

## **Asfordby Neighbourhood Plan Comments Requested – 22 February 2016**

Leicestershire County Council is supportive of the Neighbourhood plan process and is pleased to be consulted on Asfordby's Neighbourhood Plan.

### **Highways**

#### **General Comments**

The County Council recognises that residents may have concerns about traffic conditions in their local area, which may be exacerbated by increased traffic due to population, economic and development growth.

The County Council's budgets are under severe pressure. It must therefore prioritise where it focuses its limited funds, so that measures deliver the greatest benefit to Leicestershire's residents and road users. Given this, it is likely that any highway measures would need to be funded from third party funding, such as Section 106 (s106) developer contributions.

To be eligible for s106 contributions proposals must fulfil various legal criteria. Measures must also directly mitigate the impact of the development e.g. they should ensure that the development does not make the existing highway conditions any worse. They should not be used to address existing problems.

Where potential s106 measures would require future maintenance, which would be paid for from the County Council's funds, the measures would also need to be assessed against the County Council's other priorities.

With regard to public transport, securing s106 contributions for public transport services will normally focus on larger developments, where there is a more realistic prospect of services being commercially viable once the contributions have stopped i.e. they would be able to operate without being supported from public funding. Those undertaking Neighbourhood Plans should be aware that the current 'conventional' supported bus network is likely to reduce, given the pressures on the County Council's budgets.

Please note the neighbourhood plan has not been checked in detail against the emerging Melton Local Plan or the 6C's Design Guide :

(<http://www.leicestershire.gov.uk/environment-and-planning/planning/the-6cs-design-guide>).

- Policy A11 Site A, Land between Regency Road and Asfordby Bypass along with Policy A12:
  - In order for the CHA to be able to condition speed reducing measures outside the school, the reasons would need to be evidence based e.g. by speed survey results.
  - Access would not be permitted off the A6006 in line with policy IN5 of the 6Cs Design Guide.
- Policy A11 Site B, Land at Whitlock Garages along with Policy A13:
  - The site does not appear to have been considered as an allocation by Melton Borough Council.
  - The CHA would have concerns with removal of existing off street parking facilities if they were removed and not replaced or would increase on-street parking elsewhere. Any reduction in replacement parking spaces compared to the number of existing spaces/garages would need to be justified and provided in accordance with the 6C's Design Guide.
  - While 1 access point is sufficient for a development of this size, the existing access off Whitlock Way appears to be narrow, and is unlikely to comply with the requirements within the 6C's Design Guide. This would mean the new road serving the development would not be adopted in the future. It is more likely a design compliant access road could be created off Charnwood Avenue.
- Policy A11 Site C, Storage & Haulage Depot along with Policy A14 (note this is labelled as policy A15)
  - The site does not appear to have been considered as an allocation by Melton Borough Council.
  - Note any future application for the site which the CHA is asked to comment on would have to be assessed on its own merits. It would not be possible for the CHA to advise refusal to the LPA on the grounds that the site is preferred for housing.
- Policy A11 Site D, Crompton Road/ Melton Road Asfordby Hill along with Policy A15 (note this is labelled as policy A16).
  - The CHA may have concerns with an access off Melton Road. The access would be close to an existing pedestrian crossing, require relocation of a bus stop and also be relatively close to the Crompton Road junction, which could affect visibility splays at both junctions with Melton Road. These issues would need to be resolved. If an access in accordance with the 6Cs Design Guide could be achieved off Crompton Road, this would be preferable to the CHA.
- Land to the west of Station Lane Asfordby
  - Part C – We would support sustainable measures where necessary for development.
- Policy A22 – The CHA would liaise with the developer to provide travel packs and bus passes where it considers these are necessary.
- Policy A23 – It is not clear what measures would be proposed to address parking problems outside the school, however note that resolving parking issues in one area can have a knock on effect at another.
- Policy A26, Holywell Business Park – Note South Street is an unadopted road

- Policy A28, Any future application for the site which the CHA is asked to comment on would have to be assessed on its own merits.

### **Flooding Authority**

No Comments Received

### **Planning**

#### **Developer Contributions**

There is no specific policy on developer contributions within the draft Asfordby NP. Whilst there is a reference to infrastructure on page 36 Policy A23. If new development was to come forward there might be a requirement for developer contributions to mitigate the impacts of new development, particularly on local services and infrastructure. A policy therefore might be prudent to be included within the (draft) Asfordby NP made along similar lines to those examples shown in the Draft North Kilworth NP and the draft Great Glen NP albeit adapted to the circumstances at Asfordby.

#### **Mineral & Waste Planning**

No Comments on the revised version

### **Education**

No Comments Received

### **Property**

No Comments Received

### **Environment**

No Comments Received

### **Communities**

I welcome the consideration of community facilities in the Neighbourhood Plan. It is a positive feature of the Plan that community facilities are recognised and valued and that the Plan seeks to protect and retain existing facilities. Community facilities provide a venue for social, recreational and educational activity and a place where people can meet and access local services. Perhaps support for the independent development of new facilities could be considered along with a policy relating to the protection of Assets of Community Value to support any existing or future designations. Also, in relation to shops, suggest that the statement that Planning applications that ensure that the Local Centre continues to provide a diverse range of Local Centre Uses which appeal to a wide range of age and social groups will be permitted is qualified to clarify that this is subject to acceptability in relation to other planning considerations.

## **Economic Development**

Chapter 8 – Jobs - The Asfordby Neighbourhood Plan's comprehensive and positive assessment of local and more strategic employment opportunities with the plan area is welcomed. The plan appears to strike a good balance between recognising the opportunities of growth for local businesses and residents, while also ensuring any potential localised negative impacts on the community are mitigated against.

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<http://www.leics.gov.uk/index/environment/planning/neighbourhoodplanning.htm>