



CHARNWOOD LOCAL PLAN 2021-2037

Examination Statement by Charnwood Borough Council

Pre-Submission Draft Charnwood Local Plan
2021-2037

Schedule Of Proposed Main Modifications

May 2022

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.

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

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	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	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 Area	To ensure the plan is justified and sufficient clarity is given to the strategy.
				Shepshed Birstall Syston Thurmaston	Shepshed (Loughborough) Birstall (Leicester) Syston (Leicester) Thurmaston (Leicester)	
MAIN2.c	2.7	1	Index	Policy SUA1: Shepshed Urban Area	Policy SUA1: Shepshed Urban Area Settlement	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 Urban Settlement	To ensure the plan is justified and sufficient clarity is given to the strategy.
MAIN2.e	2.7	6	Para 1.3	. . . Shepshed . . .	. . . Shepshed Urban Settlement . . .	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.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 <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	... Urban Areas ...	... Urban Areas <u>Settlements</u> ...	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.
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.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
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.
MAIN2r	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 settlements in the Borough and only 12 11 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 Loughborough <u>(including the West of Loughborough Sustainable Urban Extension)</u>	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
MAIN 2t	2.8	25	Table 4	<p>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</p> <p>Shepshed Birstall Syston Thurmaston</p>	<p>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</p> <p>Shepshed Birstall Syston Thurmaston</p> <p><u>The North East of Leicester and North of Birstall Sustainable Urban Extensions also form part of the Leicester Urban Area. They are not yet urban settlements in their own right but will become settlements or form part of existing urban settlements as they are developed.</u></p>	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
MAIN 2u	2.13	30	Table in Policy DS1 Heading of second column	Number of Homes	Minimum 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 Countryside in providing the setting and contributing to the distinct separate identifies of our towns and villages.	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 development and the National Design Guide defines scale as the height, width and length of each</u>	<u>T</u> o 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
				3.228 Countryside is the location...	<p><u>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>	
MAIN2x	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.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN2.z	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 Charnwood Borough Boundary Park Pale	Existing Built up Area Allocation Site Boundary Housing within Allocation <u>Wider Cross Boundary Development Area</u> Green Wedge Charnwood Borough Boundary Park Pale	To ensure it is clear how Policy DS3 HA12 is to be applied, to ensure the policy is effective.
MAIN.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	Beyond these allocations, our strategy is to limit growth in Other Settlements and as a	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
				<p>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.</p>	<p>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 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.</p>	

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
Main 3.a	3.3	167	7.21	We recognise that the use of SuDS may not be appropriate in all circumstances and will depend on the nature of the proposed development and its location; however, our approach is that all major development proposals should ensure that SuDS are put in place unless clear evidence is provided that they would be inappropriate.	We recognise that the use of SuDS may not be appropriate in all circumstances and will depend on the nature of the proposed development and its location; however, our approach is that all major development proposals should ensure that SuDS are put in place unless clear evidence is provided that they would be inappropriate. <u>Minor development may also require SuDS if there is evidence of flooding, flood risk or drainage issues in the locality. Consideration should be given to the evidence in the Charnwood SFRA.</u>	To ensure effectiveness of the policy by clarifying wording.
Main 3.b	3.3	168	Policy CC2	Policy CC2: Sustainable Drainage Systems (SuDS) We will ensure that development includes appropriate measures to	Policy CC2: Sustainable Drainage Systems (SuDS) We will ensure that development includes appropriate measures to	To ensure effectiveness of the policy by clarifying wording

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>manage flood risk in an integrated way that achieves benefits for communities and the environment. We will support major development that:</p> <ul style="list-style-type: none"> • provides, where appropriate, Sustainable Drainage systems that are integrated into development proposals having been considered as part of the masterplanning of the site; • prioritises Sustainable Drainage Systems where the development is in an area at risk of flooding, in accordance with the criteria set out in Policy CC1; • ensures where Sustainable Drainage 	<p>manage flood risk in an integrated way that achieves benefits for communities and the environment. We will support major development that:</p> <ul style="list-style-type: none"> • provides, where appropriate, Sustainable-Drainage Systems that are integrated into development proposals having been considered as part of the masterplanning of the site; • prioritises Sustainable Drainage Systems where the development is in an area at risk of flooding, in accordance with the criteria set out in Policy CC1; • ensures that where Sustainable Drainage Systems are used, surface water is directed to sustainable 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>System are used, surface water is directed to sustainable outfalls in accordance with the drainage hierarchy;</p> <ul style="list-style-type: none"> 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>outfalls in accordance with the drainage hierarchy;</p> <ul style="list-style-type: none"> 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><u>We will also expect minor development to provide SuDS in circumstances where the development is located in a flood risk zone or where surface drainage has been identified as an issue in strategic or site-</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>specific flood risk assessments.</u>	
Main 3c	3.6	170	7.34	Whilst our evidence tells us these areas have the most potential, any individual proposals for energy installations would need to be supported by robust evidence and detailed site-based assessment taking into account other issues such as heritage and flood risk.	Whilst our evidence tells us these areas have the most potential, any individual proposals for energy installations would need to be supported by robust evidence and detailed site-based assessment taking into account <u>planning impacts, including cumulative impacts</u> and also taking into account other issues such as heritage and flood risk	To be consistent with national policy
Main 3d		174	7.47	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	<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 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	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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.</p>	<p>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.</p>	
Main 3e		175	7.51	<p>Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 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.</p>	<p>Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 hub in Toton, <u>East 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</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					Gateway <u>such as Shepshed</u>) to these destinations are frequent, efficient and reliable.	
Main 3f			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 and Shepshed Urban Area; the Leicester Urban Area; North of Leicester; and the Soar Valley. These will be key to seeking to secure public and private funding for improvements to sustainable travel modes in these areas.</u>	
Main 3g		176	Policy CC5	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	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:	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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 sustainable travel options at the outset so that they form an integral part of the development; • 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; 	<ul style="list-style-type: none"> • provides excellent good 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; • 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 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • 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 • 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</p>	<ul style="list-style-type: none"> • 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 • 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 Area; the Leicester Urban Area; the North of Leicester; and the Soar Valley under Policy INF2.</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				identifying sustainable travel opportunities suitable for their local area.	We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.	
Main 3h	3.14	176	7.58, 7.59 and policy CC6	7.58 We recognise that for some people travel by car will remain the only available or 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	Delete policy and supporting text.	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 15 th June 2022.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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 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>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: • provides an electric vehicle charge point or cabling routing for each new residential dwelling (including flats) with a</p>		

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				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.		
Main 3i	3.13	176	Policy CC5	Sustainable Transport	Provides excellent at least good accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility.	To ensure the policy is justified by evidence
Main 3j	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.
Main 3k	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	We have undertaken assessments of provision the quantity, quality and accessibility our communities' needs for of open space, sport and recreation facilities, along	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
				provision. This evidence was used to inform the Council's Open Spaces Strategy and to inform our standards for provision of open space and facilities from new development.	with opportunities for new 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>	
Main 31	3.30	196 and 197	Policy EV9	<p><i>Extract from Policy EV9:</i></p> <p>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:</p> <ul style="list-style-type: none"> the proposed development is ancillary to the existing recreational use of the site; or 	<p>We will protect our <u>existing</u> open space, sport and recreation provision <u>including playing fields</u> identified on the Policies Map, and any future provision made as part of new development, unless it can be satisfactorily demonstrated that:</p> <ul style="list-style-type: none"> the proposed development is ancillary to the existing recreational use of the site; or the provision is surplus to requirements as evidenced 	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
				<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. 	<p>by an assessment of need; or</p> <ul style="list-style-type: none"> alternative provision of an equivalent or greater standard will be provided in an accessible location nearby. 	
Main3m		200	Supporting text to Policy EV12	New paragraph to be added following 8.94.	<p><u>8.95 There may be other circumstances where additional new burial space is justified such as provision by private sector providers and neighbouring local authorities. Leicester City Council has produced a Burial Space Strategy 2014 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 such proven burial space need in Charnwood is likely to be acceptable in principle in areas of Countryside, Green</u></p>	To be in accordance with matters identified in the Statement of Common Ground with Leicester City Council SCG/8.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>Wedge and Areas of Local Separation where there is limited built form and the layout and landscaping are appropriate to the character of the area.</u>	
MAIN3.n	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 <u>protecting and expanding existing</u> rights of way, cycle paths, bridleways and towpaths);	

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	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	The neighbourhood plan requirement is no longer justified

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				primary school. A housing requirement figure of up to 60 homes has been set for that area should it be designated as a neighbourhood area in the future so that the most suitable site can be determined locally.	local primary school. A housing requirement figure of up to 60 homes has been set 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	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 neighbourhood plan requirement is no longer justified

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				Wymeswold we have chosen to identify a housing requirement figure for 60 new homes and enable appropriate sites to be identified through a neighbourhood plan.	the existing school. In the case of Wymeswold we have chosen to identify a housing requirement figure for 60 new homes and enable appropriate sites to be identified through a neighbourhood plan.	

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	Existing good quality employment sites, as identified on the Policies Map, will be protected for employment uses	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
				employment uses unless it can be demonstrated that: ... For other existing employment sites, not identified as good quality on the Policies Map	unless it can be demonstrated that: ... For other existing employment sites, not identified as good quality <u>quality</u> on the Policies Map	
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	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 <u>the</u>	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
				produce from the farm, craft workshops, small businesses, bed and breakfast and holiday accommodation. We will support activities which are compatible with a countryside location as long as farming remains the dominant business activity.	land . Successful farm diversification activities include small farm shops, processing and selling produce from the farm, craft workshops, small businesses, bed and breakfast and holiday accommodation. We will support activities which are compatible with a countryside location as long as farming 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</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</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
				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 expansion or intensification of these types of business provided it is sensitive to the character and appearance of the Countryside.	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 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	We will maximise the potential of our rural economy by 2037 by supporting development that: <ul style="list-style-type: none"> provides small scale, sustainable growth and expansion of existing businesses in rural areas both 	We will maximise the potential of our rural economy by 2037 by supporting development <u>within, adjacent to or beyond existing settlements</u> that: <ul style="list-style-type: none"> provides small scale, sustainable growth and expansion of <u>all types of business and</u> 	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
				<p>through conversion of existing buildings and well-designed new buildings;</p> <ul style="list-style-type: none"> enables farm diversification where farming remains the dominant element of the business; 	<p><u>community needs</u> existing businesses in rural areas both through conversion of existing buildings and well-designed new buildings;</p> <ul style="list-style-type: none"> enables farm <u>and other land-based rural business</u> diversification where farming <u>a land-based use</u> remains the dominant element of the business; 	
MAIN5.i	5.15	32	DS2	<p>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. . .</p>	<p>Within 6 months of the agreement by all partners 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. . .</p>	<p>To ensure the policy is positively prepared and justified.</p>

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	<p>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, 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.</p>	<p>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, 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</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>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 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	Our strategy allocates a further 2,104 new homes to the Leicester Urban Area through smaller allocations. The growth directed to the 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 <u>local</u> Highway Authorities (<u>City and County respectively</u>), Highways England <u>and National Highways to</u>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				includes provision for anew primary school on Land South East of Syston.	<u>deliver a Transport Strategy for the area under Policy INF2.We will also work with</u> the two Education Authorities to ensure the provision of the necessary <u>education</u> infrastructure. Our strategy includes provision for anew primary school on Land South East of Syston.	
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> W 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	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					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, 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.d		80	Policy LUA1	Policy LUA1: Leicester Urban Area We will support Leicester Urban Area in its role as the	Policy LUA1: Leicester Urban Area We will support Leicester Urban Area in its role as the central economic, social and	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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 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, including coordination across authority boundaries, in accordance with Policies INF1 and INF2; • improves connectivity and accessibility to Leicester city centre, Birstall and 	<p>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 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</u>, including coordination across authority boundaries, in accordance with Policies INF1 and INF2, <u>and 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>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 or High Leicestershire, in accordance with Policy EV1; protects the predominantly open and undeveloped 	<p><u>to be identified through the Transport Strategy for the North of Leicester area to be prepared under Policy IF2;</u></p> <ul style="list-style-type: none"> improves <u>has a particular focus on improving</u> 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; ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in 	

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 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 E5 and EV6; • 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, 	<p>accordance with Policy EV2;</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 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 Union Canal, Green Wedges and locations which provide connectivity 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Thurmaston Waterfront and the wider community; and</p> <ul style="list-style-type: none"> • contributes to the regeneration of Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal. 	<p>between strategically important habitats, in accordance with Policies EV5 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. 	
MAIN6.e	6.13	82	After 3.42	N/A	<u>The following diagram provides a visual guide to assist with interpretation of</u>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>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>	corresponding information on the Policies Map.
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</u>	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>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>	
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.
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</u> a Local Cycling and Walking Infrastructure Plan for Loughborough that links the	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					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> .	
MAIN6.j		102 and 103	Policy LUC1	<p>Policy LUC1:</p> <p>Loughborough Urban Centre</p> <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 	<p>Policy LUC1:</p> <p>Loughborough Urban Centre</p> <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 	

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 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 	<p>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 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 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 	

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 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 alternative high-quality design solution is needed 	<p>and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, 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 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 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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 - supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane 	<p>through or adjacent to the town;</p> <ul style="list-style-type: none"> • 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 Foundry, in accordance with Policy EV8 including: <ul style="list-style-type: none"> - proposals to reconnect the northern and southern 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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 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 	<p>sections of the Great Central Railway and associated infrastructure;</p> <ul style="list-style-type: none"> - 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, professional services and other town</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>walkable character of Loughborough town centre maintaining the Market Place at its heart;</p> <ul style="list-style-type: none"> • 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 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>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 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<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 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 	<p>Loughborough town 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</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> prioritises sustainable modes of transport. 	<p>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 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. 	
MAIN6.k	6.15	106	After 3.134	N/A	<u>The following diagram provides a visual guide to assist with interpretation of the policy below. It also</u>	To ensure the effectiveness of the policy by clarifying the status of the diagrams and the

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>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 101 and has the same illustrative purpose.</u>	corresponding information on the Policies Map.
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	Policy SUA1: Shepshed Urban Area We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that: <ul style="list-style-type: none"> delivers allocations in accordance with Policy 	Policy SUA1: Shepshed Urban Area We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that: <ul style="list-style-type: none"> delivers allocations in accordance with Policy 	

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 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 	<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 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 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>management, and parking initiatives;</p> <ul style="list-style-type: none"> • improves connectivity and accessibility from Shepshed to Loughborough 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 accordance with Policy EV1; • enhances biodiversity in the strategically important links in the wildlife network 	<p>developments and the District Centre, and</p> <ul style="list-style-type: none"> • 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 <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; 	

Reference	Question	Local Plan Page	Paragraph/Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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;</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, 	<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 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 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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> <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 	<p>contributes to improvements in air quality, in accordance with Policy EV11;</p> <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including: 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>vacant buildings for community and commercial uses; and</p> <ul style="list-style-type: none"> - 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>	<ul style="list-style-type: none"> - 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>We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.n		124	Para 3.205	<p>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 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</p>	<p>meet the increased demands on local GP practices.</p> <p>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 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</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.	<u>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 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.	
MAIN6.o		126	Policy SC1	Policy SC1: Service Centres We will support Service Centres in providing for the	Policy SC1: Service Centres We will support Service Centres in providing for the	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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> <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; 	<p>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> <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 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • 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 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 	<p>with Policy INF1 <u>and INF2</u> including:</p> <ul style="list-style-type: none"> - contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school at Cossington to serve Sileby; - <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> <ul style="list-style-type: none"> • is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres; • protects the predominantly open and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>frequency to a larger urban area;</p> <ul style="list-style-type: none"> • 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 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>undeveloped 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 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>DS4 and which reduces out commuting from Service Centres;</p> <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. 	
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.</p>	<p>Policy OS1: Other Settlements</p> <p>We will support our Other Settlements, to meet their local social and economic</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>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; • 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 	<p>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 and objectives including making effective use of land; • 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</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>a neighbourhood plan or other community led plan;</p> <ul style="list-style-type: none"> • safeguards existing services and facilities; and • contributes to local priorities as identified in neighbourhood plans. 	<p><u>Strategies set out in Policy INF2;</u></p> <ul style="list-style-type: none"> • 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. 	
MAIN6.q	6.26	49	DS3 (HA18)	Add bullet before final bullet	<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 to Loughborough; and</u> 	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
MAIN6.r	6.33	34	DS3 Table in Policy Row HA33	Number of Homes 133	Number of Homes 133 200 <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.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 48 .	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 48 .	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 48 .	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	Before DS3(HA48)	N/A	<u>HA48 Land off Willow Road, Barrow upon Soar</u> <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>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
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.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
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.	<p>...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.</p> <p><i>NOTE: There will be consequential changes to the site diagram relating to this policy.</i></p>	To reflect discussions with the Local Education Authority and site promoters and ensure that the policy is justified and effective.
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; 	<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. 	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
					<u>contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA48;</u>	

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		<u>Development at existing community facilities will be permitted in order to assist in their diversification and improved accessibility</u>	To ensure that the policy is effective.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>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 majority of the community they will serve.</u></p>	
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>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 	To ensure the policy is justified and is consistent with national policy

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN8.c	8.3	203	After 9.11 New text to be added		<p>Charnwood Borough Council;</p> <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 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</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>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 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</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>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 Developer Contributions Policy. Contributions will be sought for the library that will be most affected by a proposed development</u>	
MAIN8.d	8.3	203	Policy INF1	Policy INF1: Infrastructure and Developer Contributions 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	Policy INF1: Infrastructure and Developer Contributions We will work with infrastructure providers, developers and partner organisations to ensure the delivery of new and improved infrastructure* necessary to	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>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 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 	<p>support our development strategy and maintain 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 and support sustainable development; • 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; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>through the pooling of developer contributions where the impacts can only be addressed in a comprehensive way;</p> <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 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>	<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 <u>it is demonstrated that</u> the impacts can only be addressed in a comprehensive way <u>including cumulative and cross boundary impacts</u>; and <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</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>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 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 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/Shepshed, the suburban areas on the edge of Leicester 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: has a close functional relationship and it is appropriate for them to be considered together for the purposes of transport strategy development.
- North of Leicester: 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 Thurstaston 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; the North of Leicester; 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.a			Appendix 3 – Infrastructure Schedule North East of Leicester Sustainable Urban Extension	<i>New Row</i>	<i>See below</i>	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.b			Appendix 3 – Infrastructure Schedule North of Birstall Sustainable Urban Extension	<i>New Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	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	<i>Replace Existing Transport Row</i>	<i>See below</i>	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	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.h			Appendix 3 – Infrastructure Schedule System	<i>Replace Existing Transport Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	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	<i>Replace Existing Transport Row</i>	<i>See below</i>	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.k			Appendix 3 – Infrastructure Schedule Shepshed	<i>Replace Existing Transport Row</i>	<i>See below</i>	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	<i>Replace Existing Transport Row</i>	<i>See below</i>	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	<i>Replace Existing Transport Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.o			Appendix 3 – Infrastructure Schedule Rothley	<i>New Row</i>	<i>See below</i>	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.p			Appendix 3 – Infrastructure Schedule Sibley	<i>Replace Existing Transport Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	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	<i>Replace Existing Transport Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.t			Appendix 3 – Infrastructure Schedule Queniborough	<i>Replace Existing Transport Row</i>	<i>See below</i>	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.u			Appendix 3 – Infrastructure Schedule Rearsby	<i>New Row</i>	<i>See below</i>	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	<i>New Row</i>	<i>See below</i>	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	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport

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 described in more detail below)</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>
MAIN9.c	<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>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</u>	<u>i Improvements to sustainable modes of travel (walking, cycling</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contribution</u>	√	√	√	<u>LUA1</u> <u>CC5</u> <u>INF1</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<u>Package of interventions to be developed through a North of Leicester Transport Strategy comprising:</u>	<p><u>and passenger transport) within the transport strategy area and to/from other key destinations for this area (e.g., Leicester City Centre).</u></p> <p><u>Specific interventions to be determined 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>s/ public funding</u>				<u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>- Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for the North of Leicester area.</u>							
		<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>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including:</u> <u>- A46/A6 The Brantings Interchange</u> <u>- A46/Wanlip Road slip road layout changes</u>						√	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		- <u>A46/A607 Hobby Horse Roundabout</u> - <u>Any additional schemes identified through National 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</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
		<u>the North of Leicester Transport Strategy as described previously</u>							
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 Syston	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
	–package for the broad location of System also 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 contribution s/ 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	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.	£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>Package of interventions to be developed through a Loughborough and Shepshed Transport Strategy comprising:</u>	<p>LO5 / SH1: Loughborough-Shepshed –A512 bus service diversion from 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</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 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 but will potentially include:</u></p> <ul style="list-style-type: none"> <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> <u>- New/improved "cross town" passenger transport connections between Shepshed, Loughborough town</u> 							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>centre and Loughborough Railway Station.</u> <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>- A6004/Beacon Road Roundabout</u> <u>- A6004/Alan Moss Road Roundabout</u> <u>- Epinal Way/Warwick Way Roundabout</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 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>						√	
		<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 comprises a	LO5/SH1: Loughborough-Shepshed – A512 bus service diversion from Shepshed to Loughborough via the hospital, Belton Road (industrial estates);	£281,000 (Same scheme as LO5) £120,000 £1,380,000 £750,000	Essential	S.106 developer contributions / local authority highway funding	√	√	√	SUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	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)	<p>railway station and town centre</p> <p>SH2: A512 Charley Road/Tickow Lane Junction Improvement</p> <p>SH3: Shepshed Loughborough – A512 cycle route upgrade</p> <p>SH4: Nanpantan – Nanpantan Road – New off-road cycle route between Nanpantan and Loughborough</p> <p>SH5: Nanpantan – Nanpantan Road – Increased bus frequencies</p> <p>SH7: Iveshead Road, Shepshed traffic calming</p> <p>SH6/STRAT14: M1 Junction 23 Junction improvements</p> <p><u>Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously</u></p>	<p>£250,000</p> <p>£90,000</p> <p>£1,350,000</p> <p><u>tbc</u></p>		<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.l	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
MAIN9.m	Transport –package comprises sustainable travel	BA1: Footway improvements to the station from key development site(s). BA2: Cycle route improvements to the	£70,000 £1,367,625 £13,000 £50,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway	√	√	√	SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<p>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 Strategy comprising:</u></p>	<p>station from key development site(s) BA4: Cycle parking facilities at station 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 identified through Leicestershire County Council's planned A6 (North)/A6004 Major Road Network (MRN) study.</u></p>			<p>funding <u>public funding</u></p>				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><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></p> <p><u>- A46/A6 Wanlip Interchange (also included in the North of Leicester Urban Area transport strategy described previously).</u></p> <p><u>- A6/A6004 One Ash Roundabout (also included in the Loughborough and Shepshed Transport Strategy area described previously).</u></p> <p><u>- Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.</u></p>					√	√	
		<p><u>iii Supporting interventions on the</u></p>				√	√	√	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>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 schemes are part of the broad location of System for transport modelling purposes.	SY6: Sileby – Footway route improvements to the station from key development site(s). SY7: Sileby – Cycle route improvements to the station from key development site(s). SY9: Sileby – Cycle parking facilities at station. SY10: Sileby – Swan Street Highgate Road	£300,000 £13,000 £13,000 £352,000 £108,000 £15,000 <u>tbc</u>	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
		Ratcliffe Road-The Banks Junction improvement. SY11: Sileby-Ratcliffe Road-traffic calming features between Cemetery Rd and Peashill Close. SY12: Sileby-Brook Street-High Street-Cossington Road-Convert to mini roundabout							
		<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>							
MAIN9.q	<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.r	Transport East Goscote transport scheme is part	SY14: East Goscote-Broome Lane, north of East Goscote-traffic calming	£144,000 <u>tbc</u>	Essential	S.106 developer contributions / <u>public funding</u>	√	√	√	<u>OS4</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
	of the broad location of System for transport modelling purposes.	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>							
MAIN9.s	<u>Transport</u>	<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 location of System for transport modelling purposes.	SY13: Queniborough–Barkby Road traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£180,000 <u>tbc</u>	Essential	S.106 developer contributions / <u>public funding</u>	√	√	√	OS4 <u>LUA1</u> <u>CC5</u> INF1 INF2
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>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.v	Transport	<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	Transport Strategic Transport Projects All projects likely to require a combination of local and national funding from private and public sector including: – S.106 developer contributions – Large Local Majors capital funding – Regional and Pan Regional prioritisation	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 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.	£10,000,00 0 £1,500,000 £15,000,00 0 £4,000,000 £20,000,00 0 £75,000,00 0 £2,725,000 £120,000,00 <u>tbc</u>	A46 Corridor is an investment priority in Midlands Connect Strategy A46 Corridor is an investment priority in Midlands Connect Strategy 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 future RIS programme)</u>		√	√	<u>LUA1</u> <u>LUC1</u> <u>SUA1</u> INF1 INF2 CC5

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<p>–Highways Agency development funding</p> <p>–Road Investment Strategy funding</p> <p>Note that SH6/STRAT14 included under Shepshed in the table above.</p>	<p>STRAT4: M1 Leicester Western Access – Smart Motorway scheme J21-J21a</p> <p>STRAT5: M1 North Leicestershire Extra Capacity – Smart Motorway Scheme J21a-J23</p> <p>STRAT10: M1 Junction 21 – M1/M69/A5460 – Interim Intervention to introduce a fourth lane on the eastbound 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>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 Growth Plan priority 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
		<p><u>- M1 Leicester Western Access (J21 to J21a)</u> <u>- M1 North Leicestershire Extra Capacity (J21a to J23a)</u></p> <p><u>NB – no existing commitment to deliver these schemes, subject to confirmation by Government and National Highways through RIS process.</u></p>							
		<p><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></p>	<u>tbc</u>	<u>Desirable</u>	<u>S.106 developer contributions / public funding</u>		<u>√</u>	<u>√</u>	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>- A50/Markfield Lane (Field Head) Roundabout</u> <u>- M1 Junction 22</u>							