporting rural economic development which has a strong relationship with the operational requirements of agriculture, horticulture, forestry and other land-based industries; • supporting development for the reuse and adaptation of rural buildings and small scale new built development where there would not be 	To clarify instances where new burial space may be acceptable in principle and to comply with the Duty to Cooperate.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>significant adverse environmental effects;</p> <ul style="list-style-type: none"> • supporting the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan. 	<p>significant adverse environmental effects;</p> <ul style="list-style-type: none"> • supporting the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan. • <u>supporting the provision of new burial space where there is a proven need, and the layout and landscaping are appropriate to the largely undeveloped character of the area.</u> 	
MAIN2.za	6.16	33	Policy DS3	The following sites are allocated for housing, as outlined on the Policies Map:	The following sites are allocated for housing <u>approximately the specified number of dwellings</u> , as outlined on the Policies Map:	To provide clarity to ensure that the policy is effective.
MAIN2.aa	6.16	40-41	2.74 (text in diagram key)	Existing Built up Area Allocation Site Boundary Housing within Allocation Green Wedge	Existing Built up Area Allocation Site Boundary Housing within Allocation <u>Wider Cross Boundary Development Area</u>	To ensure it is clear how Policy DS3 HA12 is to be applied, to ensure the policy is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				Charnwood Borough Boundary Park Pale	Green Wedge Charnwood Borough Boundary Park Pale	
MAIN2.ab	6.16	40-41	Policy DS3 HA12 5 th bullet point	A masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and	A masterplan to be agreed <u>with Leicester City Council and Blaby District Council</u> which includes <u>access, landscaping, education provision</u> , delivery and phasing arrangements for the <u>wider cross boundary development area</u> whole allocation , in order to achieve comprehensive development; and	To ensure it is clear how Policy DS3 HA12 is to be applied, to ensure the policy is effective.
MAIN2.ac	2.20	130	3.222	Beyond these allocations, our strategy is to limit growth in Other Settlements and as a result only small-scale development proposals within the Limits to Development are likely to be appropriate. This infill is expected to be well-designed and enhance local character and distinctiveness.	Beyond these allocations, our strategy is to limit growth in Other Settlements and as a result only small-scale development proposals within the Limits to Development are likely to be appropriate. <u>In the context of Other Settlements, small-scale development will generally be minor development especially in our smaller Other Settlements. Scale</u>	To clarify the definition of small scale and its application in terms of Other Settlements.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>also relates to the form of development and the National Design Guide defines scale as the height, width and length of each building proposed within a development in relation to its surroundings. Further guidance on the scale of buildings is provided in Appendix 4 to the Plan.</u> This infill is expected to be well-designed and enhance local character and distinctiveness.	
MAIN2.ad	Hearing Session	14	A Vision For Charnwood	Growth at Shepshed will support the Leicester and Leicestershire Strategic Growth Plan's proposal for the Leicestershire International Gateway, secure regeneration that enhances the physical fabric of the town and makes the most of the surrounding forest and natural environment. Settlements located within and adjacent to the Charnwood Forest will be known for their intrinsic	Growth at Shepshed will support the Leicester and Leicestershire Strategic Growth Plan's proposal for the Leicestershire International Gateway, secure regeneration that enhances the physical fabric of the town and makes the most of the surrounding forest and natural environment. Settlements located within and adjacent to the Charnwood Forest will be known for their intrinsic connection with that special	To recognise the role of Service Centres in meeting development needs.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				connection with that special landscape. Our other settlements will have an attractive provision of local shops, culture and leisure facilities and will have retained their individual identity.	landscape. Our <u>Service Centres and</u> other settlements will have an attractive provision of local shops, culture and leisure facilities and will have retained their individual identity.	
MAIN2.ae	Hearing Session	15	1.25	<p>1. To respond to the demand for housing and employment land by focusing growth at:</p> <ul style="list-style-type: none"> • Loughborough, to capitalise on its rich history, to support the town centre, and for the town to continue to be the main economic, social and cultural heart of the Borough and an attractive, compact and walkable destination for shopping, leisure, entertainment and culture; • the edge of Leicester, to support 	<p>1. To respond to the demand for housing and employment land by focusing growth at:</p> <ul style="list-style-type: none"> • Loughborough, to capitalise on its rich history, to support the town centre, and for the town to continue to be the main economic, social and cultural heart of the Borough and an attractive, compact and walkable destination for shopping, leisure, entertainment and culture; • the edge of Leicester, to support 	To recognise the role of Service Centres in meeting development needs.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Leicestershire’s central city; and</p> <ul style="list-style-type: none"> • Shepshed, in its role in supporting the Leicestershire International Gateway, to secure its regeneration and make the most of its location on the edge of Charnwood Forest. 	<p>Leicestershire’s central city; and</p> <ul style="list-style-type: none"> • Shepshed, in its role in supporting the Leicestershire International Gateway, to secure its regeneration and make the most of its location on the edge of Charnwood Forest.; <u>and</u> • <u>the Service Centres, supporting them in providing for the day to day needs of their residents and to improve their sustainability whilst maintaining their unique characters and separate identities.</u> 	
MAIN2.af	Hearing Session	13	A Vision For Charnwood	Development will have been managed to improve the economy, quality of life and the environment.	Development will have been managed to improve the economy, quality of life and the environment-. <u>by seeking sustainable development</u>	To improve alignment with the NPPF.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>and sustainable patterns of growth.</u>	
MAIN2.ag	Hearing Session	23	Key Diagram	KEY Charnwood Borough Boundary Loughborough Urban Centre Shepshed Urban Area	KEY Charnwood Borough Boundary Loughborough Urban Centre Shepshed Urban Area <u>Settlement</u>	To ensure clarity in the development strategy.
MAIN2.ah	Hearing Session	74	3.1	The Leicester and Leicestershire Strategic Growth Plan identifies Leicester as having a pivotal part to play in the strategy for delivering homes and jobs in Leicester and Leicestershire and looks to develop its role as the 'central city'. The urban settlements of Birstall, Syston and Thurmaston in the South of Charnwood form part of the Leicester Urban Area and are significantly influenced by their physical and functional relationships with the City whilst also having a good range and choice of services and facilities that meet the day to day needs of residents.	The Leicester and Leicestershire Strategic Growth Plan identifies Leicester as having a pivotal part to play in the strategy for delivering homes and jobs in Leicester and Leicestershire and looks to develop its role as the 'central city'. The urban settlements of Birstall, Syston, and Thurmaston, <u>the North East of Leicester Sustainable Urban Extension and the North of Birstall Sustainable Urban Extension</u> in the South of Charnwood form part of the Leicester Urban Area and are significantly influenced by their physical and functional relationships with the City	To ensure clarity in the development strategy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					whilst also having a good range and choice of services and facilities that meet the day to day needs of residents.	
MAIN2.ai	Hearing Session	114	Diagram Key	Loughborough Urban Area	Loughborough Urban Area <u>Centre</u>	To ensure clarity in the development strategy.
MAIN2.aj	Hearing Session	120	Diagram Key	Shepshed Urban Area	Shepshed Urban Area <u>Settlement</u>	To ensure clarity in the development strategy.
MAIN2.ak	Hearing Session	123	3.199	Our Service Centres are the most sustainable locations for growth outside our urban centres and urban areas, but growth needs to be planned carefully in these villages to respond to their key characteristics and constraints as outlined in this chapter.	Our Service Centres are the most sustainable locations for growth outside our urban centres and urban areas, but growth needs to be planned carefully in these villages to respond to their key characteristics and constraints as outlined in this chapter.	To ensure clarity in the development strategy.
MAIN2.al	Hearing Session	128	Diagram Key	Urban Area	Urban-Area <u>Settlement</u>	To ensure clarity in the development strategy.
MAIN2.am	Hearing Session	179	Diagram Key	Urban Area	Urban-Area <u>Settlement</u>	To ensure clarity in the development strategy.
MAIN2.an	Hearing Session	194	Table 10	1,200m in the Towns and Service Centres	1,200m in the Towns <u>Urban Areas</u> and Service Centres	To ensure clarity in the development strategy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN2.ao	Hearing Session	30	Policy DS1	<p>We will support sustainable development that:</p> <ul style="list-style-type: none"> contributes towards meeting our needs for housing, employment and town centre uses within the defined Limits to Development and allocations defined in this plan; 	<p>We will support sustainable development that:</p> <ul style="list-style-type: none"> contributes towards meeting our needs for housing, employment and town centre uses within the defined Limits to Development and allocations defined in this plan; 	To ensure clarity in the allocations and limits to development
MAIN2.ap	Hearing Session	29	2.54	<p>The Limits to Development, and by extension the edge of the Countryside, are an integral part of our development strategy to guide development to sustainable locations.</p>	<p>The Limits to Development, and by extension the edge of the Countryside, are an integral part of our development strategy to guide development to sustainable locations. <u>In relation to the development allocations, the Limits to Development will follow the edge of the proposed built form. In instances where an allocation falls within an Area of Local Separation or Green Wedge, the designation will extend up to the edge of the built form. In such instances, Key</u></p>	To ensure clarity in the allocations and limits to development

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>Diagrams indicate the area considered suitable for housing within the allocated site (as dark orange) with the remainder of the site (as light orange) to provide landscaping to preserve the character and function of the designation.</u>	
MAIN2.aq	Hearing Session	12	Profile	In terms of the level of sport activity per week by Charnwood residents, 65.0% undertake at least 150 minutes; 14.1% undertake 30-149 minutes; and 20.9% undertake less than 30 minutes (Active Lives Survey 2018/19, Sport England).	In terms of the level of sport activity per week by Charnwood residents, 65.0% <u>62.7%</u> undertake at least 150 minutes; 14.1% 12.4% <u>12.4%</u> undertake 30-149 minutes; and 20.9% <u>24.9%</u> undertake less than 30 minutes (Active Lives Survey 2018/19 <u>2020/21</u> , Sport England).	Factual correction
MAIN2.ar	Hearing Session	21	2.16	Charnwood forms part of the wider housing market of Leicester and Leicestershire and the city of Leicester has declared an unmet employment need. We have actively engaged with partners in the FEMA to accommodate this need in	Charnwood forms part of the wider housing economic <u>area</u> of Leicester and Leicestershire and the city of Leicester has declared an unmet employment land <u>need of 23ha for general industrial and small-scale warehouse units.</u> We have	To ensure the Plan is updated to the latest position.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				the most sustainable way. A Statement of Common Ground is advanced between partners setting out the process by which the unmet need will be distributed. Policy DS2 provides a clear mechanism for the local plan to be reviewed, and then updated if necessary once the Statement of Common Ground is agreed by all partners.	actively engaged with partners in the FEMA to accommodate this need in the most sustainable way. A Statement of Common Ground is advanced <u>has been agreed</u> between partners setting out the process by which <u>that Charnwood will accommodate</u> the <u>23ha of unmet employment land</u> need will be distributed. <u>This will result in an increase to the identified need for general industrial and small-scale warehouse units to 66.55ha and an increased total employment land need of 78.47ha.</u> Policy DS2 provides a clear mechanism for the local plan to be reviewed, and then updated if necessary once the Statement of Common Ground is agreed by all partners.	
MAIN2.as	HEARING SESSION	131	New Paragraph after 3.226	None	<u>The Limits to Development follow the boundary of the Housing Allocations,</u>	To ensure that the policies map is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>including the Sustainable Urban Extensions, and planning permissions where there is no detailed planning permission. Where detailed planning permission has been secured (full planning permission or reserved matters), the Limits to Development take account of approved plans and will tightly define the settlement by enclosing the established, cohesive built form. Countryside (and, where appropriate, Green Wedge and Areas of Local Separation) designations occupy the undeveloped land immediately beyond the cohesive built form.</u></p> <p><u>Policies Map 1 sets out the Limits to Development, Countryside, Green Wedge and Areas of Local Separation at a fixed point in time (February 2023). The principles outlined above</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>will be applied to the Housing Allocations as they progress to detailed permissions and which postdate the preparation of the Policies Map. That is to say that in those circumstances where the Policies Map shows an allocation boundary, but which has subsequently established the cohesive built form through a detailed planning application, designations which immediately adjoin the allocation boundary will be considered to extend up to the limit of cohesive built form, and such designations will be used for the purposes of decision making for planning applications in such areas.</u></p>	
MAIN2.at	SQ4.2	27	Table 5	See below	See below	To set out an updated supply position in response to the increase in the Local Housing Need from 1,111 homes per

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
						year to 1,189 homes per year as set out in EXAM 55.
MAIN2.au	SQ4.2	33-36	DS3 Table	See below	See below	To set out an updated supply position in response to the increase in the Local Housing Need from 1,111 homes per year to 1,189 homes per year as set out in EXAM 55.
MAIN2.av	MIQ Matter 2 Issue 3	31	Policy DS1	In circumstances where a five-year supply of deliverable housing land cannot be demonstrated, proposals for development should only be refused where any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. In these circumstances, proposals are only likely to be permitted where they: <ul style="list-style-type: none"> • accord with the pattern of development set out in table above; • adjoin the Limits to Development; • do not prejudice the delivery of infrastructure set out at Appendix 3; and 	In circumstances where <u>national planning policy requires</u> a five-year supply of deliverable housing land cannot be <u>to be</u> demonstrated, <u>but the authority cannot do so,</u> proposals for development should only be refused where any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. In these circumstances, proposals are only likely to be permitted where they: <ul style="list-style-type: none"> • accord with the pattern of development set out in table above; • adjoin the Limits to Development; 	To ensure the policy is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • accord with other development plan policies 	<ul style="list-style-type: none"> • do not prejudice the delivery of infrastructure set out at Appendix 3; and • accord with other development plan policies 	

MAIN2.at: Updated Local Plan Table 5 (SD/2 page 27)

Settlement	Housing Supply	Windfalls	Distribution of New Homes	Total Homes
Leicester Urban Area	5,254 4,867	151	2,104 2,167	7,358 7,185
Loughborough Urban Centre	3,834 3,774	151	2,242 2,220	6,073 6,145
Shepshed Urban Area	453 787	151	1,878 1,743	2,331 2,681
Service Centres	928 1,448	151	1,819 1,864	2,747 3,463
Other Settlements	119 385	151	815 910	934 1,446
Small Villages/Hamlets	18 31	0	0	18 31
Total	10,603 11,292	756*	8,858 8,904	19,461 20,952*

* There is a difference of 1 in these totals due to windfall allowance of 63 homes per year over 12 years not dividing exactly by the 5 applicable tiers in the settlement hierarchy.

MAIN2.au: Updated Local Plan Policy DS3 Table (SD/2 pages 33-36)

The following sites are allocated for housing **approximately the specified number of dwellings**, as outlined on the Policies Map:

Policy Ref	Site Name	Location	Number of Homes	Site Specific Policy*
Sustainable Urban Extensions				
LUA2	North East of Leicester	Thurmaston	4,500	Page 80
LUA3	North of Birstall	Birstall	1,950	Page 85
LUC2	West of Loughborough	Loughborough	3,200	Page 104
Leicester Urban Area				
HA1	Land South East of Syston	Syston	960	Page 36
HA2	Barkby Road	Syston	270 251	Page 37
HA3	Land north of Barkby Road	Syston	195	Page 37
HA4	Queniborough Lodge	Syston	132 125	Page 38
HA5	Land at Melton Road	Syston	34 28	
HA6	Brook Street	Syston	15	
HA7	Land off Barkby Thorpe Lane	Thurmaston	105 180	Page 38
HA8	Woodgate Nurseries, Barkby Lane	Thurmaston	39 46	Page 39
HA9	Works opposite 46 Brook Street	Thurmaston	7	
HA10	Works adjacent 46 Brook Street	Thurmaston	5	
HA11	Rear of Manor Medical Centre, Melton Road	Thurmaston	20	
HA12	Land at Gynsill Lane and Anstey Lane	Glenfield	260	Page 39
HA13	Park View Nursery Site off Gynsill Lane	Glenfield	30 40	Page 41
HA14	Land off Cliffe Road/Henson Close	Birstall	35	Page 41
			Total: 2,404	<u>2,167</u>
Loughborough Urban Centre				
HA15	Land south of Loughborough	Loughborough	723	Page 42
HA16	Laburnum Way	Loughborough	422	Page 44

Policy Ref	Site Name	Location	Number of Homes	Site Specific Policy*
HA17	Moat Farm, Land south west of Loughborough	Loughborough	205	Page 46
HA18	Land to r/o Snells Nook Lane	Loughborough	120	Page 48
HA19	Park Grange Farm, Newstead Way	Loughborough	15	Page 49
HA20	Land off Beacon Road	Loughborough	30	Page 49
HA21	Part of Baxter Gate Opportunity Site	Loughborough	210	Page 49
HA22	Devonshire Square	Loughborough	39	Page 50
HA23	Market Street	Loughborough	72	Page 50
HA24	Southfields Council Offices	Loughborough	163	Page 50
HA25	138-144 Knighthorpe Road	Loughborough	13 15	
HA26	Former Limehurst Depot	Loughborough	138	Page 51
HA27	Former Main Post Office, Sparrow Hill	Loughborough	16	Page 51
HA28	Land off Derby Square	Loughborough	43	Page 51
HA29	Southfields Road Car Park	Loughborough	33	Page 52
			Total: 2,242	<u>2,244</u>
Shepshed Urban Area				
HA30	Land off Fairway Road	Shepshed	100	Page 52
HA31	Land north of Ashby Road,	Shepshed	190	Page 53
HA32	Land off Tickow Lane (south)	Shepshed	300 325	Page 53
HA33	Land at Oakley Road	Shepshed	133 204	Page 54
HA34	Land off Tickow Lane (north)	Shepshed	394	Page 54
HA35	Land North of Hallamford Road and West of Shepshed	Shepshed	250	Page 54
HA36	20 Moscow Lane	Shepshed	49	Page 55
HA37	Land rear of 62 Iveshead Road	Shepshed	68**	Page 55
HA38	Land to rear of 54 Iveshead Road	Shepshed	5	
HA39	Land fronting Ashby Road and Ingleberry Road	Shepshed	151	Page 55
HA40	Land to the west of the B591/Ingleberry Rd & north of Iveshead Lane	Shepshed	174 200	Page 55
HA41	Land south of Ashby Road Central	Shepshed	49 50	Page 56

Policy Ref	Site Name	Location	Number of Homes	Site Specific Policy*
HA42	32 Charnwood Road	Shepshed	15	Page 56
			Total 1,878	<u>2,001</u>
Service Centres				
HA43	Land west of Anstey	Anstey	600 <u>714</u>	Page 56
HA44	Fairhaven Farm	Anstey	47	Page 58
HA45	Land to south of Melton Road	Barrow upon Soar	130	Page 58
HA46	Land off Melton Road	Barrow upon Soar	120 <u>135</u>	Page 58
HA47	Land adjoining 84 Melton Road	Barrow upon Soar	18	Page 58
HA48	Land off Willow Road	Barrow upon Soar	215 <u>220</u>	Page 59
HA49	Land off Cotes Road	Barrow upon Soar	220	Page 59
HA50	East of Loughborough Road	Quorn	75**	Page 60
HA51	Land south of Rothley	Rothley	40	
HA52	971 Loughborough Road	Rothley	9	
HA53	Land off Barnards Drive	Sileby	228	Page 60
HA54	Land off Homefield Road	Sileby	55	Page 60
HA55	Rear of The Maltings High Street	Sileby	13	Page 61
HA56	Land off Kendal Road (South of Butler Way and Gray Lane)	Sileby	24	Page 61
HA57	36 Charles Street	Sileby	11	Page 62
HA58	9 King Street	Sileby	14	Page 62
			Total 1,849	<u>1,953</u>
Other Settlements				
HA59	Land to rear of Derry's Garden Centre	Cossington	124 <u>130</u>	Page 62

Policy Ref	Site Name	Location	Number of Homes	Site Specific Policy*
HA60	Land off Melton Road	East Goscote	223 270	Page 63
HA61	Land to the rear of 89 Loughborough Road,	Hathern	29	Page 64
HA62	The Leys	Hathern	6	
HA63	Land off Zouch Road	Hathern	50 56	Page 65
HA64	Land at Threeways Farm	Queniborough	100 160	Page 65
HA65	Land off Melton Road	Queniborough	55 85	Page 66
HA66	Land off Gaddesby Lane	Rearsby	47 65	
HA67	44 Hoby Road	Thrussington	30	Page 66
HA68	Land off Old Gate Road	Thrussington	60	Page 66
HA69	The former Rectory and Land at Thurcaston	Thurcaston	34 19	Page 67
N/A	Wymeswold NP housing requirement		60	
			Total: 845	910
			Grand Total: 8,858	9,275

* No attempt has been made to update the page numbers in the final column of the table.

Matter 3: Climate Change and the Natural and Built Environment

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN3.a		174	7.47	We will expect major developments in the Borough to make provision for improving and extending our walking and cycle	<u>As set out in Chapter 9, a key element of the mitigation package that we have identified to support the Borough's future growth is to improve</u>	To make sure the policy is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				networks and ensuring priority is given first to pedestrians and cycle movements. We will also explore opportunities for improved signage, safe well-lit routes and increased connectivity between urban and rural areas. We will promote the health benefits of walking and cycling for healthier lifestyles and improved well-being. More people walking and cycling will also mean less congestion and emissions on our roads, improving air quality for our local communities.	<u>sustainable modes of travel.</u> We will expect major developments in the Borough to make provision for improving and extending our walking and cycle networks and ensuring priority is given first to pedestrians and cycle movements. We will also explore opportunities for improved signage, safe well-lit routes and increased connectivity between urban and rural areas. We will promote the health benefits of walking and cycling for healthier lifestyles and improved well-being. More people walking and cycling will also mean less congestion and emissions on our roads, improving air quality for our local communities.	
MAIN3.b		175	7.51	Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2	Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 hub in Toton <u>East</u>	To provide clarity to the supporting text.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				hub in Toton to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from Charnwood, particularly those within the Leicestershire International Gateway, to these destinations are frequent, efficient and reliable.	<u>Midlands Freeport</u> to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from <u>settlements in the north of Charnwood Borough</u> (particularly those <u>settlements located</u> within the Leicestershire International Gateway <u>such as Shepshed</u>) to these destinations are frequent, efficient and reliable.	
MAIN3.c			7.54	New Paragraph 7.54	<u>Policy INF2 commits us to working with Leicestershire County Council, National Highways, Leicester City Council, wider Housing Market Area authorities and other stakeholders to deliver Transport Strategies for Loughborough Urban Centre; Shepshed Urban Settlement; the Leicester Urban Area and the Soar Valley. These will be key to seeking to secure public</u>	To provide clarity to the supporting text and ensuring the wording is effective and positively prepared.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>and private funding for improvements to sustainable travel modes in these areas.</u>	
MAIN3.d		176	Policy CC5	<p>We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that:</p> <ul style="list-style-type: none"> • provides excellent accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility; • is informed by a robust transport assessment and travel plan which considers 	<p>We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that:</p> <ul style="list-style-type: none"> • provides excellent <u>at least good</u> accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility; • is informed by a robust transport assessment and travel plan which considers sustainable travel options at the outset so that they form an integral part of the development; 	To provide clarity to the policy to make sure it is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>sustainable travel options at the outset so that they form an integral part of the development;</p> <ul style="list-style-type: none"> • provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters; • secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop; • ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; • contributes to the infrastructure required to 	<ul style="list-style-type: none"> • provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters; • secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop; • ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; • contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where appropriate, bus gates, bus priority measures and bus links; and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>improve the speed, reliability and attractiveness of public transport including, where appropriate, bus gates, bus priority measures and bus links; and</p> <ul style="list-style-type: none"> • reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11. <p>We will work with our partners to secure funding for and delivery of sustainable transport improvements</p> <p>We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.</p>	<ul style="list-style-type: none"> • reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11. <p>We will work with our partners to secure funding for and delivery of sustainable transport improvements, <u>including through delivery of Transport Strategies for the Loughborough Urban Centre and Shepshed Urban Settlement; the Leicester Urban Area and the Soar Valley under Policy INF2.</u></p> <p>We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.</p>	
MAIN3.e	3.14	176	7.58, 7.59	7.58 We recognise that for some people travel by car will remain the only available or	7.58 We recognise that for some people travel by car will remain the only available or preferred option for some	Supporting text surplus to requirement and will be replaced by Building

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>preferred option for some journeys. The impact of those journeys on CO2 emissions can be reduced if they are made in low emission vehicles. The Government's Ten Point Plan for a Green Industrial Revolution published in 2020 confirms its ambition to end the sale of new petrol and diesel cars and vans by 2030. We will make a positive contribution to reducing CO2 emissions by working with our partners to deliver an integrated network of affordable electric vehicle charging points in locations which are safe, accessible and convenient throughout Charnwood. We will also consider the potential for</p>	<p>journeys. The impact of those journeys on CO2 emissions can be reduced if they are made in low emission vehicles. The Government's Ten Point Plan for a Green Industrial Revolution published in 2020 confirms its ambition to end the sale of new petrol and diesel cars and vans by 2030. We will make a positive contribution to reducing CO2 emissions by working with our partners to deliver an integrated network of affordable electric vehicle charging points in locations which are safe, accessible and convenient throughout Charnwood. We will also consider the potential for e-scooter and e-bike charging points.</p> <p>7.59 We require new developments to make provision for electric vehicle charging points to encourage our residents to switch to low</p>	<p>Regulations 2010 Approved Document S, Infrastructure for the charging of electric vehicles which comes into force on 15th June 2022.</p>

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>e-scooter and e-bike charging points.</p> <p>7.59 We require new developments to make provision for electric vehicle charging points to encourage our residents to switch to low carbon vehicles. We will also work with infrastructure providers to trial new technologies such as street lamppost charging points and rapid charging hubs and the timely instalment of cable routing.</p>	<p>carbon vehicles. We will also work with infrastructure providers to trial new technologies such as street lamppost charging points and rapid charging hubs and the timely instalment of cable routing.</p>	
MAIN3.f	3.14	177	CC6	<p>Policy CC6: Electric Vehicle Charging Points We will significantly increase the number of electric vehicle charging points in the Borough. We will support development that:</p> <ul style="list-style-type: none"> • provides an electric vehicle charge point or cabling routing for each 	<p>Policy CC6: Electric Vehicle Charging Points We will significantly increase the number of electric vehicle charging points in the Borough. We will support development that:</p> <ul style="list-style-type: none"> • provides an electric vehicle charge point or cabling routing for each new residential dwelling (including flats) with a 	<p>Policy surplus to requirement and will be replaced by Building Regulations 2010 Approved Document S, Infrastructure for the charging of electric vehicles which comes into force on 15th June 2022.</p>

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				new residential dwelling (including flats) with a dedicated car parking space; and • provides at least 1 charging point or cable routing per 5 car parking spaces for new non-residential developments with more than 10 parking spaces. We will work with our partners and developers to deliver infrastructure for electric vehicles and ensure charging points are provided at appropriate locations	dedicated car parking space; and • provides at least 1 charging point or cable routing per 5 car parking spaces for new non-residential developments with more than 10 parking spaces. We will work with our partners and developers to deliver infrastructure for electric vehicles and ensure charging points are provided at appropriate locations	
MAIN3.g	3.27	189/190	Policy EV7 and title to supporting text	Tree Planting	Tree Planting and Retention	To clarify the purpose of the policy and supporting text.
MAIN3.h	3.29	193	Para 8.73	We have undertaken assessments of our communities' needs for open space, sport and recreation facilities, along with opportunities for new provision. This evidence was used to	We have undertaken assessments of provision the quantity, quality and accessibility our communities' needs for of open space, sport and recreation facilities, along with opportunities for new	To improve clarity and closer alignment with the NPPF.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				inform the Council's Open Spaces Strategy and to inform our standards for provision of open space and facilities from new development.	This evidence was used to inform the Council's Open Spaces Strategy and to inform our standards for provision from new development. <u>The Assessment will be the principal means of assessing new development proposals and changes to existing open space. It will be refreshed on a regular basis</u>	
MAIN3.i	3.30	196 and 197	Policy EV9	<i>Extract from Policy EV9:</i> We will protect our open space, sport and recreation provision identified on the Policies Map, and any future provision made as part of new development, unless it can be satisfactorily demonstrated that: <ul style="list-style-type: none"> the proposed development is ancillary to the 	We will protect our <u>existing</u> open space, sport and recreation provision <u>including playing fields identified on the Policies Map, and any future provision made as part of new development</u> , unless it can be satisfactorily demonstrated that: <ul style="list-style-type: none"> the proposed development is ancillary to the existing recreational use of the site; or 	To improve alignment with paragraph 99 of the NPPF. The emphasis upon the importance of assessments is retained and strengthened in paragraph 8.73 above.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>existing recreational use of the site; or</p> <ul style="list-style-type: none"> the provision is surplus to requirements as evidenced by an assessment of need; or alternative provision of an equivalent or greater standard will be provided in an accessible location nearby. 	<ul style="list-style-type: none"> the provision is surplus to requirements as evidenced by an assessment of need; or alternative provision of an equivalent or greater standard will be provided in an accessible location nearby. 	
MAIN3.j	6.16	196-197	EV9 (4 th bullet)	enabling links to be created with surrounding recreational networks and facilities (including rights of way, cycle paths, bridleways and towpaths);	enabling links to be created with surrounding recreational networks and facilities (including protecting and expanding existing rights of way, cycle paths, bridleways and towpaths);	To provide clarity and precision
MAIN3.k	Hearing Session	170	Tables 8 & 9	<p>Table 8: Opportunity Areas for Wind Turbines</p> <p>Table 9: Opportunity Areas for Solar Energy Installations</p>	Delete Tables 8 & 9	To clarify the application of the policy ensuring it is justified and effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN3.I	Hearing Session	171	Policy CC3	<p>Policy CC3: Renewable and Low Carbon Energy Installations</p> <p>Proposals for renewable and low carbon energy installations will be supported where any adverse impacts, including cumulative impacts have been fully addressed, including impacts on local amenity, the historic environment and the setting of heritage assets, noise and odour, the wider landscape, biodiversity and public safety.</p> <p>Where any localised adverse impacts remain, proposals will be only be supported where these adverse impacts are outweighed by the wider environmental, economic or social benefits of the scheme.</p>	<p>Policy CC3: Renewable and Low Carbon Energy Installations</p> <p><u>We will require wind energy development involving one or more wind turbines to:</u></p> <ul style="list-style-type: none"> <u>• be located in an area identified as suitable for wind energy on the Policies Map or in a neighbourhood plan;</u> <u>• be of an appropriate scale in that area, taking account of the evidence on landscape sensitivity; and</u> <u>• demonstrate that, following consultation, the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.</u> <p>Proposals for renewable and low carbon energy installations will be supported</p>	<p>Re-ordering of policy to be effective and consistent with NPPF. Additional text to clarify purpose of Policies Map 2 and the application of the policy.</p>

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>In addition, we will require wind energy development involving one or more wind turbines to:</p> <ul style="list-style-type: none"> • be located in an area identified as suitable for wind energy on the Policies Map or in a neighbourhood plan; • be of an appropriate scale in that area, taking account of the evidence on landscape sensitivity; and • demonstrate that, following consultation, the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing. <p>Proposals within the Safeguarded Area</p>	<p>where any adverse impacts, including cumulative impacts have been fully addressed, including impacts on local amenity, the historic environment and the setting of heritage assets, noise and odour, the wider landscape, biodiversity and public safety.</p> <p>Where any localised adverse impacts remain, proposals will be only be supported where these adverse impacts are outweighed by the wider environmental, economic or social benefits of the scheme.</p> <p><u>Proposals for renewable energy installations will be expected to have regard to our landscape sensitivity evidence and this will inform the scale of installation that will be appropriate in each landscape character area.</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>shown on the Policies Map will not be permitted if they adversely affect the operational integrity of East Midlands Airport, aircraft operations or radar and navigation systems.</p> <p>In all cases, the contribution of the renewable and local carbon energy proposals to cutting greenhouse gas emissions and decarbonising our energy system will be balanced with other policy and material considerations.</p> <p>We will support neighbourhood planning groups to consider identifying locations and the range of renewable and low carbon technologies that could</p>	<p>In addition, we will require wind energy development involving one or more wind turbines to:</p> <ul style="list-style-type: none"> • be located in an area identified as suitable for wind energy on the Policies Map or in a neighbourhood plan; • be of an appropriate scale in that area, taking account of the evidence on landscape sensitivity; and • demonstrate that, following consultation, the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing. <p>Proposals within the Safeguarded Area shown on the Policies Map will not be permitted if they adversely affect the operational integrity of East Midlands Airport, aircraft operations or</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				be accommodated within neighbourhood plans.	<p>radar and navigation systems.</p> <p><u>The Policies Map tells us which areas have the most potential for wind and solar energy installations, however any individual proposals would need to be supported by robust evidence and detailed site based assessment taking into account planning impacts, including cumulative impacts and also taking into account other issues such as heritage and flood risk. In some cases, an Environmental Impact Assessment may be required.</u></p> <p>In all cases, the contribution of the renewable and local carbon energy proposals to cutting greenhouse gas emissions and decarbonising our energy system will be</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>balanced with other policy and material considerations.</p> <p>We will support neighbourhood planning groups to consider identifying locations and the range of renewable and low carbon technologies that could be accommodated within neighbourhood plans.</p>	
MAIN3.m	Hearing Session	173	CC4	<ul style="list-style-type: none"> requiring that sustainable water management solutions such as sustainable drainage systems, green roofs and/or rainwater harvesting systems are incorporated into proposals, where viable; combating the heat island effect by encouraging 	<ul style="list-style-type: none"> requiring that sustainable water management solutions such as for example sustainable drainage systems, green roofs and/or rainwater harvesting systems are incorporated into proposals, where viable; combating the heat island effect by encouraging solutions such as green roofs, green 	To differentiate between the objective of the policy and examples of how the objective could be achieved. To ensure the policy is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				green roofs, green walls, increased tree cover, waterways and the suitable layout of external spaces;	walls, increased tree cover, waterways and the suitable layout of external spaces, <u>where viable</u> ;	
MAIN3.n	Hearing Session	200		Burial Space 8.92. As our population grows, we will also need to ensure that sufficient space is available for burials in the future. The Borough Council has assessed how best to meet its long term need for burial space and has identified a new 9.1ha site at Nanpantan which will help us to provide for the needs of the Loughborough area. Phase 1 of the cemetery was granted planning permission in September 2020. 8.93. Elsewhere in the Borough our evidence shows that burial provision is likely	Burial Space 8.92. As our population grows, we will also need to ensure that sufficient space is available for burials in the future. The Borough Council has assessed how best to meet its long term need for burial space and has identified a new 9.1ha site at Nanpantan which will help us to provide for the needs of the Loughborough area. Phase 1 of the cemetery was granted planning permission in September 2020. 8.93. Elsewhere in the Borough our evidence shows that burial provision is likely to be sufficient to deal with the demand for	Policy EV12 is to be deleted so no need for supporting text.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>to be sufficient to deal with the demand for burials at most locations for at least twenty years taking into account the number of deaths, the populations served by the burial grounds and increasing population as a result of housing growth. 8.94. The cemetery allocation lies within an area of sensitive landscape at the edge of Charnwood Forest Regional Park, and is visible from areas of higher ground, notably from the Outwoods. The layout and landscaping of later phases of the cemetery will need careful consideration so that they are integrated into the surrounding landscape, with particular attention given to views of the cemetery</p>	<p>burials at most locations for at least twenty years taking into account the number of deaths, the populations served by the burial grounds and increasing population as a result of housing growth. 8.94. The cemetery allocation lies within an area of sensitive landscape at the edge of Charnwood Forest Regional Park, and is visible from areas of higher ground, notably from the Outwoods. The layout and landscaping of later phases of the cemetery will need careful consideration so that they are integrated into the surrounding landscape, with particular attention given to views of the cemetery from areas of higher ground.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				from areas of higher ground.		
MAIN3.o	Hearing Session	200	EV12	Policy EV12 Burial Space 9.1ha of land are allocated at Nanpantan for burial space. Proposals for new cemetery space should minimise the impact of development on the landscape by making use of additional planting comprising native species and naturalistic schemes to enhance the relationship between the development and its wooded setting and helping to create a vegetated appearance to the edge of the built form of Loughborough.	Policy EV12 Burial Space 9.1ha of land are allocated at Nanpantan for burial space. Proposals for new cemetery space should minimise the impact of development on the landscape by making use of additional planting comprising native species and naturalistic schemes to enhance the relationship between the development and its wooded setting and helping to create a vegetated appearance to the edge of the built form of Loughborough.	Policy no longer required as burial space proposal is complete.
MAIN3.r	Hearing session	180	EV1	We will carefully manage development to protect the Borough's distinctive landscape. We will do this by:	We will carefully manage development to conserve and enhance protect the Borough's distinctive landscape. We will do this by:	To ensure the policy is effective and consistent with national policy.
MAIN3.s	Supplementary Question	161	7.13-7.19	7.13 Our evidence provides us with an	7.13 Our evidence provides us with an appraisal of all	To ensure effectiveness of the

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>appraisal of all potential sources of flooding and assesses the potential increase in flood risk due to climate change. Our policy on managing flooding is based upon a risk-based, sequential approach to the location of development, avoiding high risk areas and steering development to areas at lower risk. This will be done by applying the Sequential Test meaning that sites at risk of flooding can only be suitable for development if there is no other land available in areas with little or no flood risk. If it is not possible to locate development in areas with a lower risk of flooding (Flood Zone 1), the Exception Test will need to be applied (this is for development in</p>	<p>potential sources of flooding and assesses the potential increase in flood risk due to climate change. Our policy on managing flooding is based upon a risk-based, sequential approach to the location of development, avoiding high risk areas and steering development to areas at lower risk. This will be done by applying the Sequential Test meaning that sites at risk of flooding can only be suitable for development if there is no other land available in areas with little or no flood risk. If it is not possible to locate development in areas with a lower risk of flooding (Flood Zone 1), <u>the Sequential Test should go on to compare 'reasonably available' sites within medium risk areas and, only where there are no sites in low and medium risk areas, sites within</u></p>	<p>policy by clarifying wording and consistency with national policy.</p>

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Flood Zones 2, 3a and 3b). Where no suitable sites on land with the lowest risk of flooding are available, we will need to ensure that developments are appropriate, flood resilient and resistant, safe for its users for the development's lifetime, there will be no increase to overall flood risk, and where possible should look to reduce flood risk to third parties. Our evidence provides a framework for the application of the Sequential Test of sites and, where necessary, the Exception Test.</p> <p>7.14. We require all applications for major developments in Flood Zone 1 or any development in Flood Zones 2 or 3 to be</p>	<p><u>high-risk areas. The Test should be applied to 'Major' and 'Non-major development' in areas at risk of flooding.</u></p> <p>7.14 <u>Following the application of the sequential test, if sites at a lower risk of flooding are not available,</u> the Exception Test will need to be applied (this is for development in Flood Zones 2, 3a and 3b, <u>or within an area at risk from surface water flooding</u>). where no suitable sites on land with the lowest risk of flooding are available We will need to ensure that the developments <u>will provide wider sustainability benefits to the community that outweigh flood risk and</u> are appropriate, flood resilient and resistant <u>that it will be</u> safe for its users for the development's lifetime,</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>accompanied by a site-specific Flood Risk Assessment. This should identify the main flood risks to the site, including whether the development will increase flood risk downstream, and recommendations for mitigating measures such as sustainable drainage systems, site layout and design or modifying ground levels.</p> <p>7.15. We also require developments to take account of the cumulative impact of flooding at the design and planning application stage and ensure that appropriate mitigation measures are installed so flood risk is not increased elsewhere. Examples of such</p>	<p><u>taking account of the vulnerability of its users, without increasing flood risk elsewhere</u>, there will be no increase to flood risk overall and where possible should look to <u>will</u> reduce flood risk overall to third parties. Our evidence provides a framework for the application of the Sequential Test of sites and, where necessary, the Exception Test <u>to avoid unsuitable locations for development.</u></p> <p><u>7.15 To further assess a sites suitability where flood risk is a consideration, the following should also be included in the assessment process:</u></p> <ul style="list-style-type: none"> • <u>Measures to control flood risk such as site layout and design, planting woodland and</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>include level for level floodplain compensation.</p> <p>7.16. We recognise that measures to manage the biodiversity and landscape of major watercourses such as the River Soar and River Wreake corridors and the Grand Union Canal and projects such as the Soar and Wreake Living Landscape Scheme, will be extremely important in helping to reduce flood risk. The creation of new habitats, including woodlands and wetlands, planting of trees and reconnecting rivers to natural flood plains can all be used to reduce flood risk naturally and provide ecological benefits. It will also be important to reduce impacts of flood risk for areas of habitat</p>	<p><u>sustainable drainage systems;</u></p> <ul style="list-style-type: none"> • <u>The use of flood resistance and resilience mitigation measures such as flood resistant structures, landscaping, threshold and floor levels to consider and address any remaining flood risk issues; and finally</u> • <u>Working with key stakeholders, identify management measures to deal with any further remaining residual risks.</u> <p>7.16 7.14 We require all applications for major developments in Flood Zone 1 or any development in Flood Zones 2 or 3 <u>or within an area at risk from surface</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>that are vulnerable to climate change in line with Natural England's Climate Change Vulnerability Mapping.</p> <p>7.17. New developments can have a significant impact on water use and water network capacity and also on water resources, waste disposal and flood risk. The benefits of adopting an early and integrated water management approach are advocated by the Environment Agency and can help to create a healthier, safer and richer environment for our communities to live in.</p> <p>7.18. We will work with our partners including the Environment Agency, Leicestershire County Council, in its</p>	<p><u>water flooding</u> to be accompanied by a site-specific Flood Risk Assessment. This should identify <u>whether a development is likely to be affected by current or future flooding from any source</u> the main flood risks to the site including whether it will the development will increase flood risk elsewhere downstream and <u>whether the proposed recommendations for mitigation</u> ing measures such as sustainable drainage systems, site layout and design or modifying ground levels <u>are appropriate. The assessment should also set out the evidence for the Council to apply the Sequential Test (if necessary) and whether the development will be safe to pass the Exception Test (if applicable).</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>role as the Lead Local Flood Authority, and Seven Trent Water to manage flood risk across the Borough. We will work with developers to secure contributions to flood risk mitigation measures where it is appropriate and viable to do so.</p> <p>7.19. We will support our local communities, through their neighbourhood plans to identify opportunities for flood mitigation measures suitable for their local area.</p>	<p>7.175. We also require developments to take account of the cumulative impact of flooding at the design and planning application stage and ensure that appropriate mitigation measures are installed so flood risk is not increased elsewhere. Examples of such include level for level floodplain compensation.</p> <p><u>7.18 High quality design should be incorporated into a development proposals at an early stage to lessen the development’s impact on user safety, flood storage and flood risk in the surrounding area in accordance with policy DS5. Flood-resistant design should accommodate all members of the community and demonstrate that users can safely access and egress</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>the development in a design flood.</u></p> <p>7.196. We recognise that measures to manage the biodiversity and landscape of major watercourses such as the River Soar and River Wreake corridors and the Grand Union Canal and projects such as the Soar and Wreake Living Landscape Scheme, will be extremely important in helping to reduce flood risk.</p> <p><u>Natural flood management techniques such as</u> the creation of new habitats, including woodlands and wetlands, planting of trees and reconnecting rivers to natural flood plains can all be used to reduce flood risk naturally and provide ecological benefits. It will also be important to reduce impacts of flood risk for areas of habitat that are vulnerable to climate change in line with</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>Natural England's Climate Change Vulnerability Mapping.</p> <p>7.2017. New developments can have a significant impact on water use and water network capacity and also on water resources, waste disposal and flood risk. The benefits of adopting an early and integrated water management approach are advocated by the Environment Agency and can help to create a healthier, safer and richer environment for our communities to live in.</p> <p>7.2118. We will work with our partners including the Environment Agency, Leicestershire County Council, in its role as the Lead Local Flood Authority, and Seven Trent Water, <u>emergency planners, emergency services, local resilience forums, other</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>flood incident responders and English Heritage where historic buildings are involved</u>, to manage flood risk across the Borough. We will work with developers to secure contributions to flood risk mitigation measures where it is appropriate and viable to do so.</p> <p>7.2249. We will support our local communities, through their neighbourhood plans to identify opportunities for flood mitigation measures suitable for their local area.</p>	
MAIN3.t	Supplementary Question	166	CC1 Flood Risk	We will manage flood risk by directing development to areas in the Borough with the lowest risk of flooding (Flood Zone 1), applying the Sequential Test and Exception Test, where necessary. We will do this by: • ensuring that major development proposals in Flood Zone	<p>Policy CC1: Flood Risk Management</p> <p>We will manage flood risk by directing development to areas in the Borough with the lowest risk of flooding (Flood Zone 1),</p> <p><u>We will do this by:</u></p>	To ensure consistency with national policy

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>1 and any developments in Flood Zones 2 and 3 are accompanied by a site-specific flood risk assessment; • requiring a sequential approach to layout is taken within the site, with the highest vulnerability development being located within the lowest flood risk zone(s); • requiring developments on greenfield sites to cause no net increase in the rate of surface water run off; • requiring development on brownfield sites to secure a decrease in surface water runoff; requiring developments to consider the cumulative impact of proposals within, or which affect, local areas susceptible to flooding, and ensuring appropriate mitigation</p>	<ul style="list-style-type: none"> • applying the Sequential Test and Exception Test, where necessary. We will do this by: • <u>Requiring developments to investigate measures to control the risk of flooding affecting a site and the use of flood resistance and resilience measures to address and manage any remaining residual risks.</u> • ensuring that major development proposals in Flood Zone 1 and any developments in Flood Zones 2 and 3 <u>or within an area at risk from surface water flooding</u> are accompanied by a 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>measures are in place so that new development does not increase flood risk and, where possible, reduces flood risk; • ensuring that, where appropriate, all major developments incorporate sustainable drainage systems, in accordance with Policy CC2; • ensuring that the natural environment and major watercourses within the site are suitably managed to help reduce flood risk; • encouraging minor developments to incorporate sustainable drainage systems, in accordance with Policy CC2; • ensuring that the design of flood risk mitigation measures is appropriate and in keeping with the environment in which they will be</p>	<p>site-specific flood risk assessment;</p> <ul style="list-style-type: none"> • requiring a sequential approach to layout is taken within the site, with the highest vulnerability development being located within the lowest flood risk areas zone(s); • requiring developments on greenfield sites to cause no net increase in the rate of surface water run off; • requiring development on brownfield sites to secure a decrease in surface water runoff; • requiring developments to consider the cumulative impact of proposals within, or which affect, local 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>implemented; • encouraging an integrated water management approach is considered in the early stages of site planning; and • encouraging developments which support the creation of new habitats, including woodlands and wetlands, planting of trees and reconnecting rivers to natural flood plains.</p> <p>We will support neighbourhood plans in identifying suitable flood risk mitigation measures appropriate for their local area.</p>	<p>areas susceptible to flooding, and ensuring appropriate mitigation measures are in place so that new development does not increase flood risk and, where possible, reduces flood risk;</p> <ul style="list-style-type: none"> • ensuring that, where appropriate, all major developments incorporate sustainable drainage systems, in accordance with Policy CC2; • ensuring that the natural environment and major watercourses within the site are suitably managed to help reduce flood risk; • encouraging <u>non-major and</u> minor developments to incorporate sustainable drainage 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>systems, in accordance with Policy CC2;</p> <ul style="list-style-type: none"> • ensuring that the design of flood risk mitigation measures is appropriate and in keeping with the environment in which they will be implemented; • encouraging an integrated water management approach is considered in the early stages of site planning; and • encouraging developments which <u>incorporate natural flood management techniques to</u> support the creation of new habitats, including woodlands and wetlands, planting of trees and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>reconnecting rivers to natural flood plains.</p> <p>We will support neighbourhood plans in identifying suitable flood risk mitigation measures appropriate for their local area.</p>	
MAIN3.u	Supplementary Question	167	7.22-7.24	<p>7.22. We also recognise the cumulative impact of a smaller number of developments could have a significant impact on flood risk and in these circumstances the use of SuDS should be considered. 7.23. It is important that SuDS are considered at an early stage of the development process to ensure the delivery of well designed, appropriate and effective schemes whilst also providing multifunctional benefits. The aim will be for surface water to be</p>	<p>7.22. We also recognise the cumulative impact of a number of non-major and minor a smaller number of developments could have a significant impact on flood risk and in these circumstances the use of SuDS should be considered.</p> <p>7.23. It is important that SuDS are considered at the an earliest stage of the development process to ensure the delivery of well designed, appropriate and effective schemes whilst also providing multifunctional benefits. The aim will be for surface water to be directed</p>	To ensure effectiveness of the policy by clarifying wording and consistency with national policy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>directed to sustainable outfalls as high up the drainage hierarchy as reasonably practicable: • discharging into the ground (infiltration); • to a surface water body; • to a surface water sewer, highway drain, or another drainage system; and • to a combined sewer.</p> <p>7.24. We will seek advice from Leicestershire County Council, as the Lead Local Flood Authority, to ensure that the development's proposed standards of operation are appropriate and that there are clear arrangements for on-going maintenance over the lifetime of the development.</p>	<p>to sustainable outfalls as high up the drainage hierarchy as reasonably practicable:</p> <ul style="list-style-type: none"> • discharging into the ground (infiltration); • to a surface water body; • to a surface water sewer, highway drain, or another drainage system; and • to a combined sewer. <p>7.24. We will seek advice from Leicestershire County Council, as the Lead Local Flood Authority, <u>Seven Trent, the Environment Agency and the Highway Authority (for an affected road)</u> to ensure that the development's proposed standards of operation are appropriate and that there are clear arrangements for on-going maintenance over</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN3.v	SUPPLEMENTARY QUESTION	168	Policy CC2 Sustainable Drainage Systems	Policy CC2: Sustainable Drainage Systems (SuDS) We will ensure that development includes appropriate measures to manage flood risk in an integrated way that achieves wider benefits for communities and the environment. We will support major development that: <ul style="list-style-type: none"> • provides, where appropriate, Sustainable Drainage Systems that are integrated into development proposals having been considered as part the masterplanning of the site; • prioritises Sustainable Drainage Systems where the development is in an area at risk of flooding, in accordance with the 	the lifetime of the development. Policy CC2: Sustainable Drainage Systems (SuDS) We will ensure that development includes appropriate measures to manage flood risk in an integrated way that achieves wider benefits for communities and the environment. We will support major development that: <ul style="list-style-type: none"> • provides, where appropriate, Sustainable Drainage Systems that are integrated into development proposals having been considered as part the masterplanning of the site; • prioritises Sustainable Drainage Systems where the 	To ensure effectiveness of the policy by clarifying wording and consistency with national policy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>criteria set out in Policy CC1; • ensures, where Sustainable Drainage System are used, surface water is directed to sustainable outfalls in accordance with the drainage hierarchy; • ensures that the design, construction and ongoing maintenance of Sustainable Drainage Systems is carefully and clearly defined; and • ensures Sustainable Drainage Systems provide multifunctional benefits for amenity, recreation and wildlife, that utilise natural features, where possible.</p>	<p>development is in an area at risk of flooding, in accordance with the criteria set out in Policy CC1;</p> <ul style="list-style-type: none"> • ensures, where Sustainable Drainage System are used, surface water is directed to sustainable outfalls in accordance with the drainage hierarchy; • ensures that the design, construction and ongoing maintenance of Sustainable Drainage Systems is carefully and clearly defined <u>for the lifetime of the development;</u> and • ensures Sustainable Drainage Systems provide multifunctional benefits for amenity, 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>recreation and wildlife, that utilise natural features, where possible.</p> <p><u>We will also encourage non-major and minor developments to incorporate sustainable drainage systems, where there is potential for a cumulative impact.</u></p>	

Matter 4: Assessment of Housing Need, the Housing Requirement and Mix and Choice of Housing

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN4a	4.2	29	2.58	The parish of Wymeswold is not yet a designated neighbourhood area. There are a number of available sites that adjoin the village and are similar in size and character and capacity in the local primary school. A housing requirement figure of up to 60 homes has been set for that	The parish of Wymeswold is not yet a designated neighbourhood area. There are a number of available sites that adjoin the village and are similar in size and character and capacity in the local primary school. A housing requirement figure of up to 60 homes has been set	The neighbourhood plan requirement is no longer justified

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				area should it be designated as a neighbourhood area in the future so that the most suitable site can be determined locally.	for that area should it be designated as a neighbourhood area in the future so that the most suitable site can be determined locally.	
MAIN4b	4.2	36	DS3 Table	Wymeswold NP housing requirement 60 homes	Wymeswold NP housing requirement 60 homes	The neighbourhood plan requirement is no longer justified
MAIN4c	4.2	130	3.221	As part of our strategy we have made a number of allocations in Other Settlements that will provide 755 homes as part of the overall distribution for meeting the Borough's needs over the plan period. Development has been directed to those settlements where there is capacity at local primary schools or, in the case of Cossington, where development there and in neighbouring Sileby can secure an extension to the existing school. In the case of Wymeswold we have chosen to identify a housing requirement figure for 60 new	As part of our strategy we have made a number of allocations in Other Settlements that will provide 755 homes as part of the overall distribution for meeting the Borough's needs over the plan period. Development has been directed to those settlements where there is capacity at local primary schools or, in the case of Cossington, where development there and in neighbouring Sileby can secure an extension to the existing school. In the case of Wymeswold we have chosen to identify a housing	The neighbourhood plan requirement is no longer justified

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				homes and enable appropriate sites to be identified through a neighbourhood plan.	requirement figure for 60 new homes and enable appropriate sites to be identified through a neighbourhood plan.	
MAIN4.d	HEARING SESSION	141	H5	<p>Policy H5: Rural Exception Sites We will support the provision of small-scale developments in rural areas for affordable housing outside Limits to Development as an exception where:</p> <ul style="list-style-type: none"> the housing is demonstrated to meet an identified local need for affordable housing as set out in a Housing Needs Survey; and development is adjacent, or otherwise well-related, to a rural settlement, and respects the character of the settlement and its landscape setting. 	<p>Policy H5: Rural Exception Sites We will support the provision of small-scale developments in rural areas for affordable housing outside Limits to Development as an exception where:</p> <ul style="list-style-type: none"> the housing is demonstrated to meet an identified local need for affordable housing as set out in a Housing Needs Survey; and development is adjacent, or otherwise well-related, to <u>an rural settlement other settlement, small village and hamlet</u>, and respects the character of the 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					settlement and its landscape setting.	

Matter 5: Employment Development and Town Centres

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN5.a	5.11	153	Para 5.23	We want to prevent the loss of good quality employment sites to alternative uses as our evidence identifies that these sites . . .	We want to prevent the loss of good quality our existing employment sites to alternative uses as our evidence identifies that these sites . . .	To ensure that the policy is justified and to provide clarity.
MAIN5.b	5.11	153	Para 5.24	The Policies Map identifies the good quality employment sites . . .	The Policies Map identifies the good quality employment sites . . .	To ensure that the policy is justified and to provide clarity.
MAIN5.c	5.11	154	E2	Existing good quality employment sites, as identified on the Policies Map, will be protected for employment uses unless it can be demonstrated that: . . . For other existing employment sites, not identified as good quality on the Policies Map	Existing good quality employment sites, as identified on the Policies Map, will be protected for employment uses unless it can be demonstrated that: . . . For other existing employment sites, not identified as good quality on the Policies Map	To ensure that the policy is justified and to provide clarity.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN5.d	5.11	-	Policies Map - Key	Existing Good Quality Employment Sites (Policy E2)	Existing Good Quality Employment Sites (Policy E2)	To ensure that the policy is justified and to provide clarity.
MAIN5.e	5.13	156	Para 5.37	Small Scale Business Development in Villages We will support development which is not detrimental to the character and appearance of the countryside . . .	Small Scale Business Development in Villages <u>Rural Areas</u> We will support development <u>for all types of business and enterprise</u> which is not detrimental to the character and appearance of the countryside . . .	To ensure that the policy is justified and to provide clarity.
MAIN5.f	5.13	156	Para 5.39	Farm Diversification Farm diversification can help farmers by providing 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	Farm <u>and Land-Based Business</u> Diversification Farm Diversification <u>of agricultural and other land-based rural businesses</u> can help farmers by providing sources of income which allow them <u>the land</u> to continue to farm and be managed 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.	To ensure that the policy is justified and to provide clarity.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				as farming remains the dominant business activity.	We will support activities which are compatible with a countryside location as long as farming a land-based use remains the dominant business activity.	
MAIN5.g	5.13	157	Para 5.46	<p>Small Scale Expansion of Existing Businesses in the Countryside</p> <p>There are a number of existing businesses across the rural areas of the Borough including offices, warehousing and manufacturing operations. Some, such as those at Wymeswold and Rearsby, are associated with redundant military and civil airfields. Whilst these sites are not good locations for businesses that create a significant number of vehicle movements, some types of business can contribute to the local economy and provide jobs for our village</p>	<p>Small Scale Growth and Expansion of Existing Businesses in the Countryside</p> <p>There are a number of existing businesses across the rural areas of the Borough including offices, warehousing and manufacturing operations. Some, such as those at Wymeswold and Rearsby, are associated with redundant military and civil airfields. Whilst these sites are not good locations for businesses that create a significant number of vehicle movements, some types of business can contribute to the local economy and provide jobs for our village communities. We will support small scale</p>	To ensure that the policy is justified and to provide clarity.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				communities. We will support small scale expansion or intensification of these types of business provided it is sensitive to the character and appearance of the Countryside.	expansion or intensification of these types of business provided it is sensitive to the character and appearance of the Countryside <u>and does not have an unacceptable impact through its operational requirements, such as significant vehicle movements.</u>	
MAIN5.h	5.13	158	E3	<p>We will maximise the potential of our rural economy by 2037 by supporting development that:</p> <ul style="list-style-type: none"> • provides small scale, sustainable growth and expansion of existing businesses in rural areas both through conversion of existing buildings and well-designed new buildings; • enables farm diversification where farming remains the dominant element of the business; 	<p>We will maximise the potential of our rural economy by 2037 by supporting development <u>within, adjacent to or beyond existing settlements</u> that:</p> <ul style="list-style-type: none"> • provides small scale, sustainable growth and expansion of <u>all types of business and community needs</u> existing businesses in rural areas both through conversion of existing buildings and well-designed new buildings; 	To ensure that the policy is justified and to provide clarity.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<ul style="list-style-type: none"> enables farm and other land-based rural business diversification where farming a land-based use remains the dominant element of the business; 	
MAIN5.i	5.15	32	DS2	Within 6 months of the agreement by all partners of the Statement of Common Ground for the apportionment of unmet housing and employment need, the Council will publish a review of this local plan. . .	Within 6 months of the agreement by all partners of the Statement of Common Ground for the apportionment of unmet housing and employment need or unmet strategic distribution need , the Council will publish a review of this local plan. . .	To ensure the policy is positively prepared and justified.
MAIN5.j	5 (Review)	161	T1	Town Centres and Retail 6 th bullet: <ul style="list-style-type: none"> are physically integrated within the centre and enhance the centre's compact and walkable character; 	6 th bullet: <ul style="list-style-type: none"> are physically integrated within the centre and enhance the centre's compact and walkable character; 	To remove duplicated 6 th and 11 th bullet
MAIN 5.k	HEARING SESSION	68	DS4 Table	ES2	ES2 <u>LUA3</u>	To enable the Sustainable Urban Extensions to be shown

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				Employment land at the North of Birstall Sustainable Urban Extension in accordance with Policy LUA3	Employment land at the North of Birstall Sustainable Urban Extension in accordance with Policy LUA3	as a single tone allocation on the Policies Map
MAIN 5.l	HEARING SESSION	68	DS4 Table	ES4 Employment land at the West of Loughborough Sustainable Urban Extension in accordance with Policy LUC2	ES4 LUC2 Employment land at the West of Loughborough Sustainable Urban Extension in accordance with Policy LUC2	To enable the Sustainable Urban Extensions to be shown as a single tone allocation on the Policies Map
MAIN 5.m	HEARING SESSION	68	DS4 Table	ES10 Employment land at the North East of Leicester Sustainable Urban Extension in accordance with Policy LUA2	ES10 LUA2 Employment land at the North East of Leicester Sustainable Urban Extension in accordance with Policy LUA2	To enable the Sustainable Urban Extensions to be shown as a single tone allocation on the Policies Map

Matter 6: Urban Area Policies, Site Selection, Strategic Urban Extensions and Housing Site Allocations

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.a		75	Para 3.7	The Leicester Urban Area also holds a significant proportion of the Borough's population with over 20% of people in Charnwood living around the edge of Leicester. 51% of people living in Birstall, Syston,	The Leicester Urban Area also holds a significant proportion of the Borough's population with over 20% of people in Charnwood living around the edge of Leicester. 51% of people living in	To ensure the supporting text is effective and justified

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				Thurmaston and Anstey travel to jobs in the City and benefit from the range of services and facilities that it has. Whilst there are a significant number of jobs in Charnwood., approximately 34% more people leave the Borough to work than travel in, with 84% of these heading to Leicester. Sustainable transport routes into Leicester allow relatively good access to jobs and the cultural and social opportunities provided by a large urban area.	Birstall, Syston, Thurmaston and Anstey travel to jobs in the City and benefit from the range of services and facilities that it has. Whilst there are a significant number of jobs in Charnwood, approximately 34% more people leave the Borough to work than travel in, with 84% of these heading to Leicester. Sustainable transport routes into Leicester allow relatively good access to jobs and the cultural and social opportunities provided by a large urban area. <u>Our evidence shows that growth in the Borough will have cross-boundary transport impacts with neighbouring areas, including the City.</u>	
MAIN6.b		77	Para 3.21	Our strategy allocates a further 2,104 new homes to the Leicester Urban Area through smaller allocations. The growth directed to the edge of	Our strategy allocates a further 2,104 new homes to the Leicester Urban Area through smaller allocations. The growth directed to the	To ensure the supporting text is effective and justified

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Leicester takes account of landscape constraints, including Green Wedges, and the transport infrastructure required to support growth. A key part of our strategy is the delivery of homes and jobs that are supported by the necessary infrastructure. The delivery of growth in the Leicester Urban Area will be supported by continued coordination between the Borough Council, the two Highway Authorities, Highways England and the two Education Authorities to ensure the provision of the necessary infrastructure. Our strategy includes provision for anew primary school on Land South East of Syston.</p>	<p>edge of Leicester takes account of landscape constraints, including Green Wedges, and the transport infrastructure required to support growth. A key part of our strategy is the delivery of homes and jobs that are supported by the necessary infrastructure. The delivery of growth in the Leicester Urban Area will be supported by continued coordination between the Borough Council, the two local Highway Authorities (City and County respectively) , Highways England and National Highways to deliver a Transport Strategy for the area under Policy INF2.We will also work with the two Education Authorities to ensure the provision of the necessary education infrastructure. Our strategy includes provision for anew primary school on Land South East of Syston.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.c		78	Para 3.25	We will seek to develop these connections and exploit the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The constrained road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in this area.	<u>Our evidence highlights that the coordinated delivery of sustainable transport measures has benefits in terms of reducing the future traffic impacts of growth. This particularly likely to be the case in the Leicester Urban Area. Through the delivery of a Transport Strategy for the area under Policy INF2.</u> We we will seek to develop these connections and exploit the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The constrained road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in this area. <u>Our evidence highlights however, that over the lifetime of the Plan there will need to be some investment in this area's higher-order road network,</u>	To ensure the supporting text is effective and justified.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>including the Major Road Network – A50 and A6 corridors – and the Strategic Road Network. This is to provide for new, relatively longer trips (journeys) so as to ensure that impacts of the Borough’s growth on less appropriate routes (and on communities along such routes) are avoided as far as possible.</u>	
MAIN6.dd		79	Diagram for Policy LUA1	HA7 is shaded over in SUE notation.	Remove SUE notation from HA7 and include HA7 within SUE boundary.	To clarify HA7 as a housing allocation.
MAIN6.d		80	Policy LUA1	<p>Policy LUA1: Leicester Urban Area</p> <p>We will support Leicester Urban Area in its role as the central economic, social and cultural focus of the County. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers housing and employment allocations in accordance with Policy 	<p>Policy LUA1: Leicester Urban Area</p> <p>We will support Leicester Urban Area in its role as the central economic, social and cultural focus of the County. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers housing and employment allocations in accordance with Policy DS3 and DS4 or 	To ensure the policy is effective and justified

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;</p> <ul style="list-style-type: none"> • ensures the timely and coordinated delivery of infrastructure to support sustainable communities, including coordination across authority boundaries, in accordance with Policies INF1 and INF2; • improves connectivity and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, particularly by walking, cycling and public transport, capitalising on the accessibility of the Leicester Urban Area, in accordance in Policy CC5; 	<p>sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;</p> <ul style="list-style-type: none"> • ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts</u>, including coordination across authority boundaries, in accordance with Policies INF1 and INF2, <u>and including but not limited to the measures to be identified through the Transport Strategy for the Leicester Urban Area to be prepared under Policy INF2;</u> • improves <u>has a particular focus on improving</u> connectivity 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in accordance with Policy EV2; provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Soar Valley, Wreake Valley, Charnwood Forest or High Leicestershire, in accordance with Policy EV1; protects the predominantly open and undeveloped character of Areas of Local Separation, in accordance with Policy EV3; protects and enhances the strategically important links in the wildlife network, including the Great Central Railway, River Soar, Grand 	<p>and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, particularly by walking, cycling and public transport, capitalising on the accessibility of the Leicester Urban Area, in accordance in Policy CC5;</p> <ul style="list-style-type: none"> ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in accordance with Policy EV2; provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Soar Valley, Wreake Valley, Charnwood Forest 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Union Canal, Green Wedges and locations which provide connectivity between strategically important habitats, in accordance with Policies E5 and EV6;</p> <ul style="list-style-type: none"> • protects and enhances heritage features and positively supports local distinctiveness, in accordance with Policy EV8; • responds positively to the high quality, tranquil setting of Watermead Country Park; • improves connectivity and accessibility between Watermead Country Park, Thurmaston Waterfront and the wider community; and • contributes to the regeneration of Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal. 	<p>or High Leicestershire, in accordance with Policy EV1;</p> <ul style="list-style-type: none"> • protects the predominantly open and undeveloped character of Areas of Local Separation, in accordance with Policy EV3; • protects and enhances the strategically important links in the wildlife network, including the Great Central Railway, River Soar, Grand Union Canal, Green Wedges and locations which provide connectivity between strategically important habitats, in accordance with Policies EV5 and EV6; • protects and enhances heritage features and positively supports local distinctiveness, in accordance with Policy EV8; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<ul style="list-style-type: none"> • responds positively to the high quality, tranquil setting of Watermead Country Park; • improves connectivity and accessibility between Watermead Country Park, Thurmaston Waterfront and the wider community; and • contributes to the regeneration of Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal. 	
MAIN6.e	6.13	82	After 3.42	N/A	<p><u>The following diagram provides a visual guide to assist with interpretation of the policy below. It also provides 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. A simplified version of the information contained in the diagram is</u></p>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the corresponding information on the Policies Map.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>reproduced as part of the Policies Map and the diagram on page 79 and has the same illustrative purpose.</u>	
MAIN6.f	6.13	83	Diagram Title	LUA2 North East of Leicester SUE Key Diagram	LUA2 North East of Leicester SUE Key <u>Illustrative</u> Diagram	To ensure the effectiveness of the policy by clarifying the status of the diagram.
MAIN6.g	6.14	88	After 3.60	N/A	<u>The following diagram provides a visual guide to assist with interpretation of the policy below. It also provides 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. A simplified version of the information contained in the diagram is reproduced as part of the Policies Map and the diagram on page 79 and has the same illustrative purpose.</u>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the corresponding information on the Policies Map.
MAIN6.h	6.14	88	Diagram Title	LUA3 North of Birstall SUE Key Diagram	LUA3 North of Birstall SUE Key <u>Illustrative</u> Diagram	To ensure the effectiveness of the policy by clarifying the status of the diagram.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.i		100	Para 3.113	We will work with our local partners to improve connectivity across the town and will produce a Local Cycling and Walking Infrastructure Plan for Loughborough and set out proposals for a public realm scheme that links the railway station to the town centre and the University ,making the most of our unique heritage.	We will work with our local partners to improve connectivity across the town and will produce <u>Sustainable modes of travel will be a key element of the Transport Strategy to be delivered for Loughborough Urban Centre and Shepshed Urban Settlement as set out in Policy INF2. Aspects of the Strategy are already in development; Leicestershire County Council is producing a</u> Local Cycling and Walking Infrastructure Plan for Loughborough that links the railway station to the town centre and the University, making the most of our unique heritage <u>and in Shepshed and we will work with our local partners to set out proposals for a public realm scheme .</u>	To ensure the effectiveness of the policy
MAIN6.j		102 and 103	Policy LUC1	Policy LUC1: Loughborough Urban Centre	Policy LUC1: Loughborough Urban Centre	To ensure the effectiveness of the policy.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>We will support Loughborough Urban Centre in its role as the main economic, social and cultural heart of the Borough. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1; • improves connectivity and accessibility within Loughborough and to 	<p>We will support Loughborough Urban Centre in its role as the main economic, social and cultural heart of the Borough. We will do this by supporting development that:</p> <ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1 <u>and INF2; including but not limited to the measures</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5;</p> <ul style="list-style-type: none"> • provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, in accordance with Policy EV1; • protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3; • protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife networks which connect them, in accordance with Policy EV6; 	<p><u>to be identified through the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2.</u></p> <ul style="list-style-type: none"> • improves connectivity and accessibility within Loughborough and to surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5; • provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, in accordance with Policy EV1; • protects the predominantly open and undeveloped character of Areas of Local Separation 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • supports measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Woodbrook or other water courses flowing through or adjacent to the town; • secures the redevelopment of the opportunity sites, following the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; and • conserves and enhances the heritage and tourism value of Loughborough's Industrial Heritage Quarter and its heritage assets, including the Great Central Railway, Grand Union Canal and Taylor's Bell 	<ul style="list-style-type: none"> • in accordance with Policy EV3; • protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife networks which connect them, in accordance with Policy EV6; • supports measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Woodbrook or other water courses flowing through or adjacent to the town; • secures the redevelopment of the opportunity sites, following the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated that an 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Foundry, in accordance with Policy EV8 including:</p> <ul style="list-style-type: none"> - proposals to reconnect the northern and southern sections of the Great Central Railway and associated infrastructure; - requiring development adjacent to the Grand Union Canal to provide an active waterfront with public access; and - supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access. <p>Loughborough Town Centre</p> <p>We will make a significant contribution to the regeneration and continued vitality and viability of Loughborough by supporting and encouraging retail, leisure, office,</p>	<p>alternative high-quality design solution is needed to ensure a viable scheme; and</p> <ul style="list-style-type: none"> • conserves and enhances the heritage and tourism value of Loughborough's Industrial Heritage Quarter and its heritage assets, including the Great Central Railway, Grand Union Canal and Taylor's Bell Foundry, in accordance with Policy EV8 including: <ul style="list-style-type: none"> - proposals to reconnect the northern and southern sections of the Great Central Railway and associated infrastructure; - requiring development adjacent to the Grand Union Canal to provide an active waterfront with public access; and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>professional services and other town centre development in the Town Centre.</p> <p>Non main town centre uses, including homes, will be supported where they form part of a mix of uses that provide activity throughout the day and evening and complement the main retail attractions of the town centre.</p> <p>We will support development in the Town Centre that:</p> <ul style="list-style-type: none"> reinforces and enhances the compact, legible and walkable character of Loughborough town centre maintaining the Market Place at its heart; maintains continuous street frontage activity within the Primary Shopping Area; makes a significant improvement to the character and appearance of Loughborough town 	<p>- supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access.</p> <p>Loughborough Town Centre</p> <p>We will make a significant contribution to the regeneration and continued vitality and viability of Loughborough by supporting and encouraging retail, leisure, office, professional services and other town centre development in the Town Centre.</p> <p>Non main town centre uses, including homes, will be supported where they form part of a mix of uses that provide activity throughout the day and evening and</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>centre, particularly at points of arrival into the town centre;</p> <ul style="list-style-type: none"> • makes a significant improvement to pedestrian and cycle connections within the town centre, including to surrounding public open spaces; • provides improvements to the infrastructure for markets and events; and • is designed to address public safety and wider security, particularly in areas where large numbers of people congregate. <p>Our additional need for non-food retail floor space will be met as part of a mixed-use development of allocation HA22 at Baxter Gate/Pinfold Gate. We require a coordinated and integrated approach to the redevelopment of this key opportunity site that:</p>	<p>complement the main retail attractions of the town centre.</p> <p>We will support development in the Town Centre that:</p> <ul style="list-style-type: none"> • reinforces and enhances the compact, legible and walkable character of Loughborough town centre maintaining the Market Place at its heart; • maintains continuous street frontage activity within the Primary Shopping Area; • makes a significant improvement to the character and appearance of Loughborough town centre, particularly at points of arrival into the town centre; • makes a significant improvement to pedestrian and cycle connections within the town centre, including to 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> includes a retail parade, major new car park and housing and health centre as necessary in consultation with the Clinical Commissioning Group; follows the design principles set out in the Loughborough Town Centre Masterplan unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; takes account of the Air Quality Management Area; and prioritises sustainable modes of transport. 	<p>surrounding public open spaces;</p> <ul style="list-style-type: none"> provides improvements to the infrastructure for markets and events; and is designed to address public safety and wider security, particularly in areas where large numbers of people congregate. <p>Our additional need for non-food retail floor space will be met as part of a mixed-use development of allocation HA22 at Baxter Gate/Pinfold Gate. We require a coordinated and integrated approach to the redevelopment of this key opportunity site that:</p> <ul style="list-style-type: none"> includes a retail parade, major new car park and housing and health centre as necessary in consultation with the 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>Clinical Commissioning Group;</p> <ul style="list-style-type: none"> • follows the design principles set out in the Loughborough Town Centre Masterplan unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; • takes account of the Air Quality Management Area; and • prioritises sustainable modes of transport. 	
MAIN6.k	6.15	106	After 3.134	N/A	<p><u>The following diagram provides a visual guide to assist with interpretation of the policy below. It also provides 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. A simplified version of the information</u></p>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the corresponding information on the Policies Map.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>contained in the diagram is reproduced as part of the Policies Map and the diagram on page 101 and has the same illustrative purpose.</u>	
MAIN6.l	6.15	107	Diagram Title	LUC2 West of Loughborough SUE Key Diagram	LUC2 West of Loughborough SUE Key <u>Illustrative</u> Diagram	To ensure the effectiveness of the policy by clarifying the status of the diagram.
MAIN6.m		120	Policy SUA1	<p>Policy SUA1: Shepshed Urban Area</p> <p>We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including 	<p>Policy SUA1: Shepshed Urban Area <u>Settlement</u></p> <p>We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including 	To ensure the effectiveness of the policy

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>making effective use of land;</p> <ul style="list-style-type: none"> • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1; • improves connectivity within Shepshed, particularly between new developments and the District Centre, and improves connectivity to community facilities, particularly by walking, cycling and public transport in accordance with Policy CC5 but also through signage, highway improvements and traffic management, and parking initiatives; • improves connectivity and accessibility from Shepshed to Loughborough and other surrounding settlements, 	<p>making effective use of land;</p> <ul style="list-style-type: none"> • ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1 <u>and INF2 including but not limited to the measures to be identified through the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2:</u> • improves connectivity within Shepshed, particularly between new developments and the District Centre, and • improves connectivity to community facilities, particularly by walking, cycling and public transport in accordance with Policy CC5 but also 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>and to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway, particularly by cycling and public transport, in accordance with Policy CC5;</p> <ul style="list-style-type: none"> • provides an urban edge which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest and Langley Lowlands, in accordance with Policy EV1; • enhances biodiversity in the strategically important links in the wildlife network of the Black Brook, in accordance with Policy EV6 including addressing how water flow will be managed to enhance biodiversity and reduce flood risk in accordance 	<p>through signage, highway improvements and traffic management, and parking initiatives;</p> <ul style="list-style-type: none"> • improves connectivity and accessibility from Shepshed to Loughborough <u>(including to the Railway Station)</u> and other surrounding settlements, and to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway, particularly by cycling and public transport, in accordance with Policy CC5; • provides an urban edge which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest and Langley Lowlands, in 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>with Policies CC1 and CC2;</p> <ul style="list-style-type: none"> • mitigates impacts on air quality, taking account of cumulative effects, including those from significant industrial sources in the area, and where possible contributes to improvements in air quality, in accordance with Policy EV11; • contributes to improving the condition of Shepshed Conservation Area, having regard to the Conservation Area Appraisal in accordance with Policy EV8; • secures financial contributions to improve the public realm, landscaping, community facilities, public art and heritage of the town and particularly for the Bull Ring, Hall Croft, Field Street and Market Place; and 	<p>accordance with Policy EV1;</p> <ul style="list-style-type: none"> • enhances biodiversity in the strategically important links in the wildlife network of the Black Brook, in accordance with Policy EV6 including addressing how water flow will be managed to enhance biodiversity and reduce flood risk in accordance with Policies CC1 and CC2; • mitigates impacts on air quality, taking account of cumulative effects, including those from significant industrial sources in the area, and where possible contributes to improvements in air quality, in accordance with Policy EV11; • contributes to improving the condition of Shepshed Conservation Area, having regard to 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including: - opening up links and creating new gateways between the District Centre and the rest of the town; - creating greater coherence between the different elements of the centre; - identifying new complementary uses for sites within the centre that build on its role as the town's meeting place, including repurposing vacant buildings for community and commercial uses; and - providing managed workspace and small business start-up space. 	<p>the Conservation Area Appraisal in accordance with Policy EV8;</p> <ul style="list-style-type: none"> • secures financial contributions to improve the public realm, landscaping, community facilities, public art and heritage of the town and particularly for the Bull Ring, Hall Croft, Field Street and Market Place; and - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including: - opening up links and creating new gateways between the District Centre and the rest of the town; - creating greater coherence between 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help meet the increased demands on local GP practices.	<p>the different elements of the centre;</p> <ul style="list-style-type: none"> - identifying new complementary uses for sites within the centre that build on its role as the town's meeting place, including repurposing vacant buildings for community and commercial uses; and - providing managed workspace and small business start-up space. <p>We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help meet the increased demands on local GP practices.</p>	
MAIN6.n		124	Para 3.205	Between 70% and 90% of journeys to work in the Service Centres are made by the private car, but car usage is lower than in rural parts of the borough, in the Wolds and the	Between 70% and 90% of journeys to work in the Service Centres are made by the private car, but car usage is lower than in rural parts of the borough, in the Wolds	To ensure the effectiveness of the policy

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Charnwood Forest. All Service Centres benefit from access to frequent public transport services to larger urban areas of Leicester and Loughborough. The proximity to larger centres also means that cycling can be an option, making use of National Cycle Route 6, a long-distance route passing through the Soar Valley.</p> <p>Our development strategy allocates new development within 800m of public transport which provides at least a 30-minute frequency to a larger urban area or where there is the potential to achieve this. Our evidence has also identified a need for additional off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.</p>	<p>and the Charnwood Forest. All Service Centres benefit from access to frequent public transport services to larger urban areas of Leicester and Loughborough. The proximity to larger centres also means that cycling can be an option, making use of National Cycle Route 6, a long-distance route passing through the Soar Valley. <u>Given the broadly similar transport characteristics and geographical locations of the Service Centres, those in the Soar Valley corridor (Rothley, Mountsorrel, Quorn, Sileby and Barrow-upon-Soar) are grouped together for the purposes of Transport Strategy delivery under Policy INF1; Anstey has been included in the Leicester Urban Area Transport Strategy given that its geographical location and relationship</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>with the City is more similar to that of the other suburban settlements in the Borough on the edge of Leicester.</u> Our development strategy allocates new development within 800m of public transport which provides at least a 30-minute frequency to a larger urban area or where there is the potential to achieve this. Our evidence has also identified a need for additional off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.</p>	
MAIN6.o		126	Policy SC1	<p>Policy SC1: Service Centres</p> <p>We will support Service Centres in providing for the day to day needs of their residents, seek to improve their sustainability and maintain their unique characters and separate identities. We will do this by supporting development that:</p>	<p>Policy SC1: Service Centres</p> <p>We will support Service Centres in providing for the day to day needs of their residents, seek to improve their sustainability and maintain their unique characters and separate identities. We will do this by supporting development that:</p>	To ensure the effectiveness of the policy

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities in accordance with Policy INF1 including: • contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school at Cossington to serve Sileby; • is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres: • protects the predominantly open and undeveloped 	<ul style="list-style-type: none"> • delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts, with coordination across authority boundaries as necessary</u> in accordance with Policy INF1 <u>and INF2</u> including: <ul style="list-style-type: none"> - contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school at 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>character of Areas of Local Separation in accordance with Policy EV3;</p> <ul style="list-style-type: none"> protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife network which connect them, in accordance with Policies EV4 and EV5. improves connectivity and accessibility within Service Centres and to higher order settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5; seeks to provide new development within 800m of public transport with at least a 30-minute frequency to a larger urban area; provides employment opportunities in accordance with Policy DS4 and which reduces out commuting from Service Centres; 	<p>Cossington to serve Sileby;</p> <ul style="list-style-type: none"> - <u>contributing to the measures to be identified through the Transport Strategies for the Soar Valley and the North of Leicester to be prepared under INF2;</u> is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres: protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3; protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife network which connect 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • contributes to the vitality and viability of the Mountsorrel, Quorn and Rothley Local Centres and Anstey, Barrow upon Soar and Sileby District Centres and which builds upon the unique characteristics of these centres in terms of their heritage and their diversity of uses, in accordance with Policy T1; and EV8. • provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need. 	<p>them, in accordance with Policies EV4 and EV5.</p> <ul style="list-style-type: none"> • improves connectivity and accessibility within Service Centres and to higher order settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5; • seeks to provide new development within 800m of public transport with at least a 30-minute frequency to a larger urban area; • provides employment opportunities in accordance with Policy DS4 and which reduces out commuting from Service Centres; • contributes to the vitality and viability of the Mountsorrel, Quorn and Rothley Local Centres and Anstey, Barrow upon Soar and Sileby District Centres and which builds 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>upon the unique characteristics of these centres in terms of their heritage and their diversity of uses, in accordance with Policy T1; and EV8.</p> <ul style="list-style-type: none"> provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need. 	
MAIN6.p		130	Policy OS1	<p>Policy OS1: Other Settlements</p> <p>We will support our Other Settlements, to meet their local social and economic needs. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision 	<p>Policy OS1: Other Settlements</p> <p>We will support our Other Settlements, to meet their local social and economic needs. We will do this by supporting development that:</p> <ul style="list-style-type: none"> delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our 	To ensure the effectiveness of the policy

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>and objectives including making effective use of land;</p> <ul style="list-style-type: none"> • is small-scale and within defined Limits to Development; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities, in accordance with Policy INF1, including contributing to expanded primary school provision in Cossington; • supports the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan; • safeguards existing services and facilities; and • contributes to local priorities as identified in neighbourhood plans. 	<p>vision and objectives including making effective use of land;</p> <ul style="list-style-type: none"> • is small-scale and within defined Limits to Development; • ensures the timely and coordinated delivery of infrastructure to support sustainable communities, in accordance with Policy INF1 including contributing to expanded primary school provision in Cossington <u>and, as appropriate, to transport improvements identified through the three Transport Strategies set out in Policy INF2;</u> • supports the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<ul style="list-style-type: none"> • safeguards existing services and facilities; and • contributes to local priorities as identified in neighbourhood plans. 	
MAIN6.q	6.26	49	DS3 (HA18)	<p>are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their settings including:</p> <ul style="list-style-type: none"> • the provision of an appropriate buffer to Burleigh Farmhouse, and enhancement of its setting, taking into account its origins as an agricultural building; and • increasing the ability of the public to appreciate the significance of the route of the Charnwood Forest Canal; and • ensure that the ability 	<p>are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their settings including:</p> <ul style="list-style-type: none"> • the provision of an appropriate buffer to Burleigh Farmhouse, and enhancement of its setting, taking into account its origins as an agricultural building; and • increasing the ability of the public to appreciate the significance of the route of the Charnwood Forest 	To reflect the SFRA and ensure the policy is justified and effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>to provide suitable, safe access to the Loughborough Science and Enterprise Park, should this be required, is safeguarded, and that the development does not otherwise compromise the delivery of the Loughborough Science and Enterprise Park.</p>	<p>Canal; and ensure that the ability to provide suitable, safe access to the Loughborough Science and Enterprise Park, should this be required, is safeguarded, and that the development does not otherwise compromise the delivery of the Loughborough Science and Enterprise Park.</p> <ul style="list-style-type: none"> • <u>support measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Wood Brook or other water courses flowing through or adjacent</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN 6.qq	SQ4.2	33	After paragraph 2.64	N/A	<p><u>to Loughborough; and</u></p> <p><u>The design and layout of development can contribute to managing its impact on, and accessibility to, infrastructure. We expect the design and layout of development on allocated sites to address these issues in a way that enables it to be co-ordinated with development at nearby sites and responds positively to opportunities for integrating provision and access. We will therefore support, where possible, the co-ordination of site access points, including shared access points and associated spine roads, and the integration of landscaping and other green infrastructure between sites.</u></p>	To ensure the policy is justified and effective

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.r	6.33	34	DS3 Table in Policy Row HA33	Number of Homes 133	Number of Homes 433 200 <i>Note: will be consequential changes to the total number of homes being planned for referred to elsewhere in the plan.</i>	To adjust the capacity of the site following the correction of an error in the site's boundary and to make the policy justified
MAIN6.rr	SQ4.2	58	DS3(HA43)	Before outline permission is granted for the site, or any part of the site, we will require: <ul style="list-style-type: none"> a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and 	Before outline permission is granted for the site, or any part of the site, we will require: <ul style="list-style-type: none"> a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development <u>that is also integrated with the delivery of necessary infrastructure across the development as a whole, and so that the timing of the delivery of the new</u> 	To ensure the effectiveness of the policy by clarifying the key issues that the masterplan will need to address.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>primary school, its location, and transport links to it reduce highway impacts and maximise the ability to use sustainable travel options</u> ; and	
MAIN6.s	6.42/6.43	58	DS3(HA45)	We will support development proposals at site HA45 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49.	We will support development proposals at site HA45 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49 <u>48</u> .	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
MAIN6.t	6.42/6.43	58	DS3(HA46)	We will support development proposals at site HA46 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49.	We will support development proposals at site HA46 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49 <u>48</u> .	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
MAIN6.u	6.42/6.43	58	DS3(HA47)	We will support development proposals at site HA47 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49.	We will support development proposals at site HA47 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49 <u>48</u> .	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.v	6.42/6.43	59	New paragraph before DS3(HA48)	N/A	<p><u>HA48 Land off Willow Road, Barrow upon Soar</u></p> <p><u>The development will provide a site for a new primary school that will meet the needs of this development and other development in Barrow upon Soar.</u></p> <p><u>Relocation of the existing farmstead currently situated within the boundary of housing allocation HA48 to an alternative location north of the northern site allocation boundary in order to facilitate the provision of the site access from Cotes Road and development of the site is supported. The siting and design of the relocated farmstead will be considered against other policies in the Local Plan, notably DS5 High Quality Design, C1 Countryside and EV1 Landscape.</u></p>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.w	6.42/6.43	59	DS3(HA48)	We will support development proposals at site HA48 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49.	We will support development proposals at site HA48 that contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49. <u>provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve.</u>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
MAIN6.x	6.42/6.43	59	2.106	...The development will provide a site for a new primary school that will meet the needs of this development and other development in Barrow upon Soar.	...The development will provide a site for a new primary school that will meet the needs of this development and other development in Barrow upon Soar. <i>NOTE: There will be consequential changes to the</i>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.y	6.42/6.43	59	DS3(HA49)	<ul style="list-style-type: none"> provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve; 	<p><i>site diagram relating to this policy.</i></p> <ul style="list-style-type: none"> provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve. <u>contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA48;</u> 	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.

Matter 7 - Housing Land Supply & Borough Wide Housing Policies

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				No modifications		

Matter 8: Infrastructure and Transport

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN8.a	8.9	162	T2	N/A new text to be added	<p><u>Development at existing community facilities will be permitted in order to assist in their diversification and improved accessibility where the proposal seeks to sustain the future of the facility.</u></p> <p><u>Proposals for the provision of new community facilities and the flexible use of existing space for community uses will be permitted where they are within easy and safe walking distance of the</u></p>	To ensure that the policy is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN8.b	8.8	163	T3	<p>We will do this by: . . .</p> <ul style="list-style-type: none"> Requiring that all new developments provide car parking spaces in accordance with the latest published guidance of Leicestershire County Council and Charnwood Borough Council; 	<p><u>majority of the community they will serve.</u></p> <p>We will do this by: . . .</p> <ul style="list-style-type: none"> Requiring that all new <u>Supporting</u> developments <u>which provides</u> car parking <u>in accordance with the scale of development and type of proposal;</u> spaces in accordance with the latest published guidance of Leicestershire County Council and Charnwood Borough Council; 	To ensure the policy is justified and is consistent with national policy
MAIN8.c	8.3	203	After 9.11 New text to be added		<p>Waste Management</p> <p><u>9.12 Leicestershire County Council is the Waste Disposal Authority has a statutory duty under the Environmental Protection Act 1990 to offer facilities to local residents where they may deposit their household waste. These</u></p>	To ensure the policy is clear and effective by providing clarity regarding the full range of infrastructure requirements to support growth.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>are known nationally as Household Waste Recycling Centres (HWRC) and locally as Recycling and Household Waste Sites. There are three sites in Charnwood at Mountsorrel. Loughborough and Shepshed. New residential development is likely to generate an increase in household waste and it is important that waste is managed sustainably in accordance with the Waste Management Hierarchy. Developer contributions towards new or enhanced provision may be sought in accordance with the County Council's Developer Contributions Policy.</u></p> <p><u>Libraries</u></p> <p><u>9.13 County Councils have a statutory responsibility to</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>provide a comprehensive and efficient library service. Following a review in 2014, Leicestershire County Council set out plans for County Council funded libraries and community run libraries mainly in rural locations supported by a mobile library service. In Charnwood there are four County Council funded libraries at Loughborough, Shepshed, Syston and Birstall and nine community managed libraries at East Goscote, Thurmaston, Sileby, Barrow, Quorn, Rothley, Anstey, Mountsorrel and Hathern. Where new development generates a need for additional or enhanced library provision, a developer contribution is likely to be required in accordance with the County Council's</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN8.d	8.3	203	Policy INF1	<p>Policy INF1: Infrastructure and Developer Contributions</p> <p>We will work with infrastructure providers, developers and partner organisations to ensure the delivery of new and improved infrastructure necessary to support our development strategy and maintain sustainable and healthy communities. We will support development that:</p> <ul style="list-style-type: none"> • is supported by robust evidence of the infrastructure needed to mitigate impacts and support sustainable development; • contributes to the reasonable costs of on 	<p><u>Developer Contributions Policy. Contributions will be sought for the library that will be most affected by a proposed development</u></p> <p>Policy INF1: Infrastructure and Developer Contributions</p> <p>We will work with infrastructure providers, developers and partner organisations to ensure the delivery of new and improved infrastructure* necessary to support our development strategy and maintainto create sustainable, safe and healthy communities <u>reducing health inequalities.</u> We will support development that:</p> <ul style="list-style-type: none"> • is supported by robust evidence of the infrastructure needed to mitigate impacts 	To improve soundness and clarity with cross referencing to the full range of infrastructure in the Infrastructure Schedule, arrangement for transport improvements and collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>site and where appropriate off site, infrastructure, needed to mitigate the impacts of the development through the use of Section 106 Legal Agreements, or in the case of highways, Section 278 Legal Agreements;</p> <ul style="list-style-type: none"> • contributes to the reasonable costs of any infrastructure required to mitigate the impacts of the development strategy including through the pooling of developer contributions where the impacts can only be addressed in a comprehensive way; <p>We will seek to enter into planning performance agreements with promoters of strategically important sites to ensure a programmed</p>	<p>and support sustainable development;</p> <ul style="list-style-type: none"> • contributes to <u>funds</u> the reasonable costs of on site and where appropriate off site, infrastructure, needed to mitigate the impacts of the development through the use of Section 106 Legal Agreements, or in the case of highways, Section 278 Legal Agreements; • contributes to the reasonable costs of any infrastructure required to mitigate the impacts of the development strategy including through the pooling of developer contributions where <u>it is demonstrated that</u> the impacts can only be addressed in a 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>approach to determination and implementation.</p> <p>We will relate the type, amount and timing of infrastructure to the scale of development, its viability and the impact it has on the site and surrounding area. Where viability is identified by a developer as a barrier to delivery, we will expect all promoters of major development to enter with us into an open book viability appraisal.</p>	<p>comprehensive way <u>including cumulative and cross boundary impacts</u>; and</p> <ul style="list-style-type: none"> • <u>provides serviced, accessible, and prepared land, where required and the need is justified, to enable infrastructure to be delivered.</u> <p>We will seek to enter into planning performance agreements with promoters of strategically important sites to ensure a programmed approach to determination and implementation.</p> <p>We will relate the type, amount and timing of infrastructure to the scale of development, its viability and the impact it has on the site and surrounding area. Where</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>viability is identified by a developer as a barrier to delivery, we will expect all promoters of major development to enter into with us into this to be evidenced and scrutinised as part of an open book viability appraisal.</p> <p><u>*as set out in Appendix 3 and future iterations to be published in the Infrastructure Delivery Plan.</u></p>	

It is proposed that the following section of the plan be significantly redrafted to better reflect Charnwood’s transport characteristics and new evidence arising from our joint work with transport authorities informed by the latest transport modelling. The proposed modifications would improve soundness of the plan by providing relevant and up to date evidence which supports policies based on effective joint working.

The entire new section is set out below for clarity (reference Main 8.e):

The Local and Strategic Road Network

- 9.14 As Chapter 3 highlights, Charnwood is a Borough of mixed geographical and settlement characteristics. Loughborough Urban Centre together with Shepshed functions as a wider Loughborough Urban Area. The southern part of the Borough adjoins Leicester and is significantly influenced by the physical and functional relationships with the City. Between Leicester and Loughborough there are ribbons of settlements along the Soar Valley, including five Service Centres. The western and eastern area of the Borough is predominately more rural in nature, with a dispersed pattern of villages.
- 9.15 The current pattern of transport provision in the Borough tends to reflect its diverse nature. From a sustainability perspective, Loughborough Urban Centre, Shepshed Urban Settlement, the Leicester Urban Area and the Soar Valley are relatively better served by passenger transport services, especially Syston, Sileby, Barrow and Loughborough which are served by rail. Loughborough, Shepshed and the Leicester suburbs also offer the greatest range and density of facilities (relative to other parts of the Borough), providing greater opportunities for (short distance) journeys to be made on foot or by bike.
- 9.16 Charnwood benefits from good road accessibility, with the local road network connecting into the Strategic Road Network of the M1 motorway and the A46. The A6, which is part of the Major Road Network, runs through the centre of the Borough providing access to destinations north and south. The Leicester and Leicestershire Strategic Growth Plan identifies the importance of key transport corridors including the A46 Corridor which is also identified as a pan regional strategic priority by Midlands Connect.
- 9.17 Despite this good accessibility, the Borough's Road network does experience issues of congestion and delays, particularly along the A46 route around the edge of Leicester and on the A6/A6004 in Loughborough. This has an impact upon business efficiency and reduces the attractiveness of the Borough for inward investment.
- 9.18 Our evidence tells us that nearly 64% of people who live in Charnwood make their journey to work by private cars. Our evidence further shows that the future growth of the Borough (and growth in adjoining areas, including Leicester) will create significant additional travel demand; by 2037 the highway network in the Borough will be close to capacity in some areas with the development which is already committed in Charnwood and the surrounding areas. This will add further to congestion and delays, increasingly leading to displacement of traffic from the main roads connecting the Borough to lower standard alternative routes (e.g. across the Charnwood Forest), which in turn will have negative impacts on residents, business, and the quality and vitality of places.
- 9.19 Our evidence also highlights that growth within and without the Borough will result in:

- Cumulative impacts across the Borough, i.e. where growth from sites allocated through this Plan and/or in adjoining areas combines at key points on the road network; this is most noticeable around the northern edge of Leicester.
- Cross-boundary impacts, i.e. where the impacts of sites allocated through this Plan are felt in adjoining areas and vice-versa.

9.20 To ensure that the development provided for in this plan and in other adjoining areas does not have a severe impact on the highway network our approach is twofold. Firstly, under policy DS1 (and location specific policies set out in Chapter 3) to focus the bulk of future growth (including over 80% of new housing and major employment sites) in Loughborough Urban Centre/ Shepshed Urban Settlement and the Leicester Urban Area, which are areas that are already best served by passenger transport services and/or provide best opportunities for journeys to be undertaken by foot and on bike.

9.21 Secondly, to adopt a coordinated approach to the development and delivery of transport measures required to mitigate the impacts of growth. We have worked in partnership with Leicestershire County Council, National Highways and Leicester City Council as highway authorities to understand the package of measures required to offset the transport impacts of the Borough's growth. Through options appraisal work, our evidence has identified an effective package consisting of three main elements:

- a. Improvements to sustainable modes of travel: Our priority is to improve the sustainable transport offer in our Borough and Policy CC5 will help achieve this. Our evidence shows that enhancements to passenger transport and to cycling and walking provision will, at a Borough-wide level, be beneficial in reducing the overall future levels of trips by car. It is, however, important to note that the greatest benefits from sustainable travel are likely to be achieved in the more densely populated and developed areas of the Borough, where passenger transport offers competitive journey times, compared to the private car) and greatest opportunities exist to encourage people to switch from car to walking or cycling in the making of shorter journeys.
- b. Targeted improvements to the Major Road Network (MRN): Whilst the provision and enhancement of sustainable transport alternatives will go some way to supporting new development, our evidence suggest that this will not be sufficient in and of itself. Focused investment will be required at key points on the MRN in and serving the Borough. This will be required in order to ensure that as much traffic as possible is able to use the MRN as effectively, efficiently and safely as possible, thereby reducing impacts on much lower standard routes in the Borough for example across the Charnwood Forest.
- c. Targeted improvements to the Strategic Road Network (SRN): Our evidence further demonstrates that works to (or affecting) the SRN will also need to form part of the overall mitigation package, once again to seek to ensure, so far as is reasonably possible, that journeys across the Borough take place on the most appropriate networks for their purpose. The nature of the improvements tends to focus on alterations to junctions, albeit some carriageway widening on the A46 between Birstall and Syston is likely to be required. It should be

noted that the Local Plan is not relying on the delivery of so-called 'pipeline' projects currently being explored through the Road Investment Strategy 2 period to enable the Plan's delivery

- 9.22 The ongoing refinement and delivery of the transport measures required to support the Local Plan are being pursued through the development of Transport Strategies in partnership with the Leicestershire and Leicester City highway authorities and National Highways. These strategies are being developed around three geographic areas, which, whilst reflecting to a large degree the mixed nature of the Borough's geographic and settlement characteristics, also reflect the findings of our evidence work and the nature of the transport package identified to mitigate the Plan's impacts:
- Loughborough Urban Centre and Shepshed Urban Settlement: has a close functional relationship and it is appropriate for them to be considered together for the purposes of transport strategy development.
 - Leicester Urban Area: reflecting the cumulative and cross-boundary impacts of growth with the Borough on the City and vice-versa. Additionally, whilst Anstey is identified as a Service Centre and Thurcaston as an Other Settlement, based on our transport evidence it is included in this area solely for the purposes of transport strategy development.
 - The Soar Valley: Growth has taken place in this area and the settlements within it, including five Service Centres, have important social and economic relationships with both Leicester and Loughborough.
- 9.23 A primary purpose of these strategies will be to address the cumulative and cross-boundary highways and transport impacts of growth (within and without the Borough). Work is already progressing that will inform the more detailed content of these Strategies.
- 9.24 The strategies will provide a robust, evidence-based platform for seeking to secure the delivery of the transport measures over the lifetime of the Local Plan. Funding for the delivery will come from a variety of sources, including:
- bids to Government (current examples include LCWIP funding; National Bus Strategy funding; Levelling Up Fund)
 - future rounds of MRN funding and Road Investment Strategy periods; and
 - developer contributions
- 9.25 We will expect development to mitigate the impact of additional traffic by improving accessibility, encouraging travel by sustainable modes of transport and through the necessary highway improvements. Development should not have an unacceptable impact on highway safety, and assessment of the impacts should include consideration of the cumulative and/or cross-boundary impacts of growth and the need for pooled contributions to ensure that the network remains robust. Where applicable, the potential for co-ordinating developer contributions with those of neighbouring authorities to mitigate impacts will be investigated.

9.26 Notwithstanding the above, the Borough Council and Leicestershire County Council recognise that developments are likely to come forward ahead of the full delivery of the transport strategies and accept that there could be some adverse traffic impacts in the meantime. This is a pragmatic approach that will enable the growth proposed through the Plan to start coming forward as early as possible. Proportionate contributions to fund short term mitigation to minimise the interim impacts will be sought from developers whose schemes are contributing to increased traffic, but wherever possible, these funds will be spent on works that will contribute to delivering elements of the strategies.

Policy INF2: Development and delivery of Transport Strategies

We will continue to work with Leicestershire County Council, National Highways, Leicester City Council, wider HMA authorities and other stakeholders as required to mitigate the transport impacts of our development strategy through the delivery of Transport Strategies for Loughborough Urban Centre and Shepshed Urban Settlement; Leicester Urban Area; and the Soar Valley. The transport strategies will be built around the following key components, to be funded and delivered by private developers and the public sector:

- **Improvements to sustainable modes of travel; i.e. walking, cycling and passenger transport (as appropriate both capital – infrastructure measures – and revenue measures, such as training and promotional activities and/or service improvements)**
- **Targeted Improvements to the Major Road Network (MRN)**
- **Targeted Improvements to the Strategic Road Network (SRN)**

Where improvements are being delivered to the MRN or SRN, we will look for these to include measures that deliver, as appropriate, improved facilities for walking, cycling and passenger transport.

We will support development that is supported by a robust travel plan and robust transport assessment of the impact of the development on the road network, including any cumulative and/or cross-boundary impacts, and that demonstrates that impacts can be mitigated.

Where a transport assessment indicates that development will add to cumulative traffic impacts across the Borough and/or indicates cross-boundary impacts, we will require that it contributes to the reasonable costs of measures required to mitigate such impacts in accordance with Policy INF1 either through a financial contribution or scheme delivery.

We will work with partners to develop bids and business cases to secure public funding of projects from Government, including through bidding opportunities or promotion of projects through the Major Road Network programme and the Road Investment Strategy process.

Where necessary, the Council and/or the highway authorities will use compulsory purchase powers to deliver elements of the strategies.

Matter 9: Viability and Monitoring

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.aa	Hearing Session	210	Appendix 1 – Monitoring CC5 – Sustainable Transport	Amount of new development at Sustainable Urban Extensions and service centres with access to a half-hour frequency public transport service 100% of new houses to be within 400 metres of a local bus service	Amount of new development at Sustainable Urban Extensions and service centres with access to a half-hour frequency public transport service 100% of new houses to be within 400 metres of a local bus service	To improve precision and ensure clarity.

Appendix 3 – Infrastructure Schedule

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.a			Appendix 3 – Infrastructure Schedule North East of Leicester Sustainable Urban Extension	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.c			Appendix 3 – Infrastructure Schedule West of Loughborough Sustainable Urban extension	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.d			Appendix 3 – Infrastructure Schedule Loughborough Science and Enterprise Park	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.e			Appendix 3 – Infrastructure Schedule Leicester Urban Area	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.f			Appendix 3 – Infrastructure Schedule Birstall	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.g			Appendix 3 – Infrastructure Schedule Glenfield	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.h			Appendix 3 – Infrastructure Schedule Syston	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.i			Appendix 3 – Infrastructure Schedule Thurmaston	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.j			Appendix 3 – Infrastructure Schedule Loughborough	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
						collaborative working on transport.
MAIN9.k			Appendix 3 – Infrastructure Schedule Shepshed	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.l			Appendix 3 – Infrastructure Schedule Anstey	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.m			Appendix 3 – Infrastructure Schedule Barrow Upon Soar	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.n			Appendix 3 – Infrastructure Schedule Quorn	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.o			Appendix 3 – Infrastructure Schedule	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
			Rothley			improvements and reflect collaborative working on transport.
MAIN9.p			Appendix 3 – Infrastructure Schedule Sileby	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.q			Appendix 3 – Infrastructure Schedule Cossington	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.r			Appendix 3 – Infrastructure Schedule East Goscote	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.s			Appendix 3 – Infrastructure Schedule Hathern	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.t			Appendix 3 – Infrastructure	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
			Schedule Queniborough			Schedule for transport improvements and reflect collaborative working on transport
MAIN9.u			Appendix 3 – Infrastructure Schedule Rearsby	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.v			Appendix 3 – Infrastructure Schedule Thurcaston	New Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.w			Appendix 3 – Infrastructure Schedule Strategic Infrastructure	Replace Existing Transport Row	See below	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.x			Appendix 3 – Infrastructure Schedule – Glenfield	Amend School	See below	To include the most up to date information on school construction costs provided by Leicestershire County Council, October 2022.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.y			Appendix 3 – Infrastructure Schedule Syston	Amend School Cost	See below	To include the most up to date information on school construction costs provided by Leicestershire County Council, October 2022.
MAIN9.z			Appendix 3 – Infrastructure Schedule Loughborough	Amend School Cost	See below	To include the most up to date information on school construction costs provided by Leicestershire County Council, October 2022.
MAIN9.aa			Appendix 3 – Infrastructure Schedule Shepshed	Amend School Cost	See below	To include the most up to date information on school construction costs provided by Leicestershire County Council, October 2022.
MAIN9.ab			Appendix 3 – Infrastructure Schedule Anstey	Amend School Cost	See below	To include the most up to date information on school construction costs provided by Leicestershire County Council, October 2022.
MAIN9.ac			Appendix 3 – Infrastructure Schedule Barrow upon Soar	Amend School Cost	See below	To include the most up to date information on school construction costs provided by Leicestershire County Council, October 2022.
MAIN9.ad			Appendix 3 – Infrastructure Schedule Sileby	Amend School Cost	See below	To include the most up to date information on school construction costs provided by

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
						Leicestershire County Council, October 2022.
MAIN9.ae			Appendix 3 – Infrastructure Schedule Cossington	Amend School Cost	See below	To include the most up to date information on school construction costs provided by Leicestershire County Council, October 2022.

Appendix 3 – Infrastructure Schedule Main Modifications

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.a	<u>North of Leicester Transport Strategy.</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>LUA2</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.b	<u>North of Leicester Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>LUA3</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.c	<u>Loughborough and Shepshed Transport Strategy</u>	<u>described in more detail below)</u> <u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUC1</u> <u>LUC2</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.d	<u>Loughborough and Shepshed Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	√	√	√	<u>LUC1</u> <u>LUC3</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.e	<u>Transport Package of interventions to be developed through a North of Leicester Transport Strategy comprising:</u>	<u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area (e.g. Leicester City Centre).</u> <u>Specific interventions to be determined</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions/ public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>within the transport strategy but will potentially include new infrastructure and supporting (revenue) initiatives identified through:</u></p> <ul style="list-style-type: none"> - <u>Leicester City Council's Transforming Cities Fund (TCF) programme.</u> - <u>Leicester City Council and Leicestershire County Council's respective Bus Service Improvement Plans (BSIP).</u> - <u>Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for the North of Leicester area.</u> 							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including:</u> <u>- A46/A6 Wanlip Interchange.</u> <u>- A46/A607 Interchange (Fosse Way Roundabout)</u>	<u>£8,200,000</u> <u>£1,500,000</u>				√	√	
		<u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including:</u> <u>- A46/A50 The Brantings Interchange</u> <u>- A46/Wanlip Road slip road layout changes</u> <u>- A46/A607 Hobby Horse Roundabout</u> <u>- Any additional schemes identified through National</u>	<u>£6,400,000</u> <u>£4,900,000</u> <u>£,3,000,000</u>					√	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>Highways' ongoing A46 Study.</u>							
		<u>iv Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u>				√	√	√	
MAIN9.f	Transport –package comprises a combination of measures to address highway capacity and sustainable travel focused on interventions across Birstall	AN6 / B12: Leicester Park and Ride service enhancement facilitating bus to bus interchange and additional services. B13: New Bus Lane on A6 southbound towards the Red Hill Circle junction and revised 20mph speed limit to discourage through traffic. B14: Wanlip Road traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£1,500,000 £300,000 £180,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	√	√	√	LUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.g	Transport	AN9: Cycle network improvements across parcel of land within Anstey Lane, A563, A50 and Gynsill Lane. <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£920,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	√	√	√	LUA1 CC5 INF1 INF2
MAIN9.h	Transport -package comprises a combination of sustainable travel interventions and smaller-scale highway capacity interventions at key junctions and on road links in and around System -package for the broad location of System also	SY3: Syston - Queniborough Road - Barkby Road Junction Improvement SY5: Syston - Melton Road - Streetscape enhancement including traffic management measures. <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£500,000 £90,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	√	√	√	LUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	includes schemes in Sileby, East Goscote and Queniborough.								
MAIN9.i	Transport	Proportionate contributions towards the North of Leicester Transport Strategy as described previously	tbc	Essential	S.106 developer contributions/ public funding	√	√	√	LUA1 CC5 INF1 INF2
MAIN9.j	Transport - package comprises a combination of highway capacity interventions at key junctions and sustainable travel interventions across Loughborough Package of interventions to be developed through a	LO1: A6/A6004 One Ash Roundabout Junction Improvements LO2: Loughborough Smarter Choices personalised travel planning LO3: Loughborough Smarter Choices bus service and infrastructure enhancements LO4: Loughborough Smarter Choices cycle hire schemes. LO5 / SH1: Loughborough-Shepshed - A512 bus service diversion from	£13,000 £281,000(Same scheme as SH1) £300,000 £750,000 £300,000 £750,000 tbc	Essential	S.106 developer contributions / local authority highway funding public funding	√	√	√	LUC1 LUC2 LUC3 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<u>Loughborough and Shepshed Transport Strategy comprising:</u>	<p>Shepshed to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre</p> <p>LO6: A6004 Epinal Way-Beacon Road Junction Improvements</p> <p>LO7: A6004 Epinal Way-Beacon Road Junction Improvements</p> <p>LO8: A6004 - Epinal Way-Warwick Way-Sandringham Drive-Maxwell Drive - Extend 2-lane flares on Epinal Way and Warwick Way arms by 30m each</p> <p>LO9: A6004 - Epinal Way-Alan Moss Road Junction Improvements</p> <p><u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area</u></p>							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>and to/from other key destinations for this area.</u></p> <p><u>Specific interventions to be determined within the transport strategy but will potentially include:</u></p> <p><u>- New infrastructure and supporting (revenue) initiatives identified through Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for Loughborough and Shepshed.</u></p> <p><u>- New/improved "cross town" passenger transport connections between Shepshed, Loughborough town centre and Loughborough Railway Station.</u></p>							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>- New/improved connections to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway.</u>							
		<u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along Epinal Way, Loughborough:</u>					√	√	
		<u>- A6/A6004 One Ash Roundabout</u>	<u>£3,100,000</u>						
		<u>- A6004/Beacon Road Roundabout</u>	<u>£1,600,000</u>						
		<u>- A6004/Alan Moss Road Roundabout</u>	<u>£700,000</u>						
		<u>- Epinal Way/Warwick Way Roundabout</u>	<u>£1,00,000</u>						
		<u>- Any additional schemes identified</u>							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.</u>							
		<u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including at M1 Junction 23 between Loughborough and Shepshed</u>	£15,000,000					√	
		<u>iv Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u>				√	√	√	
MAIN9.k	Transport -package is the only option put forward for Shepshed and	LO5/SH1: Loughborough-Shepshed - A512 bus service diversion from Shepshed to Loughborough via the	£281,000 (Same scheme as LO5) £120,000 £1,380,000	Essential	S.106 developer contributions / local authority highway	√	√	√	SUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	comprises a combination of sustainable travel (including bus service and cycle route improvements) and highways capacity focused intervention (in discouraging cross-country trips between Shepshed and Charley Road)	hospital, Belton Road (industrial estates), railway station and town centre SH2: A512 Charley Road/Tickow Lane Junction Improvement SH3: Shepshed-Loughborough – A512 – cycle route upgrade SH4: Nanpantan – Nanpantan Road – New off-road cycle route between Nanpantan and Loughborough SH5: Nanpantan – Nanpantan Road – Increased bus frequencies SH7: Iveshead Road, Shepshed traffic calming SH6/STRAT14: M1 Junction 23 Junction improvements <u>Proportionate contributions towards the Loughborough</u>	£750,000 £250,000 £90,000 £1,350,000 <u>tbc</u>		funding public funding				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>and Shepshed Transport Strategy as described previously</u>							
MAIN9.I	Transport -package comprises interventions which will deliver increased highway capacity on key roads and junctions surrounding Anstey, in addition to complementary cycle route improvements which will improve connectivity between Anstey and north west Leicester.	AN1: A46/Leicester Road/A5630 Anstey Lane junction AN2: A46/A50 Junction Improvement AN3: A50/Anstey Lane Junction Improvement AN5: Anstey southern cycle route (and link to Beaumont Leys) AN7: Anstey to Glenfield cycle route Cycle Network Improvement <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£650,000 £2,075,000 £1,000,000 £603,000 £750,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	√	√	√	<u>LUA1</u> SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.m	<p>Transport</p> <p>–package comprises sustainable travel interventions including footway and cycle route improvements, in addition to one highway capacity improvement at key pinch points – the High Street-South Street-Bridge Street roundabout</p> <p><u>Package of interventions to be developed through a Soar Valley Transport</u></p>	<p>BA1: Footway improvements to the station from key development site(s).</p> <p>BA2: Cycle route improvements to the station from key development site(s)</p> <p>BA4: Cycle parking facilities at station</p> <p>BA5: High Street-South Street-Bridge Street Junction Improvement</p> <p><u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area.</u></p> <p><u>Specific interventions to be determined within the transport strategy and will potentially include interventions</u></p>	<p>£70,000</p> <p>£1,367,625</p> <p>£13,000</p> <p>£50,000</p> <p><u>tbc</u></p>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	√	√	√	SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<u>Strategy comprising:</u>	<u>identified through Leicestershire County Council's planned A6 (North)/A6004 Major Road Network (MRN) study.</u>							
		<u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along the A6:</u>					√	√	
		<u>- A46/A6 Wanlip Interchange (also included in the North of Leicester Urban Area transport strategy described previously).</u>	<u>£1,100,000</u>						
		<u>- A6/A6004 One Ash Roundabout (also included in the Loughborough and Shepshed Transport Strategy area described previously).</u>	<u>£500,000</u>						

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>- Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.</u>							
		<u>iii Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u>				√	√	√	
MAIN9.n	<u>Transport</u>	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.o	<u>Transport</u>	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.p	Transport –Sileby transport	SY6: Sileby – Footway route improvements to the station from key development site(s).	£300,000 £13,000 £13,000 £352,000	Essential	S.106 developer contributions	√	√	√	SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	schemes are part of the broad location of System for transport modelling purposes.	<p>SY7: Sileby - Cycle route improvements to the station from key development site(s).</p> <p>SY9: Sileby - Cycle parking facilities at station.</p> <p>SY10: Sileby - Swan Street-Highgate Road-Ratcliffe Road-The Banks - Junction improvement.</p> <p>SY11: Sileby - Ratcliffe Road - traffic calming features between Cemetery Rd and Peashill Close.</p> <p>SY12: Sileby - Brook Street-High Street-Cossington Road - Convert to mini roundabout</p> <p><u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u></p>	<p>£108,000</p> <p>£15,000</p> <p><u>tbc</u></p>		/ local authority highway funding <u>public funding</u>				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.q	Transport	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.r	Transport –East Goscote transport scheme is part of the broad location of System for transport modelling purposes.	SY14: East Goscote – Broome Lane, north of East Goscote – traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£144,000 <u>tbc</u>	Essential	S.106 developer contributions / <u>public funding</u>	√	√	√	OS4 <u>LUA1</u> CC5 INF1 INF2
MAIN9.s	Transport	<u>Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>SUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.t	Transport –Queniborough transport scheme is part of the broad	SY13: Queniborough – Barkby Road traffic calming <u>Proportionate contributions towards</u>	£180,000 <u>tbc</u>	Essential	S.106 developer contributions / <u>public funding</u>	√	√	√	OS4 <u>LUA1</u> CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	location of System for transport modelling purposes.	<u>the North of Leicester Transport Strategy as described previously.</u>							
MAIN9.u	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.v	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.w	<u>Transport</u> Strategic Transport Projects All projects likely to require a combination of local and national funding from private and	STRAT6: A46 – Smart technology to manage build-up of traffic flows on A46 between M1 J21a and north of the Hobby Horse roundabout STRAT1: A46/Wanlip Road slip road layout changes. STRAT 1 / 2: A46/A607 Hobby Horse	£10,000,000 £1,500,000 £15,000,000 £4,000,000 £20,000,000 £75,000,000 £2,725,000 £120,000,00 0 <u>tbc</u>	A46 Corridor is an investment priority in Midlands Connect Strategy A46 Corridor is an investment priority in Midlands Connect Strategy	tbc tbc tbc tbc tbc tbc tbc tbc <u>Public funding (via inclusion in</u>		√	√	<u>LUA1</u> <u>LUC1</u> <u>SUA1</u> <u>INF1</u> <u>INF2</u> <u>CC5</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<p>public sector including: –S.106 developer contributions –Large Local Majors capital funding –Regional and Pan Regional prioritisation –Highways Agency development funding –Road Investment Strategy funding</p> <p>Note that SH6/STRAT14 included under Shepshed in the table above.</p>	<p>Roundabout improvements with segregated A46 west to east link STRAT 13: A46/A6 Loughborough Road Interchange including lane changes on westbound approach; lane changes, widening of A6 southbound on exit from the junction to provide third lane access for Park and Ride. STRAT4: M1 Leicester Western Access – Smart Motorway scheme J21-J24a STRAT5: M1 North Leicestershire Extra Capacity - Smart Motorway Scheme J21a-J23 STRAT10: M1 Junction 21 - M1/M69/A5460 - Interim Intervention to introduce a fourth lane on the eastbound</p>		<p>A46 Corridor is an investment priority in Midlands Connect Strategy A46 Corridor is an investment priority in Midlands Connect Strategy Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline Smart Motorway M1 J19 – J23 is a Strategic</p>	<u>future RIS programme)</u>				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>circulatory, signalling and control on M69 approach.</p> <p>STRAT3: M1 Junction 21 - M1/M69/A5460 - Free flow interchange links between M1 and M69</p> <p><u>National Highways Road Investment Strategy 2 (RIS2) 'Pipeline Projects' – potential future strategic improvement schemes for delivery in RIS3 and beyond:</u></p> <p><u>- M1 Leicester Western Access (J21 to J21a)</u></p> <p><u>- M1 North Leicestershire Extra Capacity (J21a to J23a)</u></p> <p><u>NB – no existing commitment to deliver these schemes, subject to</u></p>		<p>Growth Plan priority</p> <p>Smart Motorway M1 J.19 – J.23 is a Strategic Growth Plan priority</p> <p><u>Desirable</u></p>					

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>confirmation by Government and National Highways through RIS process.</u>							
		<u>Enhancements to the A50 corridor between the A46 and M1 over and above existing commitments (to address the cumulative impacts of growth in Charnwood Borough, Hinckley and Bosworth Borough and North West Leicestershire District), including the following junctions:</u> <u>- A50/Markfield Lane (Field Head) Roundabout</u> <u>- M1 Junction 22</u>	<u>tbc</u>	<u>Desirable</u>	<u>S.106 developer contributions / public funding</u>		√	√	
MAIN9.x1	Glenfield Education	Primary: Reserve Site for 1FE School at Gynsill Lane or new school provision within a safe walking distance	£4,656,000 <u>£8,944,771</u>	Essential	S.106 Developer Contributions		√	√	DS3 LUA1 INF1

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>from the site. Reasonable cost of making this provision to be shared amongst the developments that it would serve. Provision dependent upon ongoing discussions with promoters, Leicester City Council, Blaby District Council and Leicestershire County Council. Secondary: Martin High School has potential for growth</p>							
MAIN9.x2	Syston Education	<p>Primary: Site of 2-3ha would need to be reserved for anew 2FE Primary School on land South East of Syston (HA1). The reasonable costs of making this provision to be shared amongst the developments that it would serve with contributions towards construction costs.</p>	<p>£6,982,000 <u>£14,467,918</u></p>	Essential	S.106 developer contributions with the costs shared amongst development that it would serve.		√	√	DS3 LUA1 INF1

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		Secondary: Wreake Valley or Roundhill Academy. Sufficient places at Wreake Valley.							
MAIN9x.3	Loughborough Education	Primary: Site for a new 2FE Primary School to be located on land south of Loughborough (HA15). Reasonable costs of making this provision to be shared amongst the developments that it would serve. Secondary: Loughborough Secondary Schools have capacity and scope to expand schools in Loughborough area.	£6,982,000 £14,467,918	Essential	S.106 developer contributions		√	√	DS3 LUC1 INF1
MAIN9.x4	Shepshed Education	Primary: 3ha site and infrastructure for a new 3FE Primary School on land at Tickow Lane (South), Shepshed (HA32), but contributions to reflect	£12,769,000 £19,362,603	Essential	S.106 developer contributions with the costs shared amongst all development	√	√	√	DS3 SUA1 INF1

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>the yield of 562 pupils and contributions (2 classrooms less than 3FE School.</p> <p>Reasonable costs of making this provision to be shared amongst the developments that it would serve.</p> <p>Secondary: Leicestershire County Council developing proposals to accommodate growth.</p>			in Shepshed that it would serve.				
MAIN9.x5	Anstey Education	<p>Primary: Site for new 1FE Primary School located on land West of Anstey (HA43) with a co-ordinated approach to development across the three land parcels that make up the site to ensure that it provides land for the school and the infrastructure necessary to support the development as a whole. Reasonable costs of making this</p>	<p>£4,656,000</p> <p><u>£8,944,771</u></p>	Essential	S.106 developer contributions	√	√	√	DS3 SC1 INF1

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		provision to be shared amongst the developments that it would serve. Secondary: Martin High School has potential to accommodate proposed growth.							
MAIN9.x6	Barrow upon Soar Education	Primary: Provide site for a new 1FE Primary School located on land at Cotes Road, Barrow (HA49) (HA48) . Reasonable costs of making this provision to be shared amongst the developments that it would serve. Secondary: Humphrey Perkins may require expansion during the plan period.	£4,656,000 <u>£8,944,771</u>	Essential	S.106 developer contributions	√	√	√	DS3 SC! INF1
MAIN9.x7	Sileby Education	Primary: Site for a 0.5FE extension of Cossington Primary School located on land to the rear of Derry's Garden Centre (HA59). Reasonable costs of	£2,500,000 <u>See Cossington below</u>	Essential	S.106 developer contributions	√	√		DS3 SC1 INF1

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		making this provision to be shared amongst the developments that it would serve. Secondary: Humphrey Perkins may require further expansion during the plan period.							
MAIN9.x8	Cossington Education	Primary: Site for a 0.5FE extension of Cossington Primary School located on land to the rear of Derry's Garden Centre (HA59). Reasonable costs of making this provision to be shared amongst the developments that it would serve. Secondary: Humphrey Perkins may require further expansion during the plan period.	<u>c.</u> <u>£4,500,000</u>	Essential	S.106 developer contributions	√	√		DS3 SC1 INF1