

MARKET BOSWORTH NEIGHBOURHOOD PLAN

CONSULTATION STATEMENT

September 2014

Produced by:

RCC (Leicestershire & Rutland)



On behalf of:

Market Bosworth Parish Council Neighbourhood Plan Steering Group
Colloquially known as Market Bosworth Neighbourhood Forum



Market Bosworth Parish Council
Market Bosworth Neighbourhood Forum



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SECTION 1: INTRODUCTION

- 1.1 This Consultation Statement has been prepared to fulfil the legal requirements of Part 5, Section 15 of the Neighbourhood Planning (General) Regulations 2012 by:
- (a) *Detailing the persons and bodies who were consulted about the proposed neighbourhood development plan;*
 - (b) *Outlining how these persons and bodies were consulted;*
 - (c) *Providing a summary of the main issues and concerns raised;*
 - (d) *Reviewing how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.*
- 1.2 Throughout the process of producing the Market Bosworth Neighbourhood Development Plan a more in depth consultation process has been undertaken than required within the Neighbourhood Planning (General) Regulations 2012.

The aims of the consultation process were:

- *To ensure that the Market Bosworth Neighbourhood Development Plan was fully informed by the views and priorities of local residents, businesses, and key local stakeholders.*
- *To ensure that detailed consultation took place at all stages of the Neighbourhood Planning process, especially where key priorities needed to be set.*
- *To engage with as broad a cross section of the community as possible, using a variety of events, workshops and communication techniques.*
- *To ensure all consultation results were made publically available in both hard and electronic format, and utilised to inform subsequent stages of the Neighbourhood Planning process.*

- 1.3 Consultation was undertaken by Market Bosworth Parish Council Neighbourhood Plan Steering Group colloquially known as *Market Bosworth Neighbourhood Forum (MBNF)* with independent professional support from RCC (Leicestershire & Rutland).
- 1.4 The members of the Market Bosworth Neighbourhood Forum (MBNF) were present at each consultation event to answer questions, listen to views and report back to subsequent meetings of the Forum.
- 1.5 The programme of consultation completed is detailed in table 1.

Table 1: Programme of consultation completed:

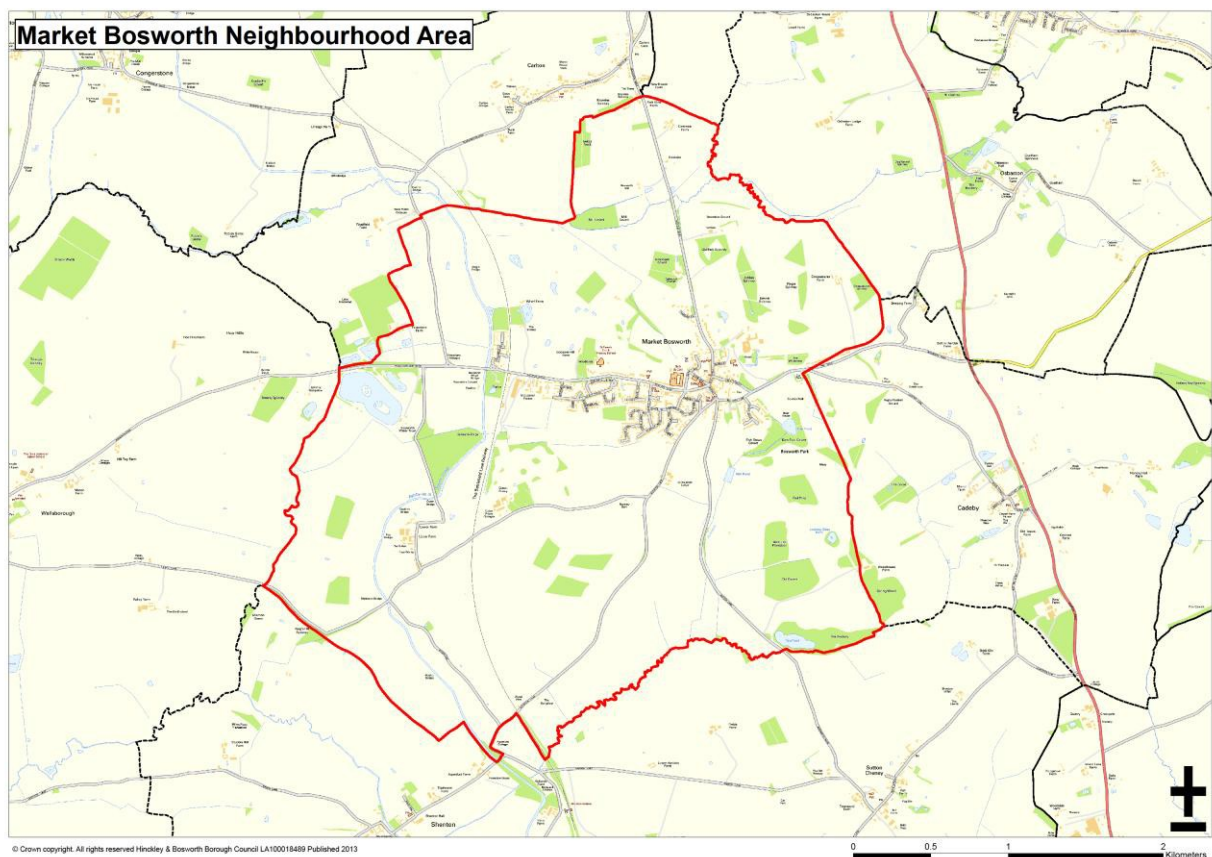
Date	Activity
25 th January 2013	Public Consultation Drop-in Event
14 th March 2013	Stakeholder Consultation Event
21 st June 2013 - 26th September 2013	Youth Consultation
25 th June 2013	Community Engagement Drop-in Event
17 th July - 12 th August 2013	Household Questionnaire Survey
16 th June - 25 th July 2014	Pre-Submission Consultation
5 th July / 8 th July 2014	Pre-Submission Information Events

- 1.6 This Consultation Statement provides an overview of each of the stages of consultation in accordance with Section 15 (2) of Part 5 of the Neighbourhood Planning (General) Regulations 2012.

SECTION 2: NEIGHBOURHOOD AREA

- 2.1 The whole parish of Market Bosworth has been formally designated as a Neighbourhood Area through an application made by Market Bosworth Parish Council on 8th November 2012 under Part 2, Section 5 of the Neighbourhood Planning (General) Regulations 2012. This followed an earlier designation of Market Bosworth Parish Council as a Neighbourhood Planning Frontrunner (second wave) in March 2011.
- 2.2 The Neighbourhood Plan area was officially approved by Hinckley & Bosworth Borough Council on 21st February 2013, following a 6 week period of public consultation as required within Part 2, Section 6 of the Neighbourhood Planning (General) Regulations 2012.
- 2.3 The designated 'Market Bosworth Neighbourhood Area' is illustrated in figure 1 (below).

Figure 1: Map of Market Bosworth Neighbourhood Area



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SECTION 3: PUBLIC CONSULTATION DROP-IN EVENT

3.1 An overview of the events is provided in table 2.

Table 2 – Overview of Public Consultation Drop-in Event:

Date	25 th January 2013
Venue	Parish Hall, Market Bosworth
Facilitator	RCC (Leicestershire & Rutland).
Format	Public Drop-in Event
Publicity	Flyers to all households and displayed on public notice board
Attendance	94

3.2 This was the first public consultation event held as part of the process to develop the Neighbourhood Plan for Market Bosworth. The aims of this meeting were as follows:

- *To inform the community about neighbourhood planning, detail the steps required to produce the plan, and to outline planned consultation.*
- *To identify local issues, priorities and the communities aspirations for the future of Market Bosworth Parish.*

WHO WAS CONSULTED

3.3 The aim of this initial meeting was to engage and consult with as many members of the local community as possible. The meeting was open to all, and was publicised via: Flyers distributed to all households and displayed on public notice board.

3.4 A total of 94 people signed into the event, the majority of who were residents of Market Bosworth, although representatives from neighbouring parishes, local businesses, were also in attendance.

3.5 Attendees were invited to read a display which explained what a Neighbourhood Plan is, what it can and cannot do, and the process involved.

3.6 Attendees were then asked to visit the three display boards entitled '*Like about Market Bosworth*', '*Do not like about Market Bosworth*', and '*Would like to see changed in Market Bosworth*', where they could comment on their three key issues for each area using the post it notes provided.

3.8 Attendees were able to put coloured dots/post it notes on a map of Market Bosworth Parish to comment on proposed/general development.

ISSUES, PRIORITIES AND CONCERNS RAISED

3.7 The following key themes arose from the issues, priorities and concerns raised at the event.

Traffic & Transport:

Do not like:

- *Traffic congestion particularly relating to school traffic and Station Road area*
- *Speeding traffic*
- *Problems with parking in the town*

Like to see changed:

- *Parking provision/restrictions, especially at peak times*
- *School traffic management*

Open Spaces:

Like:

- *Easy access to open countryside*
- *The Country Park*

Biodiversity:

Like:

- *Trees*

Like to see changed:

- *Save wooded areas*

Footpaths & Bridleways:

Do not like:

- *Narrow footpath toward canal*

Like to see changed:

- *Need for a footpath to the Water Park*
- *Wider footpaths particularly down Station Road*

History & Heritage:

Like:

- *Cobbled square*
- *Historical setting of Market Bosworth*

Like to see changed:

- *Protect square*
- *Restore Water Tower and get good use for walled garden*

Facilities and Services:

Like:

- *Good local shops and pubs*
- *Good, diverse facilities and amenities shops, bank, surgery, schools*

Do not like:

- *Pressure on local services*
- *Closing of amenities i.e. evening classes and pub for housing development*

Like to see changed:

- *Few extra shops*
- *Good community hall*

Housing Need:

Do not like:

- *Lack of affordable housing*
- *Building developments that will change the nature of the village*

Like to see changed:

- *Affordable housing for local people*
- *Ensure housing is appropriate for the area*

Employment Business and Economy:

Like to see changed:

- *Employment opportunities*

HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

3.9 All issues, priorities, concerns and comments put forward at the event were collated and presented in the form of a report (see Appendix 1) and used by Market Bosworth Neighbourhood Forum to:

- a) *Inform the development of the overall vision and objectives of the plan.*
- b) *Set key issues and priorities for further exploration.*
- c) *Guide the structure, format, and content of subsequent consultation and engagement.*



SECTION 4: STAKEHOLDER CONSULTATION EVENT

4.1 An overview of the meeting is provided in table 3.

Table 3 – Overview of Stakeholder Consultation Event:

Date	Thursday 14 th March 2013
Venue	Swan House Business Centre, Market Bosworth
Facilitator	RCC (Leicestershire & Rutland)
Format	Presentation & Workshops
Publicity	Invitation
Attendance	42

4.2 The meeting was held in order to:

- *Raise awareness of the Market Bosworth Neighbourhood Development Plan among key local stakeholders and feedback results of initial public drop-in event held in January.*
- *Identify opportunities and constraints related to the future development and delivery of services, facilities and infrastructure within the parish.*
- *Contribute to the core evidence base for the Market Bosworth Neighbourhood Development Plan.*
- *Identify and explore key issues that the Neighbourhood Development Plan will need to consider*
- *Help to inform the ongoing consultation and engagement process required to produce the plan.*

WHO WAS CONSULTED

4.3 The aim of this meeting was to engage and consult with all key stakeholders relevant to the development of the Neighbourhood Plan. Working in liaison with Market Bosworth Neighbourhood Forum, the RCC developed a comprehensive list of stakeholder contacts for consultation and engagement throughout the neighbourhood planning process. All identified stakeholders were officially invited to this meeting.

4.4 A total of 42 people attended the event including representatives from the organisations / departments listed in table 4.

Table 4 – Organisations Represented at the Stakeholder Consultation Event:

Organisation	Department / Role
Bosworth in Bloom	Group member
Edwards & Edwards	Transportation Consultants
Market Bosworth Society	Volunteer
Market Bosworth Parish Council	Parish Council Clerk
Voluntary Action Leicestershire	Volunteering Manager
Market Bosworth Scouts	Volunteer Leader
The Hinckley & Bosworth Tourism Partnership Ltd	Chair
Lampard Butchers	Business owner

Michaelmas House	Business owner
Market Bosworth Young Farmers	Member
Market Bosworth Young Farmers	Member
Swan House Business Centre	Business owner
Friday Club	Volunteer
Ambion Vets	Business owner
Landowner	Owner
Bosworth Festival Committee	Volunteer Member
St. Peters Church	Volunteer Member
Leicestershire County Council	Public Transport
Bloor Homes	Strategic Planning Manager
Flying Spares Ltd	Business owner
Federation of Small Businesses	Member
Dixie Grammar School	Staff
Michaelmas House	Business owner
Girlguiding	District Commissioner
Leicestershire Police	PCSO
Leicestershire County Council	Communities & Places Manager
Swan House Business Centre	Business owner
Carlton Parish Council	Parish Councillor
The Graphic	Business Owner
RCC (Leicestershire & Rutland)	Facilitator
Hinckley & Bosworth Borough Council	Planning Policy Officer

HOW PEOPLE WERE CONSULTED

- 4.5 A short presentation was given by Hinckley & Bosworth Borough Council Planning Officer on the role of the Borough Council in the Neighbourhood Development Planning Process, including an overview of what a plan can and cannot do, along with an outline of the key steps to produce a plan. Market Bosworth Neighbourhood Forum then presented on the background to the project including an outline of the steps taken and work completed to date. Finally the RCC (Leicestershire & Rutland) gave an overview of the wider consultation programme and the key issues to date prior to introducing the Issues and Opportunities workshop.
- 4.6 Hard copies of the presentation and the report from the previous Public Consultation Drop-in Event detailing the issues highlighted were made available for reference along with maps of the Market Bosworth Neighbourhood Area.
- 4.7 **Workshops** – Attendees were split into 3 workshop groups (A-B-C) to complete a facilitated discussion on the key issues and opportunities for consideration within the neighbourhood Plan around the following themes:
- a) *Traffic & Transport*
 - b) *Public Rights of Way*
 - c) *Local Economy*
 - d) *Housing*
 - e) *History & Heritage*
 - f) *Green Spaces & Environment*
 - g) *Facilities & Services*
 - h) *Energy, Water & Communication*

ISSUES, PRIORITIES AND CONCERNS RAISED

4.8 The following key issues arose from the discussion among key stakeholders:

Traffic & Transport:

- *Station Road: safety congestion at school times, poor parking a key component. Secondary access into St. Peters Primary School from Station Road should be considered for new parking provision. Congestion onto Springfield estate. Emergency vehicles can't get through. Congestion outside all schools. Solution: resident's only parking.*
- *We should manage what parking we have better before building on more green spaces.*
- *School drop off traffic clogs town – needs more drop off points, pull-ins etc.*
- *Pupil parking in village centre – impact on village traders. Do we need restricted parking?*
- *Viewed as an 'affluent town' but older people and students need a bus service*

Public Rights of Way:

- *No footpath from Carlton to Bosworth – access essential services in Bosworth*
- *Encourage walking, cycling. Electric bikes, better footpaths.*
- *Narrow pavement on Station Road.*
- *No footpath to water park-dangerous for cyclists, events dangerous with nowhere to walk.*

Local Economy:

- *Employment – expand industrial estate to support economic growth.*
- *Should maintain shops in the centre – not new on outskirts*
- *Industrial estate – no room to expand-support expansion and retention of manufacturing.*
- *Lack of parking, a constraint on retail.*
- *Would like retail to expand.*
- *Would like a policy to restrict re-use of premises e.g. to stop pubs turning to houses.*

Housing:

- *Want a development that thinks of more than just houses e.g. surgery to serve the community.*
- *Not just number of houses, but also type – Bungalow –Starter home*
- *Developers don't like building bungalows. Would community be willing to take more houses than minimum to deliver some bungalows too?*
- *Any development should be on brown field land if/when available*
- *Priorities or future sites should be: Brown fields 1st Visually unobtrusive sites 2nd Smaller sites third rather than 'big blocks' Good access to centre – footpaths, roads etc*

History & Heritage:

- *Areas of historical importance are: The Square and the Country Park including Hall Hotel and walled garden, canal, rail line and station, canal bridges.*
- *Retain the boundary of the conservation area.*
- *Enhance the conservation area.*
- *Review conservation area policies as per list prepared by Bosworth Society.*

Green Spaces & Environment:

- *Can increase size of settlement, but must retain character.*
- *The approaches to Bosworth all view the church, beautiful approach.*
- *Can the access off Park Street be used to access land to create a car park, where they were going to make surgery.*
- *Want development to be designed to avoid worsening flooding in the area.*
- *Market Bosworth = a wooded hillside – need to maintain this special feature*

Facilities & Services:

- *Shortage of allotment supply – 5 years could new sites be allocated e.g. walled garden site (Britannia)?*
- *Doctors at capacity and needing space*
- *Dentist looking at 2nd facility*
- *St Peters hall has got planning for expansion and improvement, but parking an issue, plus hall bookings are full up.*
- *Taking away school hall use due to funding not good, would like something to replace it, plus good parking.*
- *Implications of Market Bosworth High School changing from 11-14 to 11-16 Sept 2014.*

Energy & Water:

- *Solar panels may be helpful as part of sustainability, wind farms not so well liked.*
- *Conservation area and listed buildings not good places for solar.*
- *Concern over wind turbines – undecided on whether like them or not.*
- *Need Severn Trent data on future sewerage capacity*
- *Any industry demands for high water use?*

Communications:

- *Mobile signal, improved broadband-need to understand the current provision.*
- *Internet connection not bad but needs to be faster*
- *Superfast highway standard required including public access points*
- *Wi-Fi network through village?*
- *LCC Cabinet Broadband Papers – what is happening for Market Bosworth?*
- *Are the telecoms companies aware? Approach them to explore options –could write active policy on this.*

HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

4.9 All issues, priorities, concerns and comments raised within each discussion group were collated and presented in the form of a report (see Appendix 1) and were used by Market Bosworth Neighbourhood Forum to:

- Build on information collected at the 'Public Drop-in Event' to further inform the development of the overall vision and objectives of the plan.*
- Further define the key issues and priorities for consideration and further exploration throughout the plan process.*
- Provide a focus for subsequent community consultation and engagement.*
- Help to define the contents and guide the development of the core evidence base required to back up and inform the Neighbourhood Plan.*



SECTION 5: YOUTH CONSULTATION

5.1 An overview of this event is provided in table 6.

Table 6 – Overview of Community Consultation Road Show Event:

Date	21 st June 2013 – 26 th September 2013
Venue	Outreach via schools and youth organisations
Facilitator	RCC (Leicestershire & Rutland)
Format	Youth Questionnaire and Workshops
Publicity	Internally via schools and youth organisations
Participants	158

5.2 This Youth Consultation was undertaken to:

- *Raise awareness of the Market Bosworth Neighbourhood Development Plan among children and young people who reside within the parish and what the plan aims to achieve.*
- *To identify children and young people's local issues, priorities and their aspirations for the future of Market Bosworth Parish.*

WHO WAS CONSULTED

5.3 The aim of this consultation was to engage and consult with as many children and young people in the local community as possible.

5.4 A total of 158 children and young people participated, who were residents of Market Bosworth.

HOW YOUNG PEOPLE WERE CONSULTED

5.5 Working with the local primary school, a series of dates and times were agreed with the Head Teacher in order to engage with pupils in Key Stage 1 & 2 within the school timetable.

5.6 Pupils in Key Stage 1 took part in a small group discussion designed to identify their likes, dislikes and ideas for where they lived.

5.7 Pupils in Key Stage 2 completed a Community Survey Sheet where they could write down their likes, dislikes and ideas for improving the community.

5.8 Working with the local high school, the school council were invited to comment on the content of the proposed Youth Questionnaire and the best way to ensure completion. Following feedback on the questionnaire, a date was then agreed for pupils to complete the Youth Questionnaire, which took place during their morning registration session.

5.9 The Youth Questionnaire asked for their likes and dislikes about the parish and their views on traffic and transport, landscape and buildings, facilities, activities and ideas for improving the parish.

5.10 Working with the local grammar school, a date was agreed for pupils to complete the Youth Questionnaire during their morning registration session.

5.11 Working with the leaders of the local Scout, Guide and Young Farmers groups, the Youth Questionnaire's were distributed amongst their members for completion and return.

ISSUES, PRIORITIES AND CONCERNS RAISED

- 5.12 The following key issues and ideas were identified from the children and young people's consultation.

Key Stage 1 & 2:

Likes:	Dislikes:	Ideas:
<ul style="list-style-type: none"> • <i>Battlefield</i> • <i>Canal</i> • <i>Water Park</i> • <i>Court Yard Candy</i> 	<ul style="list-style-type: none"> • <i>Roundabouts in park</i> • <i>People bullying</i> • <i>Cars going too fast</i> • <i>Robbers</i> • <i>No swimming pool</i> 	<ul style="list-style-type: none"> • <i>Skate Park</i> • <i>More Trees</i> • <i>Climbing Wall</i> • <i>Swimming pool</i> • <i>Toy shop</i>

Youth Questionnaire:

Likes:	Dislikes:
<ul style="list-style-type: none"> • <i>The shops</i> • <i>It is quite</i> • <i>It is friendly</i> • <i>Countryside location</i> • <i>Friendly/good community</i> 	<ul style="list-style-type: none"> • <i>Not a lot of things to do</i> • <i>Equipment at the parks for older children</i> • <i>Traffic, litter and Dog Poo</i> • <i>Shops</i> • <i>Speeding cars</i>

Traffic & Transport:

- 65.4% of the young people consulted, considered badly parked cars and congestion to be an issue within and around the parish and 54.2% were concerned about speeding.

Landscape & Buildings:

- 47% of the young people consulted were unsure as to whether they would like to remain living within the parish when they are older.
- 40% indicated they would like to remain living in Market Bosworth.
- 71% of the young people consulted identified that if new houses were to be built in the parish, the priority should be housing for older people with 33% identifying housing for younger people wanting to leave home.
- 72% of the young people consulted prioritised Shops and businesses as the most important aspects of the parish followed by the surrounding fields and countryside.

Facilities:

- The young people consulted, considered equally that **there are** and that **there are not** enough facilities available for young people within the parish.
- 48.6 % of young people consulted considered the Play Area OK, 25.2% not very good, 15.9% not using it, and 2.8% considering the play area brilliant.

Activities:

- 65% of those consulted, considered that there were enough activities for young people within the parish.
- 72% of young people consulted, identified that the most popular sources of local information for young people within the parish were through the School, followed by Posters and Flyers.

Market Bosworth in the Future:

- The top 5 things that participants thought would improve market Bosworth in the future included

- | |
|--|
| <ul style="list-style-type: none"> • Skate Park • Improving the traffic • More things for young people to do • Swimming pool • Better play area and sports facilities |
|--|

HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

5.13 All issues, priorities, concerns and comments raised through the Youth Consultation were collated and presented in the form of a report (see Appendix 1) and used by Market Bosworth Neighbourhood Forum to:

- a) *Further define the key issues and priorities for consideration and further exploration throughout the plan process.*
- b) *Guide the structure, format, and content of subsequent consultation and engagement.*

Market Bosworth Neighbourhood Development Plan

Youth Questionnaire

✓ Please tick the boxes that match the answers you would like to give.

1 Are you...?

Male Female

2 How old are you?

3 How long have you lived in Market Bosworth?

Less than 1 year 1 – 5 years
 5 – 10 years Over 10 years

4 Do you like living in Market Bosworth?

Yes No

What do you like about living in Market Bosworth?

SECTION 6: COMMUNITY ENGAGEMENT DROP-IN EVENT

6.1 An overview of the event is provided in table 7.

Table 7 – Overview of the Community Engagement Drop-in Event:

Date	25 th June 2013
Venue	Parish Hall, Market Bosworth
Facilitator	RCC (Leicestershire & Rutland).
Format	Public Drop-in Event
Publicity	Postcards delivered to all households, posters displayed on public notice boards, articles on Bosworth Vision website, emails sent to residents via a database developed from previous consultation events
Attendance	140

6.2 This was the second public consultation event held as part of the process to develop the Neighbourhood Plan for Market Bosworth. The aims of this meeting were as follows:

- *To continue engaging with the community by providing feedback on the results from the consultation already undertaken, highlighting the key issues and opportunities emerging.*
- *To enable the community to comment on these findings, to respond to specific questions, prioritise need and to put forward solutions.*

WHO WAS CONSULTED

6.3 The aim of this second meeting was to continue engaging and consulting with as many members of the local community as possible. The meeting was open to all, and was publicised via: postcards, posters, online and via email alerts.

6.4 124 people registered and 16 did not register on attending the event, making a total attendance of 140

6.5 Attendees were provided with an information leaflet outlining the background of the project including: What is a Neighbourhood Development Plan, why produce one, what a plan can and cannot do, what the plan will look at and the NDP Area map.

6.6 Attendees were asked to visit a series of display boards set up around the room, each of which focused on a different topic related to planning and development, displaying information, statistics, and issues raised so far throughout the consultation process and were asked to make comments or answer the questions relevant to each topic using post it notes or to ask questions.

6.7 Attendees were able to view large provisional plans from two developers indicating the location and layout of these sites within the parish. Residents were asked to consider and choose their preferred site, site A or site B

6.8 Attendees were provided with a set of coloured dots and asked to highlight green spaces that they value within the parish (**Green** – 3 sites valued for visual amenity; **Blue** – 3 sites valued for recreational use).

ISSUES, PRIORITIES AND CONCERNS RAISED

6.9 The following important issues and opportunities were noted in priority order from the issues presented, based on previous consultation.

Traffic & Transport:

- *School traffic at peak times:*
- *Car parking*
- *Traffic congestion*
- *Speeding traffic*
- *Public transport*
- *Other Issues and suggestions*

Open Green Spaces:

- *Nutswood Pastures - Silk Hill – Country Park*
- *Heath Road Play Area*
- *Playground in the Park*
- *Parish Field*
- *Trees*
- *Gated Road*
- *Parish Field*
- *Access*
- *Water Park*
- *Golf Course*

Important Green Spaces:

Spaces valued for Leisure and Recreation Top 5	Spaces valued for Visual Amenity Top 5
<ul style="list-style-type: none"> • Market Bosworth Country Park • Silk Hill & Nutswood Pastures • St Peter's School & High School sports fields • Open fields south of Station Road, behind Ind Estate & Heath Road • Sutton Lane (gated road) 	<ul style="list-style-type: none"> • St Peter's School & High School sports fields • Silk Hill & Nutswood Pastures • Open fields south of Station Road, behind Industrial Estate & Heath Road • Market Bosworth Country Park • Open fields north of Station Road /Golf Course

Communications:

- *Improved mobile signal required*
- *Superfast Highway – Broadband*
- *Wi-Fi Network through village*

Footpaths & Bridleways:

- *Improvement and creation of footpaths*
- *Encourage walking, cycling, electric bikes*
- *Improvement of canal paths needed*
- *Cycle route needed linking Bosworth to Sustrans S52*

History & Heritage:

- *Protect the vistas and tranquillity of the Leicestershire Round and associated footpaths. Encourage walkers into the village to use the facilities.*
- *Yes to establishing new footpaths. Conservation area needs protection – it is what gives the town its character. More trees.*

Facilities & Services:

- *Doctors at capacity*
- *Need for a few extra shops*
- *Need for a community hall*
- *Shortage of allotments*
- *Dentist looking at 2nd facility*
- *Skate Park for older children because of building developments.*
- *Area to play for teenagers/Skate Park.*

Housing:

- **Development:**
Which proposal is within the existing village boundary? I prefer proposal by Bloors.
- **Development Sites:**
Gated Road Area very unique and should be preserved. Difficult to develop from Shenton Lane to the Park and also preserve the gated road (Sutton Lane).
- **Affordable Housing:**
More affordable housing for local young people who are forced to move out due to Bosworth House prices.
- **Housing Type:**
More retirement homes and services would be needed near town centre area.

Renewable Energy:

- *Concern over wind turbines and wind farms*
- *Need to work on green energy*
- *Solar panels may be helpful as part of sustainability*
- *Gas supply*

Employment & Business/Economy:

- *Lack of parking a restraint on retail*
- *Industrial estate-no room to expand*
- *Should maintain shops in the centre*
- *Moving Dixie school to the sports field*
- *Would like a policy to restrict re-use of premises*
- *Would like retail to expand*

Sites/plans for development:

Site A	Site B	Neither
36 for Plan A	20 for Plan B	9 against both Plan A & B

HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

6.11 All issues, priorities, concerns and comments put forward at the event were collated and presented in the form of a report (see Appendix 1) and used by Market Bosworth Neighbourhood Forum to:

- a) *Begin the process of mapping and prioritising important buildings, heritage assets, and open spaces to be protected from development.*
- b) *Build on data collected through all the community and stakeholder consultation, and the developing core evidence base to finalise the key issues and topic areas for detailed consultation through the Household Questionnaire Survey.*



SECTION 7: HOUSEHOLD QUESTIONNAIRE SURVEY

7.1 An overview of the Household Questionnaire Survey completed is provided in table 8

Table 8 – Overview of the Household Questionnaire Survey:

Consultation Period	17 th July – 12 th August 2013
Format	Hard Copy / Online
Publicity	Postcards delivered to all households, posters displayed on public notice boards, articles on Bosworth Vision website, emails sent to residents via a database developed from previous consultation events, articles in Graphic and Aspect
Responses	475

7.2 Surveys were circulated to enable all that live, work or do business in the parish to:

- Review local services and facilities and consider existing provision and how effectively it meets local needs
- Consider the value of local green space allocation and identify existing and potential use by the community
- Consider housing and employment development opportunities
- Consider town centre enhancement opportunities
- Review Transport issues particularly traffic congestion, parking and traffic management which were strongly identified as concerns at public meetings
- Consider options for Renewable Energy

All sections included opportunities for respondents to provide open responses as well as the responding to the set closed questions.

WHO WAS CONSULTED

7.3 **Household Questionnaire Survey** – Hard copies of the survey were delivered to all households within the parish. A total of 475 responses were received representing the views of 51% of the 925 households within the parish (source: 2011Census).

HOW WERE PEOPLE CONSULTED

7.4 Working with Market Bosworth Parish Council, the *Market Bosworth Neighbourhood Forum (MBNF)* used the issues, priorities and data gathered through all the previous consultation activity, along with data from the developing core evidence base to design and produce a Questionnaire Survey for circulation to all households and businesses.

7.5 The Questionnaire Survey was available to complete in hard copy, as well as online via the Bosworth Vision website over a 4 week period.

7.6 A total of 3 residents contacted the Parish Council Office for further information to aid the completion of the Questionnaire Survey.

7.7 The data from the questionnaires was independently compiled into a database for analysis by PDC Internet Solutions.

ISSUES, PRIORITIES AND CONCERNS RAISED

7.8 Essential Characteristics of Market Bosworth (Top 5 in priority order):

- *Country Park*
- *Separation from surrounding villages by fields, countryside*
- *Conservation area and its listed buildings*
- *Trees (lining roads, gardens, spinneys etc)*
- *View on approach into Market Bosworth*

7.9 Services and Facilities:

Regular use of services (Top 5 in priority order):

- *Newsagents*
- *Letter & Parcel Post*
- *Post Office*
- *Pharmacy*
- *Grocers*

Regular use of facilities (Top 5 in priority order):

- *Doctor's Surgery*
- *Dental Surgery*
- *Parish / Church Halls*
- *Places of Worship*
- *Clubs & Societies*

Options (Top 5 in priority order):

- *Want pubs protected*
- *Expansion of health services for increasing population*
- *Want high speed broadband*
- *Expansion of health services within settlement area*
- *Support location of telecoms mast*

7.10 Local Green Space Allocation (Top 5 in priority order):

- *Market Bosworth Country Park*
- *Sutton Lane (Gated Road) and fields either side*
- *Memorial Garden & Parish Fields*
- *Public Footpaths*
- *Spinneys and woods*

7.11 Housing and Employment Development Opportunities:

Do you want HBBC or NDP to decide on sites and allocations in Market Bosworth:

- *Market Bosworth Parish Council (NDP Sub-Committee) (89.1%)*
- *Hinckley and Bosworth Borough Council (6.1%)*
- *No opinion expressed (4.8%)*

Housing Development:

- *Support a minimum % of affordable bungalows (64.3%)*

7.12 Town Centre Enhancement:

59.2% would support the Dixie Grammar School moving to a new site if the land were released for town centre parking. However covenants on the use of land determine it can only be used for educational purposes

7.13 **Transport:**


Traffic Issues-Immediate Intervention (Top 5 in priority order):

- *Traffic congestion at schools 'drop-off' and 'pick-up' times*
- *A pedestrian crossing on Station Road in the Market Place near Softley's*
- *Pavements from Station Road (Godson's Hill) to Bosworth Water Trust*
- *Car parking in the town centre*
- *A roundabout at Bull-in-the-Oak at the A447 / B582 intersection*


HOW THE ISSUES, PRIORITIES AND CONCERNS HAVE BEEN CONSIDERED

7.14 All issues, priorities, concerns and comments raised within the Questionnaire Surveys were collated and presented in a report format by PDC internet solutions. The report was utilised by MBNF along with all other consultation data, and the completed core evidence base to:

- Support and inform the preferred site for future development.*
- Map and prioritise important buildings, heritage assets, and open spaces to be protected from development.*
- Develop and justify a series of Neighbourhood Development Plan policy statements focussing on key local issues and priorities.*



Market Bosworth Parish Council
Market Bosworth Neighbourhood Forum



What aspects of living in Market Bosworth do you value the most?


What aspects of our community need our support and protection?

What changes do you want to see?

What needs to be brought in or developed?

MARKET BOSWORTH NEEDS YOUR OPINIONS

Our task is to produce a Neighbourhood Development Plan for the Parish of Market Bosworth (*see map*), to meet the needs of the present without compromising the ability of future generations to meet their own needs. Bosworth Vision aims to maintain and enhance what is good about the area and embrace the positive things that development can bring, helping the entire community share in the improved quality of life it offers.



Please take a few minutes to complete this survey.

Completed surveys with contact details returned by the closing date of 12th August 2013 will be entered into a draw for five £20 cash prizes!

SECTION 8: PRE-SUBMISSION CONSULTATION

8.1 As required under Part 5, Section 14 of the Neighbourhood Planning (General) Regulations 2012, Market Bosworth Neighbourhood Forum (MBNF) completed a 6 week Pre-Submission Consultation on the Draft Neighbourhood Development Plan between 16th June and 25th July 2014.

Within this period (MBNF):

- a) *Publicised the draft neighbourhood development plan to all that live, work, or do business within the parish.*
- b) *Outlined where and when the draft neighbourhood development plan could be inspected, including two public drop-in events with displays on the proposed neighbourhood development plan policies.*
- c) *Detailed how to make representations, and the date by which these should be received.*
- d) *Consulted any statutory consultation body (referred to in Paragraph 1 of Schedule 1 of the Neighbourhood Planning (General) Regulations 2012) whose interests may be affected by the proposals within the draft neighbourhood development plan.*
- e) *Sent a copy of the proposed neighbourhood development plan to the local planning authority.*

8.2 An overview of the Neighbourhood Plan Pre-Submission Consultation is provided in table 9.

Table 9 – Overview of Pre-Submission Consultation:

Consultation Period	16 th June – 25 th July 2014
Format	Hard Copy / Online
Publicity	Letters; E-mails; Posters; Bosworth Vision Website; Press Releases
Responses	53
Public Drop-in Events	5 th July & 8 th July 2014
Attendance	60

WHO WAS CONSULTED

8.3 Market Bosworth Neighbourhood Forum (MBNF) publicised the draft neighbourhood plan to all those that live work, or do business within the parish and provided a variety of mechanisms to both view the plan and to make representations.

8.4 Market Bosworth Neighbourhood Forum (MBNF) formally consulted all statutory consultees identified within Paragraph 1 Schedule 1 of the Neighbourhood Planning (General) Regulations 2012. (Detailed in Appendix 1)

8.5 Representations were received from a total of:

- 39 residents
- 12 public bodies / organisations
- 2 developers

HOW WERE PEOPLE CONSULTED

8.6 Statutory consultees were contacted individually by e-mail and/or letter, sent a direct web link to the draft neighbourhood plan, and invited to make representations via e-mail or by returning a standard written comments form.

- 8.7 The draft neighbourhood plan was published on the Bosworth Vision website during the 6-week period of consultation. Limited supplies of paper copies were also available to view at the Parish Council Office, Market Bosworth Library and at the two public drop-in events held in the Parish Hall. Representations were invited via a standard written comments form available in hard copy from the Parish Council Office, Market Bosworth Library or the public drop-in events held in the Parish Hall.
- 8.8 A total of 60 residents attended the two public exhibitions at Market Bosworth Parish Hall, to display the draft neighbourhood plan, provide an opportunity to discuss proposals with representatives of MBNF, and enable attendees to make representation via standard written comments forms.

ISSUES, PRIORITIES AND CONCERNS RAISED AND HOW THESE HAVE BEEN CONSIDERED

- 8.9 All representations received by RCC (Leicestershire & Rutland) were compiled into an analysis grid listing the comments received under the different sections of the draft neighbourhood development plan.
- 8.10 Members of the MBNF considered all representations received as set out in the analysis grid and formulated responses for each one.
- 8.11 The main issues and concerns of the representations are shown in the following table, together with the responses of MBNF and related amendments to the plan.

SECTION 9: CONCLUSION

- 9.1 The publicity, engagement and consultation completed throughout the production of the Market Bosworth Neighbourhood Plan has been open and transparent, with many opportunities provided for those that live, work, and do business within the Neighbourhood Area to feed into the process, make comment, and to raise issues, priorities and concerns.
- 9.2 All statutory requirements have been met and a significant level of additional consultation, engagement, and research has been completed throughout the Neighbourhood Area.
- 9.3 This Consultation Statement and the supporting consultation reports (detailed in Appendix 3) have been produced to document the consultation and engagement process undertaken and are considered to comply with Part 5, Section 15 of the Neighbourhood Planning (General) Regulations 2012.

Appendix 1: Pre-submission Consultation - Statutory Consultees

Notification providing details of the Pre-submission Market Bosworth Neighbourhood Plan and the Community Consultation was sent to the following statutory consultees:

- Mr Fabian D'Costa, Leicester City Council, New Walk Centre, Welford Place, Leicester, LE1 6ZG
- Mr Lonek Wojtulewicz, Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RA
- Mr David Kiernan, Hinckley and Bosworth Borough Council , Planning Policy, Hinckley and Bosworth Borough Council, The Hub, Rugby Road, Hinckley, Leics, LE10 0FR
- Clerk, Market Bosworth Parish Council, 20A Market Place, Market Bosworth, Nuneaton, Warwickshire, CV13 0LE
- Ms Aoife O'Toole, Highways Agency, The Cube, 199 Wharfside Street, Birmingham, B1 1RN
- Mobile Operators Association, Russell Square House, 10-12 Russell Square, London, WC1B 5EE
- Ms Sophie Comley, Nailstone Parish Council, 88 Sherwood Road, Stoke Golding, Nuneaton, Warwickshire, CV13 6EE
- Mrs Jean Capers, Osbaston Parish Council, 1 Ashby Road, Osbaston Hollow, Nuneaton, Warwickshire, CV13 0HP
- Mr Peter Davies, Severn Trent Water, Hucknall Road, Nottingham, NG5 1FH
- Mrs M Bassett, Sheepy Parish Council, 14 Oakfield Way, Sheepy Magna, Atherstone, CV9 3RZ
- Ofcom, Riverside House, 2a Southwark Bridge Road, London, SE1 9HA
- Mrs C J Evans, Cadeby Parish Council, Barley Mow Cottage, Main Street, Cadeby, Nuneaton, Warwickshire, CV13 0AX
- Mr A Robinson, Sutton Cheney Parish Council, 38 Thirlmere Avenue, St Nicholas Park, Nuneaton, Warwickshire, CV11 6HU
- Cable And Wireless, 61-71 Cornwall Street, Birmingham, B3 2EE
- COLT Technology Services, c/o McNicholas Construction, 117 Bushey Lane, Watford, WD24 7UN
- Fujitsu Telecommunications Europe Ltd, Solihull Parkway, Birmingham Business Park, Birmingham, B37 7YU
- Hutchison 3G UK Ltd, Hutchison House, 5 Hester Road, London, SW11 4AN
- 02, Correspondence Management Team, PO Box 202, Houghton Regis, LU6 9AG
- Mono Consultants Limited, 48 St Vincent Street, Glasgow, G2 5TS
- T-Mobile, Hatfield Business Park, Hatfield, Hertfordshire, AL10 9BW
- Vodaphone Limited, Erlang House, 106 Dalton Avenue, Birchwood Park, Warrington, WA3 6YD
- Ms Amanda Anderson, LLR PCT Cluster, 1st Floor, Fosse House, 6 Smithway, Enderby, LE19 1SX
- Ms Claire Searson, English Heritage, East Midlands Region, 44 Deringate, Northampton, NN1 1UH
- Planning and Biodiversity Advisor - Leicestershire, Natural England, Apex Court, City Link, Nottingham, BG2 4LA
- Environment Agency East Area, Trentside Offices, Scarrington Road, West Bridgford, Nottingham, NG2 5FA
- British Telecom, 200 Charles Street, Leicester, LE1 1BA
- Property Shared Services Centre, British Waterways, Peel's Wharf, Lichfield Street, Fazeley, Tamworth, Staffordshire, B78 3QZ
- Planning and Local Authority Liaison Department, The Coal Authority, 200 Lichfield Lane, Berry Hill, Mansfield, Nottingham, NG18 4RG
- Mr Michael Lambert, Leicestershire Police, St Johns', Enderby, Leicestershire, LE19 2BX
- Mr C J Peat, Carlton Parish Council, Home Farm House, 7 Main Street, Carlton, Nuneaton, Warwickshire, CV13 0BZ
- Market Bosworth Library, Station Road, Market Bosworth, Nuneaton, Warwickshire, CV13 0NP
- Mr Martin Bridgman, Department For Communities And Local Government, Zone 1/J1, Eland House Bressenden Place, London, SW1E 5DU

- Ms Kitt McGrath, Homes And Communities Agency, 5 St Philips Place, Colmore Row, Birmingham, B3 2PN
- Central Networks East PLC, Westwood Way, Westwood Business Park, Coventry, CV48 8LG
- Mrs Sue Timms, County Hall, Glenfield, Leicester, LE3 8RA
- National Grid, C/O AMEC Environment & Infrastructure UK Limited, Gables House, Kenilworth Road, Leamington Spa, CV32 6JX
- Mr Tony Rivero- Senior Town Planner, Network Rail, Network Rail, Floor 1B, George Stephenson House, Toft Green, York, YO1 6JT
- Gerard Adderley, Health and Safety Executive, Hazardous Installations Directorate, Chemicals, Explosives and Microbiological Hazards Division, Major Accidents Risk Assessment Unit, 2.2 Redgrave Court, Merton Road, Bootle, Merseyside, L20 7HS

Notification was also sent to the following community groups, businesses and interested parties:

- West Leicestershire Community First Responders, c/o Mr D Windybank, 23 Spinney Drive, Barlestone, Nuneaton, Warks, CV13 0JQ
- Cadeby Lane Stepping Stones, St Peter's Primary Academy, Station Road, Market Bosworth, Leicestershire, CV13 0NP
- Mr M Harris, The Free Church, Barton Road, Market Bosworth, Leicestershire, CV13 0LQ
- Rev D McClean, The Rectory, Park Street, Market Bosworth, Leicestershire, CV13 0LL
- Our Lady & St Gregory RC Church, Market Bosworth, c/o 7 Melton Street, Earl Shilton, Leicester, Leicestershire, LE9 7FP
- Kyngs Golf and Country Club, Station Road, Market Bosworth, Leicestershire, CV13 0NP
- Battlefield Cycles, Station Road Industrial Estate, Station Road, Market Bosworth, Nuneaton, Warks, CV13 0PE
- Station Garage, Station Road, Market Bosworth, Nuneaton, Warks, CV13 0PE
- Clinton Enterprises Ltd, Unit 3, Station Road Industrial Estate, Station Road, Market Bosworth, Nuneaton, Warks, CV13 0PE
- Pro-Tech CNC Limited, Unit 1-4 Alexander House, Station Road Industrial Estate, Station Road, Market Bosworth, Nuneaton, Warks, CV13 0PE
- JJ Churchill Ltd, Station Road Industrial Estate, Station Road, Market Bosworth, Leicestershire, CV13 0PF
- Fine Art Ceramics Ltd, Station Road Industrial Estate, Station Road, Market Bosworth, Nuneaton, Warks, CV13 0PE
- Reuben Heaton Ltd, Station Road Industrial Estate, Station Road, Market Bosworth, Nuneaton, Warks, CV13 0PE
- St Peter's Primary Academy, Station Road, Market Bosworth, Leicestershire, CV13 0NP
- The Market Bosworth School, Station Road, Market Bosworth, Leicestershire, CV13 0JT
- The Dixie Grammar School, The Market Place, Market Bosworth, Leicestershire, CV13 0LE
- Market Bosworth Sports Club, c/o Mr D Gordon, Treasurer, 1 Sycamore Close, Barton in the Beans, Nuneaton, Warks, CV13 0PT
- St Peter's Church PCC / DCC, c/o Mr S Learoyd, 15 Northumberland Avenue, Market Bosworth, Nuneaton, Warks, CV13 0RJ
- The Bosworth in Bloom Committee, c/o Mr C Hooker, Chairman, 3 Harcourt Spinney, Market Bosworth, Nuneaton, Warks, CV13 0LH
- Market Bosworth Bowling Club, c/o Mr D Pickard, 29 York Close, Market Bosworth, Nuneaton, Warks, CV13 0ND
- The Girl Guides, c/o Mrs S Styche, 3 Chestnut Close, Market Bosworth, Nuneaton, Warks, CV13 0LR
- The Royal British Legion, Market Bosworth Branch, c/o Mr J Ward, Highfield, Cedar Drive, Market Bosworth, Nuneaton, Warks, CV13 0LW
- The Market Bosworth Festival, c/o Mr S Sargent, Chairman, 5 Harcourt Spinney, Market Bosworth, Nuneaton, Warks, CV13 0LH
- Leicestershire Fire and Rescue Service, Market Bosworth Fire Station, c/o Mr S Moore, Fire Station, Station Road, Market Bosworth, Leics, CV13 0LT
- NFU Mutual, A2 – A5 Swan House, Bosworth Hall Estate, The Park, Market Bosworth, Nuneaton, Warks, CV13 0LJ
- Bosworth Dental Practice, York House, 41 Station Road, Market Bosworth, Nuneaton, Warks, CV13 0LT
- Market Bosworth Parish Hall, c/o Mr R Bradford, 1 Northumberland Avenue, Market Bosworth, Nuneaton, Warks, CV13 0RJ
- Market Bosworth Society, c/o Mr P Loseby, Market Bosworth Society, 138 Station Road, Market Bosworth, Nuneaton, Warks, CV13 0NP

- Mr R Jackson, Bosworth Groundcare, 9 Spinney Hill, Market Bosworth, Nuneaton, Warks, CV13 0NU
- Mrs M Murphy, Bosworth Chiropractic Clinic, 20 Pipistrelle Drive, Market Bosworth, Nuneaton, Warks, CV13 0NW
- Mr P Bailiss, Greener Gardens, 4 Lancaster Avenue, Market Bosworth, Nuneaton, Warks, CV13 0LZ
- Mr Ragg, Trafford Knitwear, 35 New Street, Hinckley, Leics, LE10 1QY
- East Midlands Ambulance Service NHS Trust, Trust HQ, 1 Horizon Place, Mellors Way, Nottingham Business Park, Nottingham, NG8 6PY
- Friends and Neighbours, c/o Mrs S Tebbatt, 1 Lancaster Avenue, Market Bosworth, Nuneaton, Warks, CV13 0LZ
- Market Bosworth Gardening Club, c/o Judy Buckell, 13 Spinney Hill, Market Bosworth, Nuneaton, Warks, CV13 0NU
- Market Bosworth Tennis Club, c/o Mrs G Hargreaves, 153 The Park, Market Bosworth, Nuneaton, Warks, CV13 0LP
- Market Bosworth WI, c/o Mrs B Tristram, 2 Pipistrelle Drive, Market Bosworth, Nuneaton, Warks, CV13 0NW
- Market Bosworth Neighbourhood Beat Team, Leicestershire Police HQ, St John's, Enderby, Leicester, LE19 2BX
- Orchard House Care Home, Weston Drive, Market Bosworth, Nuneaton, Warks, CV13 0LY
- Bosworth Court Nursing Home, Station Road, Market Bosworth, Nuneaton, Warks, CV13 0JP
- Bosworth Hall Hotel, The Park, Market Bosworth, Leicestershire, CV13 0LP
- Mr N Hainsworth, Persimmon Homes, Persimmon House, Meridian East, Meridian Business Park, Leicester, LE19 1WZ
- Mr M Whitehead, Bloor Homes, Ashby Road, Measham, Leicestershire, DE12 7JP
- Mr M King, Midlands Rural Housing, Whitwick Business Centre, Stenson Road, Whitwick Business Park, Coalville, LE67 4JP
- Mrs T Chastney, Borough Councillor, The Old Rectory, Sheepy Road, Sibson, Nuneaton, Warks, CV13 6LE
- Mr I Ould, County Councillor, 35 Main Street, Orton on the Hill, Nuneaton, Warks, CV9 3NN
- Mr W Carter, Country Parks Team Leader, Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RA
- Mr M Breakwell, Swan Corporate Ltd, Ground Floor, Swan House Business Centre, Market Bosworth Hall Estate, The Park, Market Bosworth, CV13 0LJ
- Mr S Wegerif, Hinckley & Bosworth Tourism Partnership Ltd, c/o Hinckley Hub, Rugby Road, Hinckley, Leicestershire, LE10 0FR
- Mr P McRobert, General Manager, Bosworth Water Trust, Wellsborough Road, Market Bosworth, Nuneaton, Warks, CV13 6PD
- Market Bosworth Scouts – via Phil Tebbutt NDP Forum member
- Market Bosworth Netball – via Phil Tebbutt NDP Forum member
- Young Farmers – via Sandra Smith NDP Forum member
- Market Bosworth Rugby Club – via John Wastenev NDP Forum member
- Market Bosworth Rotary Club – via John Wastenev NDP Forum member
- Market Bosworth Inner Wheel – via John Wastenev NDP Forum member
- Market Bosworth Beavers, Cubs and Explorers, c/o Mr A Stafford, Group Scout Leader, 174 Station Road, Market Bosworth, Nuneaton, Warks, CV14 0NP
- Market Bosworth Bridge Club, c/o Mr N Brewster, 37 Stanley Road, Market Bosworth, Nuneaton, Warks, CV13 0NB
- Market Bosworth Cancer Research, c/o Mrs V Cheshire, 33 York Close, Market Bosworth, Nuneaton, Warks, CV13 0ND
- Market Bosworth Free Church Youth Activities, c/o Ms N Ridout, 14 Green Lane, Stapleton, Leicestershire, LE9 8JP
- Market Bosworth French Club, c/o Ms C Elliott, 16 Redmoor Close, Market Bosworth, Nuneaton, Warks, CV13 0NZ
- Market Bosworth Friday Club, c/o Mrs T Morrison, 3 Weston Drive, Market Bosworth, Nuneaton, Warks, CV13 0LY
- Market Bosworth Natural History Society, c/o Mrs J Sykes, 30 Peter's Avenue, Newbold Verdon, Leicestershire, LE9 9PR
- Market Bosworth Quilters, c/o Mrs L Chevell, 5 Priory Road, Market Bosworth, Nuneaton, Warks, CV13 0PB
- Market Bosworth Retired Men's Club, c/o Mr P Clarke, 3 York Close, Market Bosworth, Nuneaton, Warks, CV13 0ND
- **Letters were also distributed to all households in the Plan Area and all businesses around the Market Place with the June 2014 edition of The Graphic**

Market Bosworth Neighbourhood Development Plan

Pre-Submission Consultation Results

GENERAL COMMENTS:

General Comments

Total Comments	45
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Comments	Response	Proposed Amendment
Response 1 - I feel the allocated land is the best choice, however, please make sure that it is not over developed. Please remember that people need green spaces too, to enhance their quality of life.	Policy CE1 states that all new development to be in keeping with the identified character area including scale and layout.	Policy BD3 provides a set of design guidelines for the land south of Station Road and Heath Road including building heights, views, density as well as the need for the development to be sensitive and in keeping with its surroundings, the above will ensure that the site is not overdeveloped. Policy BD3 also ensures that the development incorporates public open space and retains access to the existing landscape.
Response 2 - I would support a pavement from the water Trust/Marina to the Roundabout.	Support for a pedestrian way noted	No amendment
Response 3 - There seems to be things missing that were top of people's request's from the Questionnaire. What is in the plan is good and I support it, but it should go further. I would support the addition of policies to cover: 1: Design requirements for new developments to cover style, layouts, materials and house type/mixes. 2: Use of screening and separation of new development at allocation site from existing dwellings, especially industrial buildings. 3: The items in the 'Aspirations' section could be included in policies section. E.g. Footpaths and cycling should be policies and more detailed, we need better paths and cycleway along Station Road all the way	Requirement for a design brief and pedestrian and cycle ways noted and accepted	1 & 2 Requirement for Design Brief guidance to be included in BD3. 3 Aspirational projects 7.1a and 7.1d make provision for additional issues to be addressed in the future. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with

to the Water Trust.		in a future review.
<p>Response 4 - In my view the proposed development site will have the least impact on the overall make up of our village. My concerns are only about this development and the further one close by of 57 houses, so a total of 157 and the: 1. Impact on Schools, Doctors etc. 2. Access to the site. 3. Traffic access onto Station Road. 4. Control over the builders. I guess if we don't agree on this development site, it allows any builder to apply for other sites, which from the research would be totally devastating in maintaining our village look and feel.</p>	<p>Support for site allocation and requirement for design brief noted and accepted.</p> <p>Comments relating to doctors dentists and schools noted. Consultations with the identified stakeholders did not support these concerns</p> <p>Comments 2,3 and 4</p>	<p>1 No amendment</p> <p>2, 3 & 4 New Policy BD3 Design Brief guidance to be included in Examination version of Plan</p> <p>Aspirational projects 7.1a and 7.1d make provision for additional issues to be addressed in the future. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with in a future review.</p>
<p>Response 5 - I am concerned that no mention has been made about the siting of sources of renewable energy. The proposed site allocation document allows for wind turbines to be erected in the Pipistrelle area. Solar arrays can be sited right up to the conservation boundary. I would have thought that the community would have found that unacceptable.</p>	<p>Comments refer to the Borough Council's emerging Site Allocations and Development Management policies DPD and not relevant to the Neighbourhood Plan.</p>	<p>No amendment</p>
<p>Response 6 - It sounds reasonable and acceptable to us. Concerns over town parking and Doctor facilities, it takes 3-4 weeks for a non urgent appointment now!</p>	<p>Support for the Plan noted.</p> <p>Concerns over: Town centre parking noted</p> <p>Doctors waiting times noted but these concerns are outside the scope of this Plan</p>	<p>No amendment</p> <p>Need for improvements are addressed in Aspirational Projects section. Aspirational projects 7.1a and 7.1d make provision for additional issues to be addressed in the future. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with in a future review.</p> <p>No amendment</p>
<p>Response 8 - The Society is concerned that no reference has been made about the</p>	<p>Support for the Plan noted.</p>	<p>No amendment</p>

<p>siting of sources of renewable energy. The HBBC policy would allow solar arrays and wind turbines to be sited on the Conservation Area boundary. We feel that such a policy should be resisted. Overall we feel the plan is sound and achievable. It should assist both developers and planners to arrive at decisions that benefit and are acceptable to the community.</p>	<p>Detailed comments refer to the Borough Council's emerging Site Allocations and Development Management DPD</p>	
<p>Response 9 - I am very disappointed that there is to be an estate built to the South of Station Road especially as I understood that it was more likely to be to the north next to the new golf club. I do realise that the village voted in favour of the southern development and that is why it is your preferred option. I notice that there is a new application to build 64 houses on this northern site dated July 9th 2014. Will this be given permission? I am particularly concerned that I shall experience disruption due to the construction continuing over the next 10 or 12 years. I was told at the Parish Hall presentation that the parish Council cannot impose restrictions on the developers but that the Borough Council can. I hope that every effort will be made by the Parish Council to persuade the Borough Council to ensure that disruption to residents is kept to a minimum. For example limiting the hours during which they can work and bring materials onto the site. In light of my serious reservations about the development I shall obviously vote against the plan in the referendum.</p>	<p>Objection to allocation noted.</p> <p>The planning application for the site north of Station Road is awaiting a decision.</p> <p>The land south of Station Road and Heath Road has been allocated as the result of extensive community consultation. The plan period is for 12 years but the development construction will not be ongoing throughout the entire period. Developers estimate a 2 year build. Consultations with developers to minimise disruption are part of the Parish Council function.</p>	<p>No amendment</p>
<p>Response 11 - The site of the plan in principal is OK as it does not affect the main part of Bosworth-the problem is the amenities in Bosworth itself. Can the Doctors, Dentist and Schools cope with the influx and will the families of Bosworth have priority over incomers for their extended family to be able to buy if they want to. The other point is why are the developers of this site not giving something to the village by way of compensation, like a path down to the Water Park in the end we will have 2 lots of extra traffic through the village from the new estate residence and the Marina. Wellsborough Road will be busier and a path to the Water Park will be essential!</p>	<p>Comments relating to doctors dentists and schools noted. Consultations with the identified stakeholders did not support these concerns.</p> <p>Local connection criteria will apply to affordable homes</p> <p>Support for a pedestrian way noted and accepted No concerns raised by Highways over additional traffic.</p>	<p>No amendment</p> <p>No amendment</p> <p>No amendment: identified in Aspirational Projects Aspirational projects 7.1a and 7.1d make provision for additional issues to be addressed in the future. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with in a future review.</p>
<p>Response 13 - We appreciate all the time and effort that has gone onto this Neighbourhood Development Plan and thank all those on the Forum. It was good to see the results of the questionnaire and to note how they have been incorporated to</p>	<p>Comment noted</p>	<p>No amendment</p>

<p>give the plan structure.</p>		
<p>Response 14 - All comments are general. I do not believe that many residents of Market Bosworth have an appetite for further residential development, but as one local councillor pointed out to me, not many residents of any market towns or villages would. A great deal of the current activity is based on a national government policy identified as urgent mainly in the south east. It has been approved as national policy and therefore the parish needs to take its share of that obligation. This is fair and democratic, but in itself takes no account of local resident's wishes or the current state of the local infrastructure, which in the case of Market Bosworth is already stretched beyond its capacity from time to time. It seems to me that if development on this scale has to happen, the least planners should do is take account of the preference of the current residents and local council. A long term plan is required so that all interested parties can see what the future may hold. In this circumstance I would support the Parish Council, Market Bosworth Neighbourhood Forum and its Draft Neighbourhood Development Plan. This has taken into account interested local resident opinion and thoughts and offers sensible and acceptable solutions not only for the current requirement, but if managed properly, for many years into the future.</p>	<p>Comments noted</p>	<p>No amendment</p>
<p>Response 15 - I feel there must be some consideration shown to the houses that are on the edge of the proposed planning site. For example a good portion of boundary/green land which will act as a buffer between us and the planned houses. There is also the natural spring water which runs between the two planned fields. Maybe there should be a balancing pond, as the fields do get very flooded. They could then use that area as a Conservation Area or similar. As we live at number 81 which is next to an access gateway, we are very concerned as to how that area will be used, as it stands now, it is a neglected area and if it was to be used as traffic access, then we think that Heath Road and Godson's Hill would not be able to cope at all with the increased traffic demands, it is congested at the best of times. In all honesty we don't think Market Bosworth needs any more houses as parking in the town centre is terrible and the public facilities are stretched enough as it is. I have lived in and around Market Bosworth since birth and the changes I've seen over the years are dramatic and any more would ruin the beauty of this lovely town.</p>	<p>The proposed access to the east to connect the development with existing residential properties will be for pedestrians and cyclists only and will not generate additional vehicular traffic to Heath Road / Godsons Hill. Vehicular access will be from Station Road. The Plan addresses The Neighbourhood Plan is obligated to meet the housing requirement stipulated in the local pan. This is one of the basic conditions that a Neighbourhood Plan must meet.</p>	<p>Requirement for a design brief in policy BD3 specifies that the development to the eastern part of the site be sensitive to the existing and adjoining properties and minimize visual impact. The design brief will identify vehicular and pedestrian connectivity to and within the area.</p>
<p>Response 16 - There should be some scope for approving the layout of the preferred site and house styles we must avoid anything like Pippetstrelle Drive or the useless open spaces on Stanley Road and Tudor Close.</p>	<p>Policy CE1 states that all new development to be in keeping with the identified character area including scale and layout.</p>	<p>Requirement for a design brief to be included in policy BD3. Policy BD3 now provides a set of design guidelines for the land south of Station</p>

		Road and Heath Road including building heights, views, density as well as the need for the development to be sensitive and in keeping with its surroundings, the above will ensure that the site is not overdeveloped.
Response 18 - I don't have a problem with the housing, but I do think we are going to get major problems with traffic up and down Station Road. Drivers already ignore the speed limit and turning into or out of Godson Hill Road is very dangerous. I would also bring to your attention the hedge at the lower end of Station Road is very rarely cut, making it difficult to walk on the pavement. We very rarely see anyone picking litter down this end. We also belong to Bosworth and would like to see the same consideration as people who live in the main part of the village. I am totally opposed to the Skate Board Park in the area that is suggested as we are mainly elderly and with the cut through at the bottom of Heath Road we are likely to get many teenagers walking through and causing a nuisance with litter and drinking etc., etc. The most sensible place to put this is in Bosworth Park where there is already a place for children to hang out and there would be no disturbance to residents. I do hope our suggestions are taken into consideration.	Support for site allocation noted, along with request to relocate the Skate Park. Comments on traffic and hedges noted but outside the scope of the Plan.	No amendment
Response 19 - These are joint comments, as my wife has arthritis and has difficulty writing. We wish to point out that further buildings in the area would only add congestion to the town. This also applies to extra traffic on Station Road to and from the town and schools, also at the junction at Godson's Hill and Station Road is already a problem, both entering and exiting due to parking at the junction. As for the BMX/Skate Board Area, surely this could be sited on Bosworth Park and residents would not have to suffer the noise. Whilst on the subject of new residents, there is the problem of more dog owners failing to clear after their dogs, a law that is going unpunished.	Comments noted, along with request to relocate the Skate Park	Requirement for Design Brief guidance to be included in BD3, with particular reference made to access being directly off Station Road
Response 20 - Clearly future development options are somewhat limited in Market Bosworth unless precious green space is to be sacrificed This development plan is, I feel, now configured as a sensitive and pragmatic guide to taking the town in the right direction for its future inhabitants.	Comment noted	No amendment
Response 21 - I feel there must be some consideration shown to the houses that are on the edge of the proposed planning site, for example a good portion of the boundary	Comment noted The proposed access to the east to	Requirement for a design brief to be included in policy BD3 specifies that the

<p>land/green land which will act as a buffer between us and the planned houses. There is also the natural spring water which runs between the two planned fields. Maybe there should be a balancing pond, as the fields do get very flooded. They could then use that area as a Conservation Area or similar. As we live at number 81, which is next to an access gateway, we are very concerned as to how that area will be used. As it stands now, it is a neglected area and if it was to be used as a traffic access, then we think that Heath Road and Godson's Hill would not be able to cope at all with the increase in traffic, it is congested at the best of times. In all honesty we don't think Market Bosworth needs any more houses as parking in the town centre is terrible and the public facilities are stretched enough as it is.</p>	<p>connect the development with existing residential properties will be for pedestrians and cyclists only and will not generate additional vehicular traffic to Heath Road / Godsons Hill. Vehicular access will be from Station Road</p>	<p>development to the eastern part of the site be sensitive to the existing and adjoining properties and minimize visual impact. The design brief will identify vehicular and pedestrian connectivity to and within the area.</p>
<p>Response 22 - I have studied the plans and would confirm my support for the Parish Council and its Market Bosworth Neighbourhood Development Forum along with the Neighbourhood Development Plan. This does seem to have taken into account local residents thoughts and preferences. It offers sensible suggestions which would stand Market Bosworth in good shape for not only today's demands but hopefully for many years to come.</p>	<p>Support for the Plan noted</p>	<p>No amendment</p>
<p>Response 24 - The general facilities in Market Bosworth suit me well, but you do have a lack of single bedroom flats/small bungalows for downsizing. I'm certainly looking for something smaller.</p>	<p>Requirement of Hinckley and Bosworth Local Plan, policies 7, 15 and 16.</p>	<p>Policy BD3 specifies the need to provide a mix of house types and sizes to meet with the housing need of the community and accords with The Hinckley and Bosworth Local Plan.</p>
<p>Response 25 - Strongly disapprove</p>	<p>Comments noted</p>	<p>No amendment</p>
<p>Response 26 - I am concerned that no mention has been made about the siting of sources of renewable energy. The proposed site allocation document allows for wind turbines to be erected in the pipistrille area. Solar arrays can be sited right up to the conservation boundary. I would have thought that the community would have found that unacceptable. Otherwise a job well done. Congratulations.</p>	<p>Comments refer to the Borough Council's emerging Site Allocations and Development Management policies DPD.</p>	<p>No amendment</p>
<p>Response 27 - Carlton Parish Council considers that this plan would be strengthened by more detailed consideration of the following topics, and possibly by the development of additional policies: Sustainable transport - Access to local services from satellite communities, particularly off-road access for walkers and cyclists; access to local services by local residents, particularly the elderly and disabled; improved access between residential areas, the historic core, and the wider countryside; aspirational improvements to sustainable transport networks. -</p>	<p>Comments on sustainable transport and pedestrian links noted.</p> <p>Extensive Public consultation had not identified all of these as being of significant concern. Those that were identified and had support have been</p>	<p>Concerns supported by evidence base identified in Aspirational projects within the Plan</p>

<p>Aspirational off-road link between Heath Road, the Ashby Canal towpath at Bridge 41, and National Cycle Network Route 52 at Coton Bridge, Far Coton. - Aspirational pedestrian/cyclist link between Northumberland Avenue and Shenton Lane. - Open up footpath to provide surfaced and unobstructed access between Shenton Lane and Gated Road. - The issue of access to services in the historic core by pedestrians, and especially by elderly and disabled people. One issue is that some of the footways between the Market Place and residential areas to the West along Station Road and Shenton Lane are very narrow. They are also often obstructed by delivery vehicles in the case of Station Road and are intermittent in the case of Shenton Lane. Given that many elderly people live in the area of Warwick Lane, Southfield Way, Becket Avenue and Station Road it is surprising that a direct pedestrian access between the Market Place and Warwick Lane is closed off with a private locked gate.</p> <p>Biodiversity – This is an area where local knowledge is vital in recognising sites of importance for wildlife and ensuring that the relevant landowners are aware of their significance. The local landscape owes much to the many local landowners who generally operate conservative land management practices and who support country sports. Their contribution should be recognised. It should also be explicitly recognised that any vote in the Plan Area will be numerically dominated by town dwellers, many of whom have little understanding of realities of farming, land management and pest control, yet most of the land is owned and controlled by a much smaller number of rural dwellers.</p> <p>Tourism and Recreational Development – The contribution of livery business to the local economy; the limited extent of existing bridleways; the potential to create new bridleways and link existing routes. –The contribution of walkers and cyclists to the local economy; encouragement of dispersed countryside recreation; creation of new links and circular routes, for example a link between the arboretum and Sutton Lane, a link to the Ashby Canal from footpath S72; no link between footpath S48 and S69 across Barton Road. – Importance of encouraging walking and independent living for older people; creating accessible paths (no stiles) with reasonable surfaces; contribution of Lets Walk Bosworth to fitness and mobility.</p>	<p>addressed in Aspirational Projects.</p> <p>Comments on biodiversity noted. Extensive Public consultation had not identified all of these as being of significant concern, however the Character Areas section 4.3 in the Plan and the Justification and Evidence section 6.1 emphasise the rural context</p> <p>Comments on tourism and recreation noted however extensive Public consultation had not identified all of these as being of significant concern</p>	<p>No amendment</p> <p>Aspirational projects 7.1a and 7.1d make provision for additional issues to be addressed in the future. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with in a future review.</p>
<p>Response 28 - Thank you for consulting English Heritage on the Market Bosworth Neighbourhood Plan. We have reviewed the document and the accompanying SA, and have the following comments to make: Page 3: We welcome the first bullet point which makes reference to maintaining and enhancing the essential character, conservation and heritage of Market Bosworth.</p>	<p>Comments noted</p>	<p>No amendment</p>
<p>Response 29 - The National Planning Policy Framework (NPPF) and the Planning policy Guidance require each local authority to ensure that the local plan is based on adequate up to date and relevant evidence about economic, social and environmental</p>	<p>Comments noted:</p>	<p>It is clear from government guidance (the planning practice guidance) that it is the Governments intention that</p>

<p>characteristics and prospects of the area. In addition the NPPF advises that local planning authorities should ensure their assessment of and strategies for housing, employment and other uses are integrated and they take full account of relevant market and economic signals (e.g. NPPF paragraph 158). Furthermore local planning authorities should have a clear understanding of housing needs of their area underpinned by a Strategic Housing market assessment and Strategic Housing land Availability Assessment to establish realistic assumptions about the land available, suitable and viable to meet the identified need for housing over the plan period. Neighbourhood Plans should be aligned with the up to date objectively assessed strategic needs and priorities of the area and must be in general conformity with the strategic policies of an up to date Local Plan.</p> <p>Paragraph 16 of the NPPF provides that the neighbourhoods should ‘develop plans that support the strategic development needs set out in Local Plans, including policies for housing.... shaping and directing development in their area that is outside the strategic elements of the Local Plan.</p> <p>In our view having regard to the above national policy advice (i) the Local Plan (the Borough Council’s Core Strategy) is not an up to date local plan because it is not based on an up to date objectively assessment of housing need as required by the NPPF and therefore the Market Bosworth Neighbourhood Plan (MBNP) is not aligned with up to date strategic needs and priorities of the area and is therefore not predicated upon strategic policies in an up to date Local Plan; (ii) Given the above in our view the SADMDPD should not proceed to adoption as it is seeking to bring forward development allocations that are not based on up to date objectively assessed strategic needs and priorities of the area (as required by national policy guidance).</p> <p>Strategic allocations, such as housing, are matters for Local Plans with the neighbourhood Plan’s role being to address matters outside those strategic elements; consequently (iii) the MBNP is not in conformity with relevant national planning policy guidance;</p> <p>In addition and consistent with the above representation, given that any document which includes a site allocation policy must be prepared as a Local Development Document (i.e. by a Local Planning Authority) the MBNP should not be taken forward to adoption until the SADMDPD is adopted. The neighbourhood Plan should expressly make this precondition to its adoption clear in the text to avoid any issues arising having regard to the relevant provisions of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. We would ask that the MBNP makes this precondition in the next iteration.</p> <p>Notwithstanding and without prejudice to the above representations the draft Neighbourhood Plan identifies a residual housing requirement of “approximately 42</p>	<p>Comment noted:</p> <p>Comment noted</p>	<p>Neighbourhood Plans are able to allocate for new homes. This is illustrated through the following; Paragraph 001 (ref:41-001-20140306) of the Planning Practice Guidance states: “Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their neighbourhood area. They are able to choose where they want new homes (our emphasis), shops and offices to built....” A basic condition an NDP must meet is to ensure that it stands in general conformity with the strategic policies of the Local Plan. The Core Strategy is one element of this Local Plan and provides the housing policies to which an NDP must be in general conformity. The Market Bosworth NDP as an extension of this Local Plan seeks to provide and allocate for the housing provision established in the Core Strategy and in this regard meets that basic condition and supports the strategic development needs of the area. As identified above it is a requirement of an NDP to be in general conformity with the adopted Core Strategy. There is nothing within the statutory framework to suggest an NDP can not be ‘made’ simply because the Core Strategy may require additional housing provision. The respondents claim that a new assessment for housing need is required prior to the NDP being considered stands contrary to the NPPF’s intention to encourage the development and uptake of Neighbourhood Plans. Reference to not proceeding with the adoption of the Borough Councils Site</p>
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<p>homes" (page 3) which is proposed to be brought forward through draft Policy BD2 (which refers to "sufficient dwellings to meet the shortfall in housing provision...for Market Bosworth". Put simply is not accurate.</p> <p>The emerging Site Allocations and Development Management Plan (SADMDPD), produced by the Borough Council, allocates in draft Policy SA2 land south of Station Road and Heath Road Market Bosworth to provide between 0.5 of a hectare to 1 hectare of additional B1, B2 and B8 employment land and a minimum of 42 dwellings. Proposed Policy BD2 is broadly consistent with emerging Policy SA2 referred to above.</p> <p>Page 3 The figure of "approximately 42 homes" referred to above is based on the false assumption that 57 units granted at Sedgemere will be developed. In fact the Sedgemore permission is not implementable due to a gas main easement which is why no development activity has occurred to date nor is it likely to until such time when a new application for a significantly reduced number is made.</p> <p>The residual housing figure for Market Bosworth is unclear therefore the plan should introduce greater flexibility to its housing provision to ensure the minimum requirement</p>	<p>Comments noted</p>	<p>Allocations and Development Management Policies DPD is not material to this consultation. There is no legal requirement for a Site Allocations document to be adopted before a Neighbourhood Plan is 'made'. Furthermore, once 'made' the NDP will override the non-strategic elements of the Local Plan for the Market Bosworth Neighbourhood Area</p> <p>The NDP ensures that the Core Strategy housing figure for the settlement is accommodated in Market Bosworth as a minimum. The residual housing requirement for Market Bosworth currently stands at a minimum of 42 dwellings. Policy BD2 stipulates the allocation of land for approximately 42 dwellings which will be amended to a minimum to stand in conformity with the Core Strategy and ensure flexibility of provision inline with the requirements of the NPPF. In addition the proposed site allocation area is significantly larger than that required to accommodate the minimum which reflects the understanding of the Forum and community that additional flexibility in housing may be required.</p> <p>Comment based on supposition and developers have met with Parish Council 09/2014 and stated this development will proceed</p> <p>Reference on Page 3 and Policy BD3 to be amended for clarification.</p>
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<p>of 100 homes is met.</p> <p>The plan purports to be flexible "not a rigid blue print" however Policy CE3: Views and Vistas seeks to safeguard untested views and vistas. Policy CE3 serves to close off all avenues that ordinarily permit new evidence to be tested against existing within an objective plan led system.</p> <p>The sole allocation outlined within Policy BD2 is situated adjacent to industrial uses however the plan fails to provide background information on how an access will work or what steps will be employed to prevent residential uses from prejudicing existing uses.</p> <p>The plan lacks flexibility, targeting only the minimum allocation requirement. The Neighbourhood Plan should be positively prepared to ensure both affordable housing deficits and housing waiting list for Market Bosworth (590 homes Oct 2013) are reduced. The introduction of a second allocation to account for shortfalls from the extant permissions would e advantageous.</p> <p>Measured against the NPPF and PPG the Plan is flawed. It doe s not meet the Basic Conditions set out in <u>paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990</u> as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. in that:</p> <p>a) It is not in accord with national policies and guidance issued by the Secretary of State</p> <p>b) Its proposals, particularly Policy BD2, do not explain or justify how they would contribute to the achievement of sustainable development.</p> <p>c) It is not in conformity with up to date strategic Local Plan Policies for the area.</p> <p>d) It is not made clear whether or how the relevant proposals are compatible with relevant EU obligations.</p>	<p>Comments noted. Views and Vistas selected following extensive public consultation.</p> <p>Comments noted.</p> <p>Comments relating to lack of flexibility noted.</p> <p>Comment noted, however sufficient flexibility exists within existing allocation. Community response was for this one site.</p> <p>a - d) Comments noted The Neighbourhood Plan must be in accordance with national policy and guidance to meet one of the basic conditions. How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.</p>	<p>No amendment</p> <p>Policy BD3 addresses these concerns demonstrating vehicular and pedestrian access and implementing buffer zones and mitigation measures to ensure new and existing developments are not compromised Reference on Page 3 and Policy BD1 amended for clarification. No amendment.</p> <p>Each policy in the submitted Plan has been checked to make sure it is in accordance with the Basic Conditions. The document concludes that these have all been met. Some wording improvements have been made from the pre-submission consultation version to further strengthen compliance with basic conditions</p>
<p>Response 30 - My primary concern is affordable housing for young people. I have a daughter who has had to move away as she could not afford to buy in Market Bosworth and a son who lives with me and would like to buy in the town but again cannot afford to do so. This is all moving very slowly and appears to be in conflict with recent 'developers' plans on the north side of Station Road. I understand the latter is subject to appeal Notwithstanding the excellent document that has been put together it seems to be taking forever and there is no guarantee that a developer could be found for the recommended site. Have any potential developers been consulted? Secondly it is not clear if any of the affordable housing will be shared ownership. Have</p>	<p>Comments noted, developer identified for allocated site which will include affordable housing provision.</p> <p>The development of the allocated site will have regard to the relevant policies in the adopted Local Plan in respect of Affordable Housing. The actual nature of the affordable housing provided,</p>	<p>No amendment</p>

<p>any housing associations been consulted?</p>	<p>such as shared ownership, will be subject to further negotiations between the Borough Council, developer and social housing providers. However a Local Connection Criteria is in the Neighbourhood Plan (Pages 40, References Page 44 section 8 item 6)</p>	
<p>Response 31 - I believe the community of Bosworth are resigned to the fact that we have to have further Development under the Government's plans on housing. The preferred location has been identified as the greenbelt land behind the Industrial estate unfortunately there were no actual street plans submitted at the drop in events, therefore it is difficult to comment on the proposals. Our concerns are the type and amount of properties which will be built on this land i.e.: Industrial, Multi-storey or Low-cost properties which would not be in keeping with the surrounding neighbourhood. There was also no defined road into this area marked on the maps, Godsons Hill road would be impossible to use for the amount of traffic envisaged!</p> <p>how will the infrastructure of Market Bosworth cope with the increased pressure from this Development i.e. : Parking, Schools, Doctors, Dentists, Shops etc, there will already be an increase due to the new Marina.</p> <p>The other concern is the appeal lodged against the previous plans for the Station road Development, will there be more housing forced through after other developments are completed? Please let the whole community know that this will affect everyone, not just the resident's local to this Development.</p>	<p>Comments relating to site allocation noted.</p> <p>There is no Greenbelt land within HBBC.</p> <p>Policy CE1 states that all new development to be in keeping with the identified character area including scale and layout.</p> <p>The proposed access to the east to connect the development with existing residential properties will be for pedestrians and cyclists only and will not generate additional vehicular traffic to Heath Road / Godsons Hill. Vehicular access will be from Station Road.</p> <p>Comments relating to doctors dentists and schools noted. Consultations with the identified stakeholders did not support these concerns.</p> <p>Comments noted. The Appeal lodged for development North of Station Road has been withdrawn. If the Neighbourhood Plan is made it will become part of the development Plan for this area. Planning applications should be determined in accordance</p>	<p>Policy BD3 provides a set of design guidelines for the land south of Station Road and Heath Road including building heights, views, density as well as the need for the development to be sensitive and in keeping with its surroundings, the above will ensure that the site is not overdeveloped.</p> <p>An indicative layout has been provided to address concerns regarding layout and traffic movement.</p> <p>No amendment</p> <p>No amendment</p>

	with the development Plan unless material considerations indicate otherwise.	
<p>Response 32 - Aspirations, section 7.1 p.35: I am very concerned about the car parking situation in the town centre. I fully agree that nothing must be done which compromises the conservation area in any way, or the town's landscapes, views and vistas. This means the only realistic option is to create a complete one-way system and use the road outside the row of shops in the Market Place for 'herring bone' parking. I believe it is essential that finance is found to carry this out as soon as possible and that all new parking should be free and limited to a short duration of perhaps 20 minutes. Quality local traders such as the butcher and greengrocer will not survive indefinitely unless motorists are able to pull in for a short period to buy their wares.</p> <p>I agree with all the policies outlined.</p> <p>My wife Jane and I are very grateful to the people who have spent considerable time and effort producing the plan in an attempt to prevent a developers' free-for-all which would destroy the character of Market Bosworth. If the plan is eventually accepted the whole town will be indebted to them.</p>	<p>Comments noted. The Parish Council has started to investigate opportunities for improvements to the one system and possibilities of chevron parking</p> <p>Comments noted.</p>	<p>Aspirational projects include parking and traffic management. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with in a future review.</p> <p>No amendment.</p>
<p>Response 34 - I agree with all the policies presented in the draft. I would like to confirm my view that ALL new housing should be allocated to the land south of Station Road, as per the Neighbourhood Plan and Hinckley and Bosworth Borough Council's own plan. This will also provide for much needed expansion of the industrial estate to allow local firms to expand. There should be no new developments where it will adversely affect the character of the landscape and approach roads to Market Bosworth</p>	Support for Plan noted	No amendment
<p>Response 35 - The plan reflects the wishes of the community which have been expressed over a sustained consultation process. I fully support all policies within the plan, with particular reference to BD2, CE1 and CE3. Particular support for BD2, CE1 and CE3.</p>	Support for Plan noted	No amendment
<p>Response 36 - I feel that the NDP committee have done an excellent job. They have been thorough, professional and impartial. As a stakeholder, due to our ownership of Flying Spares on the Industrial Estate, we have been involved throughout the process and feel that our feelings and ideas, as well as those of the local community have been well represented. The expansion of the industrial estate to the south has our full</p>	Support for Plan noted	No amendment

<p>support as we need to expand and without this expansion we will be forced to move outside Market Bosworth, something which we are not keen to do. Development to the north in front of the golf course we feel to be very short sighted, with a huge negative impact on local residents, local businesses, traffic links and the open countryside aspect of that point of access into the village. As such I am happy to endorse the NDP and wish it and the local Parish every success.</p>		
<p>Response 37 - An overarching objective of the Plan should be that Market Bosworth's infrastructure (e.g. traffic management, digital connectivity, etc) must be reinforced ahead of any development that will increase, or potentially increase, demand on existing services. Developers must commit to improving our infrastructure before being allowed to increase pressure on an infrastructure that is already creaking and not fit for purpose.</p>	<p>Comments noted The Parish Council has started to investigate opportunities for improvements to the one system and possibilities of chevron parking and digital connectivity</p>	<p>Aspirational projects include parking and traffic management and improvements in digital connectivity. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with in a future review.</p>
<p>Response 38 - No comments in relation to background information pages 3-22 The plan does not go far enough to satisfy the needs identified in earlier public consultations. The gaps need to be plugged and the final plan must reflect all the requirements given by the community in strength. The current policies only reflect a small portion of opportunities identified in the feedback from earlier consultations.</p>	<p>Comments noted The comments do not specify which gaps need to be plugged, however more specific concerns have hopefully satisfied these concerns</p>	<p>Policy sections have been review in light of feedback comments and Aspirational projects section reviewed. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be dealt with in a future review.</p>
<p>Response 39 - Generally, a well planned document. I strongly agree that all new development should create a sense of place appropriate to its location, but equally there should be a breathing space/open space between any new development and existing housing, to set each area apart.</p>	<p>Comments noted</p>	<p>Requirement for Design Brief guidance to be included in BD3</p> <p>Policy BD3 specifies that the development to the eastern part of the site be sensitive to the existing and adjoining properties and minimize visual impact.</p> <p>An indicative layout has also been provided</p>
<p>Response 40 - When it comes to renewable energy I agree that more should be done, however it's a very sensitive issue & the distances in the plan that allows a wind turbine to a residential home is far too close. They are noisy eye sores, that OK do a great job, but that job can, & should be, done from a distance. These are our homes & views, so the turbines shouldn't be that close.</p>	<p>Comments refer to the Borough Council's emerging Site Allocations and Development Management policies DPD</p>	<p>No amendment</p>

<p>Response 41 - An opportunity has been missed to include any policies about heritage / the Conservation Area. Members of the NDP forum spent time compiling a Local Heritage Asset List but no policies have been included as to how to treat assets identified on that list despite the fact that public feedback to date has shown clear evidence of people caring about local heritage assets.</p>	<p>Comments noted</p>	<p>Reference in Aspirational projects. Asset List to be included as supporting document.</p>
<p>Response 43 – I have been looking through the neighbourhood plan, I am unable to attend the meeting on 2th June, I am interested to know how it is intended to access the development at the south side of Station Road as there is no mention of this in the plan, just Station Road, it would appear that the only way in is down Heath Road or Godsons Hill which I feel already has enough in the way of cars parked on the pavement, which is made worse by the primary school traffic twice a day. If you could please confirm that the intention is not to take this route?</p>	<p>The proposed access to the east to connect the development with existing residential properties will be for pedestrians and cyclists only and will not generate additional vehicular traffic to Heath Road / Godsons Hill.</p> <p>Vehicular access will be from Station Road.</p>	<p>Requirement for Design Brief guidance to be included in BD3.</p> <p>Policy BD3 specifies that vehicular access to the development will be from Station Road which is illustrated in the indicative layout.</p>
<p>Response 44 – I would just like to voice my opinions regarding the above proposed development by Bloor Homes.</p> <p>Although it would impact on local traffic problems on Station Road, as would any new development, I would like to say that I am in favour of this development and support the Neighbourhood Plan in saying that this site would be preferable to the proposed Charles Church development on the opposite side of Station Road. Any new development is going to increase traffic, but I feel Bloor Homes' plan is far better for Market Bosworth, and I will support these plans.</p>	<p>Support for Plan noted</p>	<p>No amendment</p>
<p>Response 45 - The Highways Agency ('the Agency') welcomes the opportunity to comment on the Market Bosworth Draft Neighbourhood Plan. The Agency understand that the Plan has been prepared in order to ensure that the local population have a stronger influence over the way change and development takes place over the coming years. The Agency notes that the Neighbourhood Plan has been prepared so as to conform to the strategic policies of the Local Plan for the area (Hinckley and Bosworth Core Strategy) and that the Parish has cooperated with the Local Highways Authority in the development of the Neighbourhood Plan. In addition, the Agency welcomes the Parish Council's commitment to reviewing the Neighbourhood Plan on a five year basis to ensure that it remains compliant with both national and local planning policy. Overall, the Agency do not consider that the policies or proposals set out in the</p>	<p>Comments noted</p>	<p>No amendment</p>

<p>Neighbourhood Plan conflict with its role to maintain and safeguard the future operation of the strategic road network whilst acting as a delivery partner to national economic growth.</p>		
<p>Response 46 - The Church has been fortunate to be given land in Market Bosworth, and its overall desire is to share the benefits of that land with the community. Its particular objectives are for the provision of affordable housing and to enhance access to the countryside by extending and linking footpaths and cycle-ways. The Neighbourhood Development Plan has provided the opportunity to start to make a contribution to the town in these respects. The Church is aware of the need for additional housing and employment land in the Borough and acknowledges the fact that land will need to be formally allocated for development. It is realistic in appreciating that its objectives for its land are most likely to be met through the wider plan-making and development process and for this reason welcomes the opportunity to respond to the Pre-Submission Consultation of the Neighbourhood Development Plan. Carter Jonas has been retained by the Church Council to represent its land interests in Market Bosworth, and has advised them of the following issues in relation to the proposed Neighbourhood Development Plan. The Church's representative has reviewed this letter and endorses its submission to you.</p>	<p>Support for Plan noted</p>	<p>No amendment</p>
<p>Response 47 - The Coal Authority is a non-departmental public body which works to protect the public and the environment in coal mining areas. Our statutory role in the planning system is to provide advice about new development in the coalfield areas to ensure that it is built safely and also protect coal resources from unnecessary sterilisation by encouraging their extraction, where practical, prior to the permanent surface development commencing.</p> <p>As you will be aware the Market Bosworth parish area is outside of the defined coalfield and therefore The Coal Authority has no specific comments to make on the Neighbourhood Plan.</p> <p>In the spirit of ensuring efficiency of resources and proportionality it will not be necessary for the Market Bosworth Parish Council to provide The Coal Authority with any future drafts or updates to the emerging Neighbourhood Plan. This letter can be used as evidence for the legal and procedural consultation requirements. The Coal Authority wishes the Parish Council every success with the preparation of the</p>	<p>Comments noted</p>	<p>No amendment</p>

Neighbourhood Plan.		
<p>Response 48 - Thank you for your request to provide a representation on the Market Bosworth Neighbourhood Development Plan consultation document. When consulted on land-use planning matters, the HSE where possible will make representations to ensure that compatible development within the consultation zones of major hazard installations and major accident hazard pipelines (MAHPs) is achieved.</p> <p>The HSE acknowledges that early consultation can be an effective way of alleviating problems due to incompatible development at the later stages of the planning process. We also recognise that there is a requirement to meet the following duties in Local Plans, and that consultation with the HSE may contribute to achieving compliance:</p> <ol style="list-style-type: none"> 1. Paragraph 172 of the National Planning Policy Framework (NPPF) requires that planning policies should be based on up-to-date information on the location of major accident hazards and on the mitigation of the consequences of major accidents. 2. Regulation 10(b) of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires that in local plans and supplementary planning documents, regard be had for the objectives of preventing major accidents and limiting the consequences of such accidents by pursuing those objectives through the controls described in Article 12 of Council Directive 96/82/EC (Seveso II)¹. Regulation 10(c)(i) requires that regard also be had to the need in the long term, to maintain appropriate distances between installations and residential areas, buildings and areas of public use, major transport routes as far as possible and recreational areas. <p>¹ Article 12 provides that the objectives of preventing major accidents and limiting the consequences of such accidents are taken into account in land-use policies, and these objectives should be pursued through controls on the siting of new establishments, modifications to existing establishments, and new developments in the vicinity of existing establishments such as transport links,</p> <p>HSE therefore also gives advice on neighbourhood plans with reference to planning legislation, national planning policy and planning guidance that may in our opinion be relevant to the particular circumstances of the draft neighbourhood plan or order. For example, to help ensure that the making of the plan or order does not breach, and is otherwise compatible with, EU obligations (Planning Practice Guidance - Neighbourhood Planning – Para. 065).</p> <p><u>Scope of Advice:</u> At this early stage the HSE can give a general opinion regarding development</p>	Comments noted	No amendment

compatibility based only on the outline information contained in your plan. This opinion takes no account of any intention to grant, vary, modify, relinquish or revoke hazardous substances consents². Planning authorities are advised to use HSE's *Planning Advice for Developments near Hazardous Installations Information Package* (PADHI+) and the consultation zone library (CZL) to verify any advice given. Further information on PADHI+ and the CZL is available on the HSE website:

PADHI+ cannot be used for developments around nuclear sites, explosives sites or quarries. In these cases you must consult the appropriate HSE directorate for advice. Guidance on consulting the HSE about developments that could encroach on specialised major hazard sites is also available on the website:

Encroachment of Plan Boundaries and Consultations Zones:

The following consultation zones are within the proposed Market Bosworth neighbourhood plan boundary:

i) The inner, middle and outer consultation zones associated with the 4 Feeder Blaby/Alrewas MAHP operated by National Grid Gas PLC (HSE Ref. No: 6913/Transco Index No: 1188)

Compatibility of Development with Consultation Zones

The compatibility issues raised by developing housing and workplaces within the inner, middle and outer zones are summarised below.

Housing Allocations

Inner Zone – Housing is not compatible with development in the inner zone. PADHI+ would normally give an Advise Against decision for such development. The only exception is developments of 1 or 2 dwelling units where there is a minimal increase in people at risk.

Middle Zone – The middle zone is compatible with housing developments up to and including 30 dwelling units and at a density of no more than 40 per hectare.

locations frequented by the public and residential areas where the siting or development is such as to increase the risk or consequences of a major accident. ² Hazardous substances consents are granted by the Hazardous Substances Authority (HSA), which is the planning authority.

The consent process is regulated by the HSA under the Planning (Hazardous Substances) Regulations 1992 (as amended). The HSA must consult the HSE on consent applications. In assessing the application for consent, HSE will produce a map with risk contours (or zones), representing the risk to a hypothetical house resident. Should the HSA grant consent, this map defines the consultation distance within which HSE must be consulted over any relevant future planning applications.

Outer Zone – Housing is compatible with development in the outer zone including

larger developments of more than 30 dwelling units and high-density developments of more than 40 dwelling units per hectare.

Workplace Allocations

Inner Zone – Workplaces (predominantly non-retail) providing for less than 100 occupants in each building *and* less than 3 occupied storeys are compatible with the inner zone. Retail developments with less than 250m² total floor space are compatible with the inner zone.

Note: Workplaces (predominantly non-retail) providing for 100 or more occupants in any building *or* 3 or more occupied storeys in height are compatible with the inner zone where the development is at the major hazard site itself and will be under the control of the site operator.

Middle Zone – The middle zone is compatible with workplaces (predominantly non-retail). Retail developments with total floor space up to 5000m² are compatible with the middle zone.

Outer Zone – Workplaces (predominantly non-retail) are compatible with the outer zone. Workplaces (predominantly non-retail) specifically for people with disabilities (e.g. sheltered workshops) are *only* compatible with the outer zone. Retail developments with more than 5000m² total floor space are compatible with the outer zone. This is a general description of the compatibility for housing and workplaces. Detail of other development types, for example institutional accommodation and education, and their compatibility with consultations zones can be found in the section on *Development Type Tables* (pg.9) of *PADHI - HSE's Land Use Planning Methodology*,

Mixed-Use Allocations

Because of the potential complexity when combination use classes are proposed, advice regarding mixed-use allocations is outside the scope of the general advice that can be given in this representation. Please refer to PADHI+ to determine HSE's advice regarding mixed-use developments.

Verification of Advice using PADHI+

The potential for encroachment is being brought to your attention at an early stage so that you can assess the actual extent of any incompatibility on future developments. Information on the location and extent of the consultation zones associated with major hazard installations and MAHPs can be found on the HSE extranet system along with advice on HSE's land-use planning policy. Lists of all major hazard installations and MAHPs, consultation zone maps for installations, and consultation distances for MAHPs are included to aid planners. All planning authorities should have an

authorised administrator who can access the HSE's *Planning Advice for Developments near Hazardous Installations Information Package* (PADHI+) on the extranet; further information is available on the HSE website. When sufficient information on the location and use class of sites becomes available at the pre-planning stages of your plan, the use of PADHI+ could assist you in making informed planning decisions about development compatibility. We recommend that for speculative testing of advice that the PADHI+ training database is used. This is accessed on the land-use planning extranet services screen.

Identifying Consultation Zones in Neighbourhood Plans

The HSE recommends that where there are major hazard installations and MAHPs within the area of your plan, that you mark the associated consultation zones on a map. This is an effective way to identify the development proposals that could encroach on consultation zones, and the extent of any encroachment that could occur. The proposal maps in site allocation development planning documents may be suitable for presenting this information. We particularly recommend marking the zones associated with any MAHPs, and the HSE advises that you contact the pipeline operator for up-to-date information on pipeline location, as pipelines can be diverted by operators from notified routes. Most incidents involving damage to buried pipelines occur because third parties are not aware of their presence³.

Identifying Compatible Development in Neighbourhood Plans

The guidance in *PADHI - HSE's Land Use Planning Methodology* will allow you to identify compatible development within any consultation zone in the area of your plan. The HSE recommends that you include in your plan an analysis of compatible development type within the consultation zones of major hazard installations and MAHPs based on the general advice contained in the PADHI guidance. The sections on *Development Type Tables* (pg.9) and the *Decision Matrix* (pg.17) are particularly relevant, and contain sufficient information to provide a general assessment of compatible development by use class within the zones.

There are a number of factors that can alter a PADHI+ decision, for example where a development straddles 2 zones. These factors are outside the scope of the general advice in this letter. HSE's final advice on development compatibility can only be determined through use of PADHI+.

Provision of Information to Interested Parties – Pipeline Operators

The pipeline operator referred to will be sent a copy of this representation to make them aware of HSE's preliminary advice on this matter.

If you have any questions about the content of this letter, please contact me at the address given in the letterhead.

<p>Response 49 - Bloor Homes Ltd wish to support the allocation of land under its control south of Station Road, market Bosworth for mixed use development as set out in draft policy BD2 of the draft Neighbourhood Plan. Bloor Homes Ltd are committed to working with the Neighbourhood Forum to bring forward development on the site in a way that meets the needs and aspirations of the local community and local businesses.</p> <p>The land to the south of Station Road is clearly best placed to deliver a comprehensive development that will meet a considerable proportion of the identified development needs of Market Bosworth as set out in the Hinckley and Bosworth Core Strategy, namely in relation to housing, employment, community facilities and open space.</p> <p>Response 52a -</p>	<p>Support for site allocation noted.</p>	<p>No amendment.</p>
<p>A lack of paragraph numbers makes it difficult to provide comments on specific sections. This was highlighted as a requirement through the Heathfield Park Neighbourhood Plan (2014- 2026) paragraph 5.2.2.</p> <p>Having a clear document is considered part of national policy compliance.</p> <p>How is the plan to be updated and monitored in future years, up to the end of the plan period?</p> <p>The Market Bosworth Neighbourhood Area map is not very clear.</p> <p>There is no list of evidence bases utilised to support the plan? Very poor incorporation of consultation findings into the plan, no qualitative findings presented at all.</p> <p>Footnotes – it may be helpful to include footnotes at the bottom of the page when referring to evidence base documents or information sources to signpost the reader</p>	<p>Comments noted</p> <p>Under current legislation there is no provision for modifying a Neighbourhood Plan short of undertaking a replacement Plan and repeating all the statutory stages. The Parish Council will keep under review and monitor the Neighbourhood Plan and if necessary will consider a replacement Plan before the end of the Plan period if appropriate.</p>	<p>Editorial committee addressed comments within the body of the text and revised in examination version</p> <p>The Basic Conditions Statement demonstrates how the MBNDP has regard and relates to national and local policy.</p>

National Grid Infrastructure within Market Bosworth Parish Councils administrative area:	Comments noted	No amendment
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National Grid infrastructure within Market Bosworth Parish Council's administrative area

Electricity Transmission

National Grid has no electricity overhead transmission lines/ underground cables within Market Bosworth Parish Council's administrative area.

Gas Transmission

National Grid has the following gas transmission assets within the administrative area of Market Bosworth Parish Council:

Pipeline	Feeder Detail
1188	4 Feeder Blaby / Alrewas

National Grid has provided information in relation to gas transmission assets via the following internet link:

<http://www.nationalgrid.com/uk/LandandDevelopment/VDDC/GasElectricNW>

National Grid requests that any High Pressure Major Accident Hazard Pipelines (MAHP) are taken into account when site options are developed in more detail. These pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to retain our existing transmission pipelines in situ.

Gas Distribution

National Grid Gas Distribution owns and operates the local gas distribution network in the Market Bosworth Parish Council area. If you require site specific advice relating to our local gas distribution network then information should be sought from:

National Grid Plant Protection
National Grid, Block 1, Floor 2
Brick Kiln Street
Hinckley
LE10 0NA
plantprotection@nationalgrid.com

Specific Comments

Thank you for your letter notifying National Grid of the Market Bosworth Neighbourhood Development Plan consultation.

Having reviewed the document, a high pressure gas pipeline FM04 Blaby- Alrewas runs within close proximity (approximately 120 metres south) of the proposed mixed-use allocation of Land south of Station Road and Heath Road.

National Grid would like to draw attention to the following:

Our underground pipelines are protected by permanent agreements with landowners or have been laid in the public highway under our licence. These grant us legal rights that enable us to achieve efficient and reliable operation, maintenance, repair and refurbishment of our gas transmission network. Hence we require that no permanent structures are built over or under pipelines or within the zone specified in the agreements, materials or soil are not stacked or stored on top of the pipeline route and that unrestricted and safe access to any of our pipeline(s) must be maintained at all times.

Local authorities have a statutory duty to consider applications for development in the vicinity of high pressure (above 7 bar) pipelines and to advise the developer on whether the development should be allowed on safety grounds on rules provided by HSE. This advice is provided by the HSE Planning Advice for Development near to Hazardous Installations (PADHI) process. The relevant HSE guidance can be accessed via the following link: <http://www.hse.gov.uk/landuseplanning/padhi.pdf>

In order to ensure that National Grid's pipelines are protected from uncontrolled development in the vicinity

SECTION SPECIFIC COMMENTS:

1 - Introduction

Total Comments	3
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	Comments	Response	Proposed Amendment
General	3 Response 27 – Para 4 The list of potential benefits might usefully include: improvement of traffic management, and improvement of access to services.	Comments noted	Potential benefits to be expanded accordingly with extra bullet points
	Response 28 - We welcome the final bullet point in the second box which relates to identifying heritage that should not be spoiled by obtrusive development. However, we note that these are not identified anywhere in the plan, nor is there a policy which provides guidance on this (see further comments, below).	Comments noted; all bullet points in second blue box referenced on p6 have been embodied as key principles throughout the document The Neighbourhood Plan has not included a policy specifically addressing Heritage Assets but in consultation with the Borough Council the work carried to identify local heritage assets has yet to be agreed on the Borough Council Local List. This matter may be addressed in a future review of the	No amendment

		Plan when the Local List is finalised.	
	<p>Response 52a – 1.1 Foreword, hird paragraph- refers to regional policy however the regional tier of planning was removed and is no longer relevant.</p> <p>Section 1.3, second box, 2nd Bullet point states the plan will aim to minimise the potential adverse effects of development on - The loss of greenfield land. The NPPF enablese development of greenfield land where the development can be demonstrat 3d its sustainable.</p>	<p>Comment noted</p> <p>Comment noted New Policy CE5 addresses development in the open countryside</p>	<p>Plan wording amended</p> <p>No amendment</p>

2 – Consultation Statement

Total Comments	1	
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	Comments	Response	Proposed Amendment
General	<p>1 Response 27 - Was any special effort made to consult disabled residents, or those living in care homes or old people's bungalows about their needs?</p>	<p>Comment noted The Parish Council made every effort to engage all sections of the local community, for instance every household received a questionnaire and support offered to any individual who required assistance to attend consultation events or with completion of the questionnaire. Oder and disabled residents were represented on the Neighbourhood Forum</p>	<p>No amendment</p>

3 – The Planning Framework

Total Comments	7
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	Comments	Response	Proposed Amendment
General	<p>1 Response 52a – Flow diagram on page 8 – it may just be helpful to provide a timeline alongside the diagram setting out key dates by month at which each of the stages were / are due to be undertaken. It should also possibly include other key stages such as submission and examination.</p>	Comment noted	Diagram amended to show key dates
Paragraph 3.4	<p>1 Response 27 - The position of the boundary of the civil parish of Market Bosworth in the vicinity of The Park is under review, and may have been changed by now. The boundary of the Neighbourhood Plan Area should properly be the parish boundary as it existed on 16th June 2014. If this is not possible, this paragraph should state that the plan boundary is the parish boundary on a specific date, perhaps the date on which the first draft plan was produced.</p>	Comment noted	The Neighbourhood Area definition has been amended in section 3.3a to state that it was the Parish Boundary identified at the time of the designation for the NP i.e. February 2013
Paragraph 3.5	<p>2 Response 27 - Suggest that this section might be headed Hinckley & Bosworth Local Plan 2006-2026. The other documents referred to are all part of this Plan. It would be helpful if the figures were numbered and/or had captions. It would also be helpful if the figures were numbered and/or had captions. It would also be helpful to have a figure intermediate in scale between those on page 9 and page 10 to illustrate the spatial relationship between the Rural centre of Market Bosworth and the surrounding villages and hamlets which would be expected to access these services. It would also be useful to know the population of the rural area served by the Rural centre.</p>	<p>Comments noted</p> <p>Comments noted This was an individual response with no evidence from other consultees and whilst of interest was not deemed to be of significant importance to</p>	<p>Plan amended to follow convention</p> <p>No amendment</p>
	<p>Response 52a – Minor point but delete 'Pre-submission' to only make reference to the document title not the stage at which it is at as this is referred to later.</p>	Comment noted	Amended in examination version

<p>Paragraph 3.6</p>	<p>3 Response 10 - Market Bosworth and the National Policy Framework - say that it is looking 'to achieve the right balance between sustainability and growth to ensure development makes a positive contribution to our lives but a lasting legacy for our children' How can this be so when the proposal to develop and build homes on the proposed site that lies south of Station Road and Heath Road can only add further congestion to one of the main roads into the town. Traffic flow on Station Road is already too high largely attributed to the high number of school children being dropped and/or collected by parents and family members. The legacy you are proposing for our children is for more health problems related to carbon absorption and risks from speeding motorists as they travel up and down Station Road. The same section goes onto say that protecting the environment and using natural resources prudently are yet more ambitions of the plan. What evidence can you demonstrate in the plan that you have considered the positive benefits of the open countryside that borders the existing homes on the south side of Heath Road.</p>	<p>The Neighbourhood Plan is obligated to meet the housing requirement specified in the adopted Local Plan and has gone through a process to allocate the most suitable site. The Plan and allocation are sustainable due to the balance of benefits to be provided such as development of the industrial estate to facilitate employment opportunities and new community facilities (eg: allotments, interconnected open green spaces). The landowner has stated a requirement that development of the site shall 'benefit the community'. Plan Appendix A2 compares the sites to the North and South of Station Road and the opportunities each offers to fulfil the requirements for sustainable development in a key rural centre.</p>	<p>Appendix A2 included in Examination version.</p>
	<p>Response 39 - The plan identifies three arms of sustainability. With regard to mitigating climate change, it should state that the Plan would not favour the positioning of any proposed wind turbines within at least one mile from any housing development.</p>	<p>A Neighbourhood Plan can only address local development needs and not wider strategic proposals such as wind farms. Policies to introduce minimum separation distances are not therefore appropriate within this Neighbourhood Plan.</p>	<p>No amendment</p>
	<p>Response 52a – Reference is made to achieving the right balance between sustainability and growth”, for clarity would suggest using the words sustainable growth (“to achieve sustainable growth”) which more accurately reflects what is said in the next paragraph.</p>	<p>Comment noted Editorial group considered the changing in words but felt the existing phrase underpinned the overall vision of the Plan process</p>	<p>No amendment</p>

4 – Market Bosworth-The Context

Total Comments	28
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	Comments	Response	Proposed Amendment
Page 11	2 <u>Response 27</u> - “ The town encompasses historic buildings; a Roman villa-style structure, Bosworth Hall which dates from 1670’s and St Peter’s Church.” This is not correct and gives the impression that the Roman villa is a building which can be visited. In fact it is an ancient monument and buried in a private garden. Maybe the abundant gentrified medieval timber buildings might be mentioned instead.	Comment noted	Amended in the Examination Version of Plan
	<u>Response 28</u> - We welcome the recognition within the plan of the history of Market Bosworth. The plan area contains a number of heritage assets designated for their national importance, including listed buildings, two conservation areas, and a scheduled monument. There are also a number of other non-designated heritage assets within the plan area, including buildings of local interest and archaeological remains and landscape features, such as former canals and railway lines (the Battlefield Railway corridor) and parkland. You may wish to give consideration to amending the text here in terms of setting out specific statistic on the historic environment resource which exists in the plan area today.	Comment noted	Will include Local Heritage Asset List as supporting document
Page 12	3 <u>Response 10</u> - Overview of the current position – 72% of the working population commute to work. I would suggest the greatest majority of these commute through the town to link with the A447 at Bull-in-the-Oak crossroads. Additional homes south of Station Road can only contribute to what is already a congested route.	The proposed site to the south of Station Road includes residential and employment uses promoting sustainable transport options i.e. walk / cycle to work. Providing local employment opportunities may reduce the need to commute. Traffic congestion at peak times is identified as an aspirational project (see 7.1c of the Plan).	No amendment.

	Response 27 - Might also mention sheltered housing, old people's bungalows and residential care homes.	Comment noted	No amendment
	Response 28 - We welcome the inclusion of character areas within the plan. We consider that these are a useful tool in terms of 'drilling down' into key issues for an area.	Comment noted	No amendment
Page 13	6 Response 5 - The boundary between character E & G has not reflected the extension of the Conservation Area through the Country Park.	The Character Areas reflect the particular characteristics and styles of the particular locality and do not totally reflect designated areas such as the Conservation Area.	No amendment
	Response 8 - Page 13 Map: The boundary between character area E & G The Conservation Area (Character Area E) was extended on the approval of the HBBC Planning Committee on 27th May 2014. 'Area E' now includes that part of 'Area G' that lies to the north of a line drawn from the point where the jitty from Sycamore Way enters the Country Park. The line runs parallel with the highway to the point where it intersects with the parish Boundary south of the car park and toilet complex.	The Character Areas reflect the particular characteristics and styles of the particular locality and do not totally reflect designated areas such as the Conservation Area.	No amendment
	Response 26 - Page13 (Map): The boundary between character E & G has not reflected the extension of the Conservation Area through the Country Park.	The Character Areas reflect the particular characteristics and styles of the particular locality and do not totally reflect designated areas such as the Conservation Area.	No amendment

	<p>Response 39 - Any views or vistas were notably absent on the south side of Station Road where housing is proposed to be sited. Equally good views, well loved by nearby residents, particularly for dog walkers. These fields on the south side of Station Road have been used for arable crops for as long as I can remember - doesn't sit very well with the last paragraph on page 9.</p>	<p>Protecting views and vistas from all points of the compass would inhibit sustainable development. Identified on the map on Page 23 is a view of Market Bosworth from the West and 2 from each of the North, North-West, East, and South. There are 2 vistas towards the far horizon in the direction of the North and one each towards the South, South-West, East and North-West.</p> <p>The Plan has only sought to protect the most important / valued views and vistas in the Plan Area. Whilst there are other views of note, to protect every single one would have diluted the concept.</p>	<p>No amendment</p>
<p>Page 14</p>	<p>2 Response 27 – The narrow boats can be used anywhere, not just on the Ashby Canal. It is not necessary to say that Kyngs Golf Course spans the parish boundary as this is clear from the map. Land uses in the area also include grazing land with standard trees. Suggest addition to first list of: -The Ashby Canal, Battlefield Line and NCN Route 52 comprise a recreational and green infrastructure corridor linking Hinckley and Nuneaton to the National Forest. -An excellent network of footpaths links the historic core area to the surrounding countryside and is important for dispersed countryside recreation and exercise.</p>	<p>Plan amended to include Ashby Canal and Battlefield in Character Area A</p>	<p>Revised in Examination version</p>
	<p>Response 28 – References within the text of character area A would be better phrased as 'heritage-based leisure opportunities' You may wish to make reference to the listed building status of Dixie Grammar School within the text.</p>	<p>Insufficient responses in support of changing wording in respect of Character area A. Listed buildings and assets have been reviewed with additions to local listing identified to Hinckley and Bosworth Borough Council</p>	<p>No amendment</p>

Page 15	<p>2 Response 27 - The layout, massing and external detailing of the residential development is intended to reflect that of converted canal warehousing. The character of the industrial estate includes obtrusive security fencing.</p>	<p>The policy provisions in the Neighbourhood Plan should protect against obtrusive development and ensure a satisfactory layout and attractive form.</p> <p>Policies CE1 and BD3 require new development to retain local distinctiveness, including scale, layout and materials to ensure design quality.</p>	No amendment
	<p>Response 52a – Character Area B under Industrial, identifies a ‘mix of single and two storey buildings’. It is considered more accurate to states ‘a mix of single and two storey commercial/industrial buildings’.</p>	Comments noted	Plan amended to include wording suggested
Page 16	<p>1 Response 28 – We welcome the recognition in character area E to heritage assets.</p>	Comment noted	No amendment
Page17	<p>1 Response 27 - Suggest addition of: presence of adjacent woodlands and significant numbers of mature trees within the built up area. Jities provide important pedestrian links between different residential areas, green spaces and play areas.</p>	Comments noted with particular reference to mature trees. In respect of the comment on jitties- it is a statement of fact	The protection of trees is now covered in amended Policy CE4

<p>Page 18</p>	<p>5 Response 5 - Requires a sentence detailing the extension of the Conservation Area.</p>	<p>A Neighbourhood Development Plan cannot amend the boundary of a Conservation Area. A map of the Conservation. There are also no specific policies that apply to the Conservation Area. It is therefore not deemed appropriate to include a map showing the boundary of the Conservation Area and any extension.</p> <p>Examination Plan page 17 references Character Area E: Conservation Area.</p> <p>A full description and definition of the character of the Conservation Area is provided in the following documents:</p> <ul style="list-style-type: none"> • The Market Bosworth Conservation Area Appraisal and Management Plan (2006) • The Market Bosworth Society, Market Bosworth Conservation Area Character Appraisal (2006, 2014) • An Appraisal of the Character of the Approaches to the Market Bosworth Conservation Area, Market Bosworth Society (Nov.2013) 	<p>No amendment</p>
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	<p>Response 8 - Page 18: Should also include a corridor approximately 100 metres wide running through the Country Park parallel with the highway.</p>	<p>It is not deemed appropriate to include a corridor along the lines suggested. The Character Areas are descriptive of the locality and not formal designations. Examination Plan page 17 references Character Area E: Conservation Area. A full description and definition of the character of the Conservation Area is provided in the following documents:</p> <ul style="list-style-type: none"> • The Market Bosworth Conservation Area Appraisal and Management Plan (2006) • The Market Bosworth Society, Market Bosworth Conservation Area Character Appraisal (2006, 2014) • An Appraisal of the Character of the Approaches to the Market Bosworth Conservation Area, Market Bosworth Society (Nov.2013) 	<p>No amendment</p>
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	<p>Response 26 - Page 18: Requires a sentence detailing the extension of the Conservation Area.</p>	<p>A Neighbourhood Development Plan cannot amend the boundary of a Conservation Area. A map of the Conservation. There are also no specific policies that apply to the Conservation Area. It is therefore not deemed appropriate to include a map showing the boundary of the Conservation Area and any extension.</p> <p>A full description and definition of the character of the Conservation Area is provided in the following documents:</p> <ul style="list-style-type: none"> • The Market Bosworth Conservation Area Appraisal and Management Plan (2006) • The Market Bosworth Society, Market Bosworth Conservation Area Character Appraisal (2006, 2014) • An Appraisal of the Character of the Approaches to the Market Bosworth Conservation Area, Market Bosworth Society (Nov.2013) 	<p>No amendment</p>
	<p>Response 27 - Additional documents: -Market Bosworth Conservation Area leaflet, HBBC, 2007 -Market Bosworth Town Trail. Market Bosworth Society, 2009 -Market Bosworth Conservation Area Appraisal and Management Plan, HBBC, 2014</p>	<p>The group were mindful of these documents when gathering evidence. However the Neighbourhood Plan does not include specific policies on these matters, so has not included them as supporting documents. They are adequately dealt with through the policy provisions of the NPPF and adopted Local Plan.</p>	<p>Referenced documents will be made available separately .</p>

	Response 28 – We welcome recognition of ancient parkland which forms part of the setting of the Grade 11* listed Bosworth Hall. We consider that reference should be made within Character Area F to the scheduled monument within the parkland.	The plan does not address scheduled monuments. It is felt these are adequately covered by the policy provisions of the National Planning Policy Framework and adopted Local Plan, and the Neighbourhood Plan has nothing further to add	No amendment
Page 19	3 Response 10 – The Context – Character Area G Why is it the area marked as the proposed site on the south side of Heath Road not judged to be on a par with area G on the plan? It has a public footpath and is widely used by dog-walkers. The area marked G is merely grassland and access to the public is restricted as it is private land.	Comment noted. G is the Country Park and not comparable with the land south of Heath Road	No amendment
	Response 27 - The area measure of Ha is used here for the first time. For consistency, Ha should be used for all other area measurements.	Comment noted	To be revised in Examination version
	Response 28 – Character area G covers the Country park. We consider that reference should also be made here to this area as the former parkland to Bosworth Hall and its historic interest.	Comment noted. Character areas are indicative and not precise	No amendment

<p>Page 20</p>	<p>3 Response 10 - Development needs – the plan talks about transport, congestion and ‘clutter’ Further development can only add pressure to this.</p> <p>Countryside- there are clear health benefits from having open countryside adjacent to the settlement area.</p> <p>The plan talks about the essential character of Market Bosworth but in my opinion there is no willingness to disrupt anything within the centre of the town. Residents are quite happy to see development elsewhere adopting ‘not in my back yard’ position.</p>	<p>See Neighbourhood Plan, Section 7 Aspirational Projects item 7.1c.</p> <p>Comment noted</p> <p>Preferred site allocation is based on extensive local consultation. Analysis of the questionnaire responses gives no support for large scale housing development in the centre of the town or on the ‘green fingers’. As a basic condition the Neighbourhood Plan is required to conform to the strategic policies in the adopted Local Plan and meet the identified housing need. It has also been mindful of the emerging Site Allocation DPD and liaised with the Borough Council to ensure consistency. When assessing potential sites for development to meet the identified need the group has sought to find the best possible location to minimise the impact on the town including the centre. The allocated site is supported by the local community.</p>	<p>No amendment</p> <p>No amendment</p>
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	<p>Response 27 - One key driver in the pressure for more residential development is the desire of relatively wealthy people to live in the countryside and commute to work in urban areas. This demand for large homes is skewing the housing market, by encouraging the building of large houses and the enlargement of smaller houses and bungalows and generally pushing up prices. The community needs more starter homes and retirement bungalows if it is to remained balanced.</p> <p>Under transport might consider adding access to services for disabled people – thinking here of better pavements and off road routes to enable the less able and those using buggies to access the retail core.</p> <p>The list is a bit muddled because it should identify issues and not state policies. For example tourism is a development issue, but it is inappropriate to apply to use the word 'encourage'; the countryside is not a development issue, but conserving it in the face of the other pressures is.</p>	<p>Policy BD3 specifies the need to provide a mix of house types and sizes to meet with the housing need of the community and accords with Hinckley and Bosworth Borough Council Local Plan Policies 7, 15 and 16.</p> <p>Examples of aspirational projects generated through extensive public consultation are provided in Section 7 of the Plan. The response regarding improved disabled access to the retail core has been noted and the Parish Council may consider improving access to services for disabled people in the future. However this issue do not emerge as a priority in the community consultation activities and probably falls outside the scope of a Neighbourhood Development Plan (which must address matters that relate to development and use of land).</p> <p>The evidence gathering undertaken as part of the preparation of the plan indicated that tourism provides economic benefits to the town and thereby ought to be encouraged. However the group were mindful that the very things that people come to enjoy need to be adequately protected as well and sustained for the benefit of future generations. For example amended Policy CE5 seeks to protect the landscape quality of the surrounding open countryside.</p>	<p>Such matters have been addressed as part of the Design Brief described in Policy BD3.</p> <p>Policies have been amended for greater clarity</p>
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	<p>Response 46 - Your consultation document refers to specific development needs (section 4.4) which we comment upon as follows:</p> <p>Transport – the development of this site in particular would facilitate the enhancement of pedestrian and cycle safety in the vicinity by providing opportunities within its layout for routes that could be linked to existing footpaths and cycle-ways, creating longer linkages that would negate the necessity to use roads. The Church is keen to see Open Space organised so as to preserve and enhance corridors, through and beyond the site;</p> <p>Housing – new housing development in Market Bosworth can address local need and downsizing. The Church’s objective for affordable housing is an important element of the site’s development, addressing the stated need in both the “affordable” and market sectors;</p> <p>Business and employment – this site in particular would facilitate the expansion of adjacent employment uses through the development of its layout at the planning application stage;</p> <p>Tourism – development of the site would add to the population that would provide footfall for the local tourism activities, thereby sustaining their retention and growth;</p> <p>Infrastructure – development of the site would create or contribute to a “critical mass” of population that would enhance the attractiveness to service providers of increased viability for their investment;</p> <p>Countryside – as stated above, development of this site in particular would retain the acknowledged open areas and vistas that set the scene for the town’s rural character</p> <p>Consequently, the development of the land to the south of Station Road could meet your Vision as set out at section 5.1 of the consultation document. It is therefore proposed that the development of this site would be an appropriate Preferred Site that is sought in the first of the Aims at section 5.2, and that the site’s development could either achieve the other stated aims in a positive way, or not undermine them.</p>	Support noted	No amendments
	Comments noted	No amendments	
	Comments noted	No amendments	
	Comments noted	No amendment	
	Comments noted	No amendment	
	Support noted	No amendment	

5 – The Plan-Vision, Aims and Objectives

Total Comments	7
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	Comments	Response	Proposed Amendment
General	<p>1 Response 51 - The vision and aims of the draft plan as expressed on page 21 are supported.</p>	Support noted	No amendment

<p>Paragraph 5.2</p>	<p>6 Response 10 – The plan confirms that it is seeking improvements in traffic flow, congestion and parking. The proposed development will do nothing to ease this burden</p>	<p>Comment noted</p>	<p>See Aspirational projects</p>
	<p>Response 27 - List – suggest addition of 8. To enhance local connectivity and access to the core area by pedestrians, cyclists and users of mobility scooters. 2c suggest: that encourages independent living by improving physical access to local services and locating accommodation for elderly and disabled people near to the retail core.</p>	<p>Examples of aspirational projects generated through extensive public consultation are provided in Section 7 of the Plan. The response regarding improved disable access to the retail core has been noted and where appropriate will be taken into account when implementing aspirational projects that have not been adopted as Plan Policies.</p> <p>Access and accommodation for elderly and disabled people on new developments shall be identified as a requirement for Design Brief(s).</p> <p>The Parish Council may consider improving access to the core area by pedestrians, cyclists and users of mobility scooters in the future. However this issue do not emerge as a priority in the community consultation activities and probably falls outside the scope of a Neighbourhood Development Plan (which must address matters that relate to development and use of land). Such traffic management measures may not require planning permission.</p>	<p>Such matters have been addressed as part of the Design Brief described in Policy BD3.</p>
	<p>Response 28 - We welcome the aims of the plan and particularly support aims 2 (a-d) and 3</p>	<p>Support noted</p>	<p>No amendment</p>

	<p>Response 29 - 5.2 point1: In terms of housing provision figures the Core Strategy is now out of date. To deliver a Neighbourhood Plan that accounts for this will require policies to look beyond minimum housing figures thereby introducing flexibility to specifically account for future housing number increases.</p>	<p>Comment noted, flexibility already allowed for in the Plan specifying a minimum requirement.</p>	<p>No amendment as flexibility already allowed for in the Plan which follows H&BBC Site allocations DPD specifying only a minimum requirement</p>
	<p>Response 49 – We would suggest that point2c which aims to protect and enrich the landscape is broadened to include the enhancement of biodiversity and the Green Infrastructure network.</p>	<p>It is felt that the enhancement of biodiversity and the Green Infrastructure network are strategic planning matters and have been adequately addressed in the NPPF and the adopted Local Plan.</p> <p>However in relation to the site allocation Policy BD3, 17 states: The landscape design within the site must link green spaces with green ‘corridors’ through the built area to enhance biodiversity and create a high quality environment</p>	<p>No amendment</p>
	<p>Response 52a – Alongside points 1-7 it may be helpful to the reader to set out the relevant policies which are to achieve the respective aims. This may also identify where you may wish to add or reinforce the policies if you feel they may not contribute towards achieving the aims. In addition none of these aims identify growth as an aim of the plan to ensure a vibrant settlement with a range of services and housing to serve the needs of future generations which is a central tenant of sustainable development advocated in the NPPF.</p>	<p>It is felt that this might overly complicate the document. The Parish Council were keen to ensure that the plan is readable to both a lay person, developer and any decision maker (be that planning officer, committee member or planning inspector). It hopefully follows a systematic structure that identifies the key issues that emanated from the community engagement and evidence gathering, and logically flows to the identification of vision</p>	<p>No amendment</p>

		<p>and objectives and the eventual policies.</p> <p>e.g. To ensure a vibrant settlement with a range of services and housing to serve the needs of the community the Plan includes:</p> <p>6.2b: As a Key Rural Centre, growth in Market Bosworth and all the surrounding areas it serves impacts upon the capacity of services such as schools, doctors, dentists and retail provision. The community recognises that housing development can bring wider benefits that support sustainable, mixed and inclusive communities and a well-balanced population which is vital to the on-going viability of local services and prosperity of the area in light of the community's increasingly ageing population.</p> <p>6.2n Objective: Provision of housing and employment opportunities to meet the needs of the community.</p>	
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6.1 – Character and Environment

Total Comments	34	
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	Comments	Response	Proposed Amendment
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<p>General</p>	<p>11 Response 7 - Page 26 Views and Vistas: While I agree that these should be considered this is a recent consideration and obviously not thought about, hence the ugly view of 'Waters Mead' when approaching from Welles Borough Road, but this would not cause a problem North of Station Road, as very few people would be affected. No one has a legal right to a view after all the view towards the Golf Course is not, in many people's line of site and as far as I can see, there appears no danger to other sites. Therefore North of Station Road is the Most practical, MOST CONVENIENT AND EASIEST TO IMPLEMENT.</p>	<p>The community engagement revealed that the rural 'feel' of Market Bosworth was highly valued by local residents. This was enhanced by views into and out of the village to the surrounding open countryside. Should these views become obstructed by inappropriate development there was a fear that the settlement could become more urban in nature. To include all views and vistas would weaken the concept of protecting the best. As a consequence the plan identifies the most important views and vista i.e. those most valued by the local community. Views and Vistas policies have been implemented following extensive public consultation such as responses to questionnaire which identify the "Essential Characteristics of Market Bosworth" as follows:</p> <ul style="list-style-type: none"> • Views on approach into MB: 93.3% agreement • Deep inlets of country reaching close to the centre: 85.9% agreement • Open/green space inside the town: 92.0% agreement • Working farms surrounding town: 87.2% agreement • Deep inlets of country reaching close to the centre: 85.9% agreement <p>The preferred site will have minimal impact on "Views on</p>	<p>No amendment</p>
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		<p>approach into MB” and improved access off Station Road via the industrial Estate.</p> <p>The site to the North of Station Road will have a direct impact on “Views on approach into MB” (6.1p view 1) and the (>150 deg) panoramic vista of in the general direction of Carlton, North-West Leicestershire and beyond (6.1p vista 11).</p>	
	<p>Response 16 - Views & Vistas are a particular feature of the town and those identified should be protected as much as possible.</p>	Support noted	No amendment
	<p>Response 27- Page 23 “There are other buildings and assets in the settlement which do not currently meet national criteria for statutory listing, nevertheless they are of significant local historic importance and worthy of protection and conservation in their own right” Suggest: ...nevertheless they are of traditional vernacular construction, use local materials, complement and enhance the setting of listed buildings and make a very significant contribution to the character of the built environment of the historic core area.</p> <p>Page 25 List should include: -Market Bosworth Conservation Area leaflet, HBBC, 2007 -Market Bosworth Town Trail. Market Bosworth Society, 2009 -Market Bosworth Conservation Area Appraisal and Management Plan, HBBC, 2014</p> <p>Page 26 Views and Vistas. This plan is confusing. -Silk Hill and Gated Road need to be coloured in. -Legend might be better saying green fingers of land projecting towards historic core area. We suggest it might be more appropriate to (a) use an angle symbol to indicate a view (with the extent of the view being indicated by the size of the angle); (b) a broad arrow to indicate a vista; and (c) a shaded area to denote a green finger of land. List of views – clockwise from Barton Road (north)</p>	<p>Comments noted. Existing text adequate.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted. ‘Market Place’ is simpler definition – existing text adequate</p> <p>Comment noted. Symbols used conform to those used by the</p>	<p>No amendment</p> <p>Referenced on Page 26 and Included as supporting documents</p> <p>New map to show Green Spaces</p> <p>No amendment.</p> <p>Character and Environment section revised to include details and</p>

	<p>1 from Barton Road to SE over parkland 2 from Bosworth Hall and The Park to S over Country Park 3 from western end of ?? Road to W over open countryside 4 from Station Road to N over Kyngs Golf Course 5 from footpath S?? To W over Kyngs Golf Course 6 from footpath S?? To N over open countryside 7 from Silk Hill to NW over open countryside List of vistas – clockwise from Barton Road (north) 8 to N along Barton Road 9 across front of Bosworth Hall towards St Peter's Church 10 from The Park and Country Park towards St Peter's Church and Bosworth Hall 11 along Gated Road towards Market Bosworth 12 along Shenton lane towards Market Bosworth 13 along Station Road towards Market Bosworth 14 along footpath S?? Towards St Peter's Church 15 along footpath S?? Towards St Peter's Church</p>	<p>Borough Council. Comments noted.</p>	<p>improved map showing specific views and vistas identified at public consultation defining landscape character elements are felt to be of significant importance to the overall character of Market Bosworth as a rural town.</p>
	<p>Response 28 - We welcome the description set out in 6.1. In the final paragraph on page 24, we consider it would be helpful to make reference to other 'non-designated' assets in addition to buildings, including archaeology, as identified on the historic environment record. The historic environment record should also be referenced on page 25. Pages 26-27: We welcome the diagram of views, vistas and landscapes. It would be helpful if the photographs were numbered and annotated on the map for clarity.</p> <p>While we welcome the policies CE1-CE4, we are concerned that there is no specific policy relating to the protection of heritage assets (including both designated and non-designated heritage assets as identified by the plan). Given the importance of the historic environment resource within Market Bosworth, along with the aims of the plan and recognition of heritage with the various character areas, we consider this to be an unfortunate omission which could</p>	<p>This publication, along with many other publications, were studied and noted as part of the evidence gathering. However as it does not directly relate to any of the proposed policies they have not been specifically listed in the plan. It is felt that heritage and archaeological matters are adequately addressed in the NPPF and the adopted Local Plan, and there was nothing further to add in the Neighbourhood Plan.</p> <p>Support noted</p> <p>Local assets have been identified and listed for inclusion in the Asset</p>	<p>Amendment made as suggested http://www.leics.gov.uk/historic_environment_record</p> <p>Views and vistas revised and embraces these suggestions</p> <p>Heritage Asset List not yet completed and approved by H&BBC. Aspirational Projects allow for this to be reviewed accordingly</p>

	<p>leave heritage assets, particularly those which are non-designated, vulnerable. In order to overcome our concerns, we consider that an additional policy dedicated to heritage issues is required. At a very minimum, as an alternative, additional wording could be added to Policy CE1. We are happy to provide further advice on this issue in order to seek a positive resolution.</p>	<p>List maintained by HBBC</p>	
	<p>Response 29 - Plan Titled: Views Vistas and Landscape. The plan shows a large red arrow (view) pointing west to east crossing the railway bridge. In reality this view is restricted to the highway by mature trees and hedgerows on the northern side and industrial/residential uses along the southern. This view terminates at Godson Hill. We request this arrow be foreshortened to begin after the bridge and repositioned to accord with the highway.</p> <p>The plan shows a large blue v (Vista) pointing north from outside the industrial estate facing Kyngs Golf Course. The combination of the existing urban settlement to the south, west and east (including topographical change); mature woodland blocks and golf course infrastructure (including permitted new Club house totalling 50m wide by 12m high) provides a degree of visual enclosure in this location. We challenge the existence of this vista especially when it can be only viewed from industrial units and request this vista be deleted.</p> <p>The proposed vista off York Close appears to be situated to the rear of woodlands gardens and interrupted by mature hedgerows. Once again the vista can only be enjoyed from private land and request that this also be deleted.</p>	<p>The Parish Council note the comments and suggested amendments. However the views and vistas identified in the neighbourhood Plan emanated from community engagement and the need to retain the important rural characteristics of the town most notably retaining gaps in the built environment to the attractive landscape and open countryside beyond . Only the most valued views and vista have been identified and included within the Neighbourhood Plan to deliver the identified vision and objectives. The suggestions are inconsistent with results of public consultation. The importance of this approach into Market Bosworth is also highlighted in the report issued by the Bosworth Society and referenced in the Plan (4.3m, 3). The essential characteristic of Market Bosworth being a ‘wooded hillside’ is best seen from the vantage point at the top of Wellsborough Hill (further to the West). If the arrow were to be amended it should be extended westwards back along the road to the top of Wellsborough Hill.</p> <p>The vista looking south-west is</p>	<p>No amendment</p>

		<p>from a well-used public footpath leading to Far Coton.</p>	
	<p>Response 38- Environment policies - existing policies CE1 - CE4 OK, however there is no reference to the heritage and conservation components of the village that are referred to in the background. Whilst there are higher level policies affording some protection and recognition of these it is a shame that this document does not reference them as policies here. The building and development policies do not identify anything regarding the type of housing, style of housing, how much employment access to the site and some of the finer detail asked for at public meetings previously. A design brief showing some general design features would be helpful before agreement can be made. The questionnaire and public meetings asked about community concerns. Feedback afterwards identified traffic management issues such as congestion at peak times, inappropriate parking at school times and a general lack of parking close to the centre. This does not appear to have been addressed effectively and no policy mentions this. Similarly the demand for improved mobile phone reception and high speed broadband is relegated from policy to aspiration but this is a key community need. There is no identifiable policies that support diversification of rural economies or tourism but both are pertinent to our community.</p>	<p>Extensive stakeholder engagement has found little support for expansion of tourism or diversification of the local rural economy. However, there is support for improving safe pedestrian access to Bosworth Water Park (see 7.1c of the Plan) – tourist and day visitor attraction.</p> <p>It is felt that heritage and archaeological conservation matters are adequately addressed in the NPPF and adopted Local Plan. The Neighbourhood Plan cannot replicate these and has nothing further to add to these existing policies.</p> <p>Similarly the type of housing is adequately addressed in Policies 7, 15 and 16 in the adopted Local Plan, which stipulates the need for a mix of housing types.</p> <p>The Neighbourhood Plan must focus on planning related matters ie. Issues relating to development and the use of land. Traffic management measures often fall outside the planning legislation are dealt with through highway provisions. Such matters are therefore difficult to address in a Neighbourhood Development Plan.</p>	<p>Conservation area guidance already in place.</p> <p>Additional Policy CE5 addresses the concern regarding rural diversification</p>

		<p>Similarly some other proposals raised during the public consultation are not possible within a Neighbourhood Plan. However the Planning Practice Guidance stipulates they can be included as 'aspirational projects'. Whilst these do not form part of the statutory plan, it captures the issues the Parish Council will investigate further and hopefully bring to fruition if sufficient funding can be made available.</p> <p>Comment noted</p>	<p>Traffic –Aspirational projects amended accordingly</p> <p>Broadband – Aspirational projects amended accordingly</p>
	Response 41- This section is good.	Support noted	No amendment
	Response 42- These policies will ensure that Market Bosworth is developed with regard to protecting our environment. By preserving the open green space character of the green fingers of landscape and the views and vistas any further development will have to maintain the essential features of what makes Market Bosworth the village it is. One of the main characteristics of entering Market Bosworth from any road is the rural landscape which then gradually turns into the built-up area at the centre of the village.	Support noted	No amendment
	Response 49 – We broadly support section 6.1 Character and Environment, particularly policies CE2, CE3 and CE4 which take positive steps for the protection and enhancement of open spaces and landscapes together with the improvement of access. This will have benefits for both the biodiversity and local landscapes of the area and opportunities to enhance the health and well-being of the local residents.	Support noted	No amendment
	Response 51 – The general principle of this section of the draft plan, namely to preserve the distinctive character and landscape setting of Market Bosworth	Comments noted. Suggestion for change relates to a previous draft	No amendment

	<p>whilst accommodating identified development needs, is supported. However, we do consider that the Views, Vistas and Landscapes plan on page 26 should be altered. It would appear that the purpose of the plan is to identify the views, vistas and landscapes that are important to the character and setting of Market Bosworth. As such it is considered that the 'Landscape Buffer' annotation on land to the south of Market Bosworth, which would appear to be an allocation, should be removed from the plan.</p> <p>Whilst the desire for a landscape buffer adjoining the proposed development to the South of Station Road is understood, it is considered that, for the purposes of the Neighbourhood Plan, this only needs to be set out in the supporting text for draft Policy BD2. The precise nature and extent of the landscape buffer will be determined through detailed landscape and visual impact assessment, scheme design and in consultation with relevant stakeholders.</p> <p>We are generally supportive of the detailed policies in this section (CE1-CE4). However, we consider that CE4b (restricting new development to two storeys in height) is overly prescriptive and not justified. Design considerations such as this are adequately dealt with through the planning application process.</p>	<p>which has already been changed.</p> <p>Support noted</p> <p>Comment noted and policy CE4b restricting development to two storeys has been removed.</p>	<p>Incorporated in design brief in Policy BD3</p>
	<p>Response 52a – Images – it would be helpful to the reader if the images (views) are numbered and these are added to the views, vistas and landscape map.</p> <p>There is no relationship between the Views, Vista and Landscapes map with the images on page 27 and the policies on page 28.</p> <p>A large number of open spaces are identified on the view and vistas map but this appears unnecessary and arbitrary and there are no policy provisions relating to these sites.</p>	<p>Comments noted.</p> <p>Comment noted</p> <p>In accordance with the NPPF the Neighbourhood Plan has only identified the most important open spaces as Local Green Space. To allocate all open spaces would weaken this protective policy. Other open spaces are covered by the policy provisions in the NPPF and the adopted Local Plan, as well as emerging Site Allocations DPD. Similarly areas outside the settlement boundary are regarded</p>	<p>Revised Views and Vistas section incorporated including images in Examination version</p> <p>Appendix relating to views and vistas moved in to the main text of the plan, new section giving greater depth and detail to entire Views and Vistas section linked to relevant images.</p> <p>No amendment</p>

		in the revised Policy CE5 as open countryside and protected accordingly.	
Policy CE1 4	<p>Response 27 - The format and numbering of the policies is inconsistent, and the wording could be improved. Suggest: CE1a - All new development will create a sense of place...</p> <p>CE1b - The open green space character of the fingers of land which penetrate into the historic core will be conserved and protected from inappropriate development</p> <p>An additional policy is suggested: CE1c - all highway, directional and public information signage within the plan area will be kept to the minimum, carefully located, and of consistent design.</p>	<p>Comments noted.</p> <p>The term 'sense of place' is a subjective term and regarded as difficult to define.</p> <p>Green space is adequately protected by amended Policies CE2, CE3 and CE5.</p> <p>Such traffic management measures are often not planning related matters.</p>	<p>All policies in CE section now amended</p> <p>No amendment</p> <p>No further amendment</p> <p>Aspirational Policies can consider this suggestion at a future if the Plan is adopted.</p>
	Response 33 - I agree that the "green fingers of landscape" that penetrate into Market Bosworth are an important aspect of the village and should be maintained.	Support noted	No amendment
	Response 46 - We have advised the Church Council that this policy should be supported, and that the development of its site to the south of Station Road could achieve the requirement of the policy for a sense of place, and would not undermine the requirement to protect green fingers of landscape as noted on the Views and Vistas Map.	Support noted	No amendment
	<p>Response 52a – Policy CE1 is a policy which combined with the character area assessments on pages 14 to 19 establish that developments should reflect the characteristics of adjacent character areas. The character areas provide an understanding of the areas defining characteristics.</p> <p>Policy CE1 does not provide any prescription for design and instead seeks to guide development to reflect the characteristic of adjacent areas (neighbouring buildings) in regards to scale, layout and materials.</p>	<p>Comments on CE1 noted. Statement regarding the Plan</p> <p>Based on feedback from public consultation the Neighbourhood Forum and Parish council did not wish to be prescriptive about design other than to reflect the characteristic of adjacent areas (neighbouring buildings) in regards</p>	<p>No amendment</p> <p>No amendment</p>

	CE2c. Consider that Silk Hill is in no more than 'good condition'.	Comment noted	This reference removed in Policy CE2
	Response 33 - I agree the green spaces listed should be protected.	Support noted	No amendment
	Response 46 - We have advised the Church Council that this policy should be supported, since it reflects their own desire to enhance public access to green spaces.	Support noted	No amendment
	<p>Response 52a – Policy CE2 identifies three green areas for special protection in which all future development has been ruled out. This is considered overly restrictive as the policy has failed to indicate the very special circumstances in which new development would be allowed. For example this would prevent future development which may closely relate to the community/recreational use of the site and lead to an enhancement of this space.</p> <p>The three areas identified for Local Green Space (LGS) designation all stand within a short walking distance of the settlements Market Place and are all considered to be in reasonable close proximity to the community. Appendix A2 seeks to demonstrate why the spaces are special and hold particular significance to the local community. The extent of the Silk Hill and Sutton Lane Gated Road LGS's has not been provided within the document or appendix. Therefore it is not possible to determine whether these sites are local in character and constitute an extensive tract of land. The Country park is indicated on the relevant map with a site area of 35 ha provided. It is not determined whether this site is considered an extensive tract of land or not.</p> <p>Policy CE2 does not provide any criteria for managing development in these proposed LGS's. Green belt policy has policy exceptions to enable some limited development in the green belt. No such criteria are provided in policy CE2.</p> <p><u>Additional policy specific comments</u></p> <p>It is a requirement for the NDP to have regard to national policies i.e. the NPPF. Paragraph 17, Core Planning Principles states that planning should:</p> <p><i>"Provide a practical framework within which decisions on planning applications</i></p>	<p>Comments noted</p> <p>Comment Noted These sites have been identified as important green spaces to the local community through extensive consultation. The Country Park is a mix of ancient parkland with additional open space. The definition of extensive tract of land is subjective and NPPF provides clear guidance on the meaning and intention for application of sustainable development in rural areas. Para 17 Bullet 5 states Rural Key Centres should <i>"take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of</i></p>	<p>Character and Environment section and policies section reworked for examination version.</p> <p>Policy CE2 – Local Green Space states that 'new development will only be permitted in exceptional circumstances and should not have an adverse impact on the current characteristic of the Local Green Space'.</p>

	<p><i>can be made with a high degree of predictability and efficiency”</i></p> <p>In addition Paragraph 154 of the NPPF requires that Local Plans (which includes NDPs, as evidenced through examiners reports on other NDP's) should:</p> <p><i>“set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.”</i></p> <p>The comments below seek to address these points specifically and seek to highlight elements of the plan which are not currently considered to provide a high degree of predictability or efficiency and/or do not provide clear policies.</p> <p><u>CE2:</u> “Specific information about these views and vistas are provided in this document as Appendix A2” The policy relates to local green spaces and not views and vistas. In addition the policy directs readers to the Views, Vistas and Landscape Map; however this map on page 26 only shows the Country Park Local Green Space and not Silk Hill or Sutton Lane Gated Road. The use of a grid reference for the Silk Hill LGS is not considered to be very community friendly and would be much better served as an illustration on a map with the descriptive part placed within appendix A2.</p>	<p><i>the countryside and supporting thriving rural communities within it,” -</i></p> <p>The amended policy on Local Green Space has been prepared in accordance with paras. 76-78 of the NPPF and the approach adopted is consistent with other ‘made’ neighbourhood plans. Para 76 of the NPPF states that Local Green Space should ... “be capable of enduring beyond the end of the plan period”. To list development that falls under the term ‘exceptional’ could therefore be regarded as contradictory and potentially conflicts with the provisions of NPPF.</p>	<p>A plan titled ‘Views, Vistas and Landscape’ has been incorporated into the plan (page 34) and illustrates the location of the views, vistas and local green spaces.</p>
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	<p>Response 52b - (please see NDP Vs NPPF Compliance Table) Policy CE2, Criteria a:- The intention of policy CE2 is to prevent any development on the Country Park, Sutton Lane and Silk Hill. Sutton Lane and Silk Hill are not identified areas of open space through the latest evidence base, namely the Open Space, Sports and Recreational Facilities Study (July 2011). As such extant policy REC1 of the 2001 Local Plan and emerging Development Management Policy DM8 would not apply to these areas. The Country Park is safeguarded from unrestricted development through extant local plan policy REC1 and emerging policy DM8, however these policies provide exception criteria stipulating under what circumstances development would be acceptable. Therefore policy CE2 (specifically CE2a) is not considered to be in general conformity with these policies. Notwithstanding, policy CE2 applies to Local Green Spaces only and not generic areas of open space and as such no existing extant or emerging policies would be applicable. The exception is paragraphs 77 and 78 of the NPPF (please see NDP Vs NPPF Compliance Table)</p>	<p>Comment Noted Comments noted</p> <p>The Neighbourhood Plan must be in accordance with national policy and guidance to meet one of the basic conditions. How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.</p>	<p>Character and Environment section and policies section reworked for examination version Policy CE2 reworded.</p>
Policy CE3 3	<p>Response 29 - Policy CE3 Views and Vistas Greenfield land is afforded adequate protection through Core Strategy and National Planning Policy. Policy CE3 seeks to impose a further level of protection which is both unnecessary and arguably goes beyond the remit of a neighbourhood plan.</p>	<p>Comment noted, allocation supported by public consultation previous comments at earlier Local Plan i.e. The inquiry into the existing Local</p>	<p>No amendment</p>

	<p>The proposed allocation is situated in an open landscape that is of greater value and more sensitive to development in landscape terms than land north of Station Road. Land south of Station Road is influenced less by intensive recreational activity and existent settlement edge uses i.e. fishing lakes, marina, airfield, existing commercial and residential uses. We request the vista outside Kings golf course be removed.</p>	<p>Plan (26 June 1997) considered the allocation of the majority of the appeal site for housing following a submission from the landowner. At the time of the inquiry the Water Mede development had not been constructed, however, that site was intensively developed out for industrial use with a series of major structures at high density. The Inspector (Professor Edgar Rose) considered the site to be 'entirely open on its remaining three sides and lacks visual containment', acknowledging the residential area to the south side of Station Road. The Inspector commented that 'the proposal would bring housing in depth, which is not a characteristic of the area and would create a new leading edge on the north side of the road. It would, therefore, have an unacceptable impact upon the landscape setting of Market Bosworth'. Consequently, the Inspector recommended no modification to the plan. This is also recognised by H&BBC in the Landscape Character Assessment 2006. This document identifies that:</p> <ul style="list-style-type: none"> • <i>"The historic market town of Market Bosworth is a key landmark of regional importance." and "A strong, distinctive and diverse character area resulting in high sensitivity and restricted capacity to absorb change. Market Bosworth has</i> 	
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		<p><i>significant popular appeal.”</i> With strategies including:</p> <ul style="list-style-type: none"> • <i>Preserve the distinctive vernacular style of Market Bosworth and the associated estate villages.</i> • <i>Protect and enhance the landscape setting of Market Bosworth, including open land which penetrates the town.</i> <p style="text-align: center;">- Page 43</p> <p>The same document Page 75 also identifies that strategies should also</p> <ul style="list-style-type: none"> • <i>Ensure that new development is carefully designed to respect its surroundings and setting.</i> • <i>Ensure that new development does not erode the rural context of the town.</i> 	
	<p>Response 46 - We have advised the Church Council that this policy should be supported. The development of the land to the south of Station Road would not undermine this policy.</p>	Support noted	No amendment
	<p>Response 52a – The NDP seeks to identify the local character and distinctiveness of Market Bosworth through the identification of views into and out of the Conservation Area. These views are considered to form part of the setting of the Conservation Area, providing the historical link with its rural context beyond.</p> <p>Policy CE3 seeks to ensure that new development does not detract from the quality of views, therefore taking into account the desirability of new development making a positive contribution to local character and distinctiveness. In addition as the views contribute to the setting of the heritage</p>	<p>Comments are inconsistent with results of public consultation. Views and Vistas policies have been implemented following extensive public consultation such as responses to questionnaire which identify the “Essential Characteristics of Market Bosworth” as follows:</p> <ul style="list-style-type: none"> • Views on approach into MB: 	Character and Environment section and policies section reworked for examination version.

	<p>asset (Conservation Area) the policy seeks to guide proposals to preserve that element which makes a positive contribution to the heritage asset i.e. its setting.</p> <p>There are however views and vista identified on the Views, Vistas and Landscapes plan which do not relate to a heritage asset or a designated landscape. As such there appears to be very little policy support within the National Planning Policy Framework (NPPF) to safeguard these. However it is noted that just because there is no explicit support within the NPPF that is not to say that such safeguards would hold no weight. It is however considered even more imperative in relation to views and vistas not relating to a heritage asset to ensure they are robustly supported by evidence about the significance of these features. This evidence currently appears lacking.</p> <p><u>Additional policy specific comments</u></p> <p>It is a requirement for the NDP to have regard to national policies i.e. the NPPF. Paragraph 17, Core Planning Principles states that planning should:</p> <p><i>“Provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency”</i></p> <p>In addition Paragraph 154 of the NPPF requires that Local Plans (which includes NDPs, as evidenced through examiners reports on other NDP’s) should:</p> <p><i>“set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.”</i></p> <p>The comments below seek to address these points specifically and seek to highlight elements of the plan which are not currently considered to provide a high degree of predictability or efficiency and/or do not provide clear policies.</p> <p><u>CE3:</u> “Specific information about these views and vistas are provided in this document as Appendix 3”. The document does not have an appendix 3, it is labelled Appendix A3. Appendix A3 does not provide specific information on the</p>	<p>93.3% agreement</p> <ul style="list-style-type: none"> • Deep inlets of country reaching close to the centre: 85.9% agreement <p>The preferred site will have minimal impact on “Views on approach into MB” apart from improved access off Station Road via the industrial Estate.</p> <p>The site to the North of Station Road will have a direct impact on “Views on approach into MB” (6.1p view 1) and the (>150 deg) panoramic vista of in the general direction of Carlton and North-West Leicestershire beyond (6.1p vista 11).</p> <p>The importance of this approach into Market Bosworth is also highlighted in the report issued by the Bosworth Society and referenced in the Plan.</p>	<p>A plan map titled ‘Views, Vistas and Landscape’ has been incorporated</p>
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	views and vistas it only lists a location and does not state exactly what is to be protected. In addition A3.2 Vistas lists 7 vistas but only 6 are identified on the 'Views, Vistas and Landscapes' plan. There is no identification of the views and vistas on the plan with those in appendix A3. The map should be labelled with the corresponding list of views and vistas. There is no link to any evidence base which may have informed this work and which may provide some clarity for decision-makers. This policy is not positively framed in that it does not provide the circumstances in which impacts upon views and vistas maybe acceptably mitigated.		into the plan (page 34) and identifies the location of the views and vistas. Images are also provided to illustrate the views and vistas as part of section 6.1p
Policy CE4	11 Response 5 - CE4A Page 29: Suggest that words 'a mix of' before Broadleaf Tree.	Comment noted Policy BD3 now states "such as broadleaf trees".	Character and Environment section and policies section reworked for examination version. No specific mention of broadleaf trees but policy CE4 clarifies the requirement of the policy
	Response 8 - Page 29 CE 4a: Suggest the word 'various' before broadleaf trees.	Comment noted Policy BD3 now states "such as broadleaf trees".	Character and Environment section and there is no longer a specific reference to broadleaf trees
	Response 12 - Page 29: CE4d Could the plan be specific about leisure uses, what is intended? does it bring more traffic?	Comment noted, Policy CE5 permits re-use and adaptation of existing buildings in the countryside outside the settlement area for limited small scale development for employment and leisure uses and therefore will have little negative impact on traffic flow. By providing local employment the volume of vehicular traffic through Market Bosworth may even reduce.	No amendment
	Response 26 - CE 4a Page 29: Suggest that the words 'a mix of' before Broadleaf Tree.	Comment noted Policy BD3 now states "such as broadleaf trees".	Character and Environment section and policies section reworked for examination version
	Response 27 - CE4c – or mature trees, Suggest: "Where trees subject to a	Comment noted.	Policy CE4 clarifies the requirement

	<p>TPO are removed, the planting of a replacement tree of similar form and size will be required.”</p> <p>CE4d “In the countryside (which is land beyond the existing and planned development limits of settlements and outside of land defined as Green Wedges or areas of separation) built development or other development having Suggest... In the countryside (which is land outside the settlement boundary and areas of green wedge or separation as defined in the current Local Plan)...</p> <p>Suggest addition of CE4f new development will only be permitted if it does not challenge the visual dominance of the local skyline by the spire of St Peter’s Church and its wooded hilltop setting.</p>	<p>Comment noted.</p> <p>Comment noted.</p>	<p>of the concern in relation to trees</p> <p>New Policy CE5 text amended to ““In the open countryside outside the settlement boundary..... “</p> <p>Policy covered by new Policy CE3</p>
	<p>Response 33 - I agree that new developments should not be higher than 2 storey in height, in keeping with the town’s character. In my view, the 3 storey houses by the canal (built by Persimmon/Charles Church) should not have been allowed.</p>	<p>Support noted</p>	<p>No amendment</p>
	<p>Response 34 - I agree with all the policies presented in the draft. I would like to confirm my view that ALL new housing should be allocated to the land south of Station Road, as per the Neighbourhood Plan and Hinckley and Bosworth Borough Council’s own plan. This will also provide for much needed expansion of the industrial estate to allow local firms to expand. There should be no new developments where it will adversely affect the character of the landscape and approach roads to Market Bosworth</p>	<p>Support noted</p>	<p>No amendment</p>
	<p>Response 42 - The identified preferred site for new housing on the land south of Station Road and Heath Road will largely be hidden from that approach to the village. It is proposed that it will include mixed housing, industrial and leisure areas and therefore will meet the future needs of the village as identified in the Core Strategy. As this is a small scale development for employment and leisure it will not have a detrimental effect on the appearance or characteristics of the landscape.</p>	<p>Support noted</p>	<p>No amendment</p>
	<p>Response 46 - CE4: We have advised the Church Council that this policy should be supported in principle.</p> <p>CE4a: we would expect the development of its land to be planned in a way that created spaces which reflected the rural context, and would therefore be landscaped appropriately. This would include landscaping within the development and the provision of boundary treatment that would soften the</p>	<p>Support noted</p> <p>Support noted.</p>	<p>No amendment</p> <p>Policy BD3 Design Brief in conjunction with CE landscape policies1-4 support this contention</p>

	<p>visual impact of new buildings and help them to appear established in the wider landscape more readily.</p> <p>CE4b: is too prescriptive and would not achieve the Neighbourhood Plan's objective of conserving and enhancing the distinctive landscape. It is understood that the Plan is trying to ensure that developments are seen in the wider rural context and wooded backdrop, but simply stating a storey height limit for dwellings could still result in some visually very prominent developments. It is therefore suggested that this be re-worded to read: "CE4b New developments should be designed to respect and reflect their rural context so as not to be unduly prominent in views and vistas."</p> <p>CE4c: should be supported as it preserves the rural context which will help to visually assimilate new development.</p> <p>CE4d and CE4e should be supported as development for leisure uses includes extending the routes of footpaths and cycle-ways, which is one of the Church's objectives for its wider land ownership.</p>	<p>Comment noted. Public concern throughout consultation exists over building heights and that they should be in keeping with adjacent character area D</p> <p>Support noted</p> <p>Support noted</p>	<p>Policy CE4b restricting development to two storeys has been removed.</p> <p>No amendment</p> <p>No amendment</p>
	<p>Response 52a - Policy CE4 requires all new site allocations (may mean all new developments) to provide broadleaf tree cover. Whilst the intention to mitigate against adverse visual impacts of developments is recognised, broadleaf trees as the only option for landscaping may not always be considered 'appropriate landscaping' in terms of the National Planning Policy Framework (NPPF) with each site considered on its merits.</p> <p>Paragraph CE4b limits the height of all new developments to 2 storeys. Whilst a guide to overall height is enabled through paragraph 59, NPPF, the policy, as worded, appears as an absolute prescription. This prescribed, inflexible approach could inhibit development, especially considering there are currently a number of examples of three storey properties in the settlement.</p> <p>Paragraph CE4c seeks to identify woodland as a locally valued landscape to be safeguarded from loss or damage, thereby minimising impacts on biodiversity. However the policy as written does not have regard to paragraph 118, NPPF because it does not provide the circumstances in which 'development would</p>	<p>Comments noted</p> <p>Public concern throughout consultation exists over building heights and that they should be in keeping with adjacent character area D. Three storey properties are not typical of character area D</p> <p>How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.</p>	<p>Policy CE4 revised as part of rework of all CE policies. This aspect of requirement of broadleaf tree cover removed from this section</p> <p>Policy CE4b restricting development to two storeys has been removed, Policy BD3 – 2 deals more specifically with this concern</p> <p>All CE policies revised to address concerns shown at consultation feedback. Policy CE4c does not now exist. Policy CE5 identifies more clearly the intention of the importance</p>

	<p>normally be allowed' i.e. where the impacts are mitigated or compensated.</p> <p>The contradiction between the last line of CE4d i.e. acceptable where there is limited adverse effect and CE4e i.e. acceptable where there is no adverse effect does not provide a high degree of predictability and efficiency.</p> <p>CE4d appears to infer that isolated homes (and other development types) in the countryside would be appropriate as long as there is no significant adverse effect on the character and appearance of the landscape. This is not considered to have appropriate regard the special circumstances identified in paragraph 55 of the NPPF. This policy does however encourage the re-use of redundant buildings but this is not framed as a special circumstance.</p> <p><u>Additional policy specific comments</u></p> <p>It is a requirement for the NDP to have regard to national policies i.e. the NPPF. Paragraph 17, Core Planning Principles states that planning should:</p> <p><i>“Provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency”</i></p> <p>In addition Paragraph 154 of the NPPF requires that Local Plans (which includes NDPs, as evidenced through examiners reports on other NDP's) should:</p> <p><i>“set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.”</i></p> <p>The comments below seek to address these points specifically and seek to highlight elements of the plan which are not currently considered to provide a high degree of predictability or efficiency and/or do not provide clear policies.</p> <p><u>CE4:</u> For clarity and consistency with the Borough Council's Local Plan, it is suggested that the descriptive text in brackets is deleted and cross-reference is made to the countryside as defined on the Borough Council's Local Plan</p>	<p>Market Bosworth is a Key Rural Centre and therefore the principles of sustainable development must be considered in this context. The NPPF also provides clear guidance on the meaning and intention for application of sustainable development in rural areas. i.e.</p> <p><i>“take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;” - Para 17 Bullet 5 “promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);” - Para 17 Bullet 9</i></p> <p>Comment noted</p>	<p>of trees in and around Market Bosworth in relation to the overall character and landscape setting. The NPPF</p> <p>Policy CE4 revised as part of rework of all CE policies. The text in</p>
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	<p>Policies Map.</p> <p>CE4a. As written CE4a requires broadleaf landscaping for “all new site allocations”. It is not clear what is meant by this, does this apply only to the site allocation south of Station Road or to all developments, or just residential schemes. There is no flexibility to avoid this requirement even where it is not considered necessary.</p> <p>CE4b limits all developments to a maximum of two storeys in height however this is not a specific measurement and can change depending on the development type i.e. a two storey in height residential scheme would stand a differing height in metres than a two storey in height commercial/industrial building. In addition it is considered unlikely that the visibility of the roofline of new development could be completely mitigated/avoided.</p> <p>CE4d makes reference to Green Wedges and Areas of Separation, neither of which are extant or proposed within the Parish.</p> <p>The first line of CE4d states that built or other development wouldn't be appropriate in the countryside where it has a significant adverse effect on the appearance or character of the landscape. This appears to state that built development such as housing in the countryside would be acceptable where there is limited or no adverse effect on the appearance and character of the landscape despite other potential impacts the scheme may have. The second line then states however provision can be made for small-scale employment and leisure uses and the re-use of existing buildings where there is limited adverse effect. This states the conditions of acceptability for employment and leisure but excludes other development types such as tourism related development.</p> <p>CE4E “provision for small scale built development” is ambiguous as it infers the plan is providing for the small scale built development rather than guiding its requirements. In addition it is unclear what is considered ‘small scale’, the exact definition could be provided for through the glossary to provide that degree of</p>	<p>Comment noted</p> <p>Comment noted Public concern throughout consultation exists over building heights and that they should be in keeping with adjacent character area D</p> <p>Comment noted</p> <p>Comment noted</p>	<p>brackets no longer forms any part of this policy.</p> <p>Policy CE4 revised as part of rework of all CE policies. Reference to this concern relating to broad leaf landscaping has been addressed by removal of Policy CE 4a</p> <p>Policy CE4 revised as part of rework of all CE policies. This element more clearly defined in Policy BD3</p> <p>Policy CE4 revised as part of rework of all CE policies. No reference in new policy to Green Wedges or Areas of separation</p> <p>Policy CE4 revised as part of rework of all CE policies. The concern relating to CE4e has been addressed by removal of this specific policy</p>
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	<p>certainty. Notwithstanding this, CE4e contradicts the final line of CE4d by stating acceptability with no adverse effect whereas CE4d states acceptability where there is limited adverse effect.</p>		
	<p>Response 52b - (please see NDP Vs NPPF Compliance Table) Policy CE4, Criteria A: - The intention of policy CE4a is to prescribe broadleaf tree landscaping for all developments (or the only site allocation not clear). However policy NE5 only requires screening by landscaping or other methods <u>where necessary</u>. Policy NE12 also enables flexibility in landscaping provision, where it is considered appropriate. In addition Criteria i of emerging policy DM10 also provides flexibility in the provision of landscaping to where it would add to the quality of the design and siting. The absolute and inflexible requirement prescribed in CE4a is not considered to be in general conformity with extant 2001 local plan policies NE5 and NE12 or emerging policy DM10.</p> <p>Policy CE4, Criteria B: - The intention of policy CE4b is to restrict all new development to two storeys or less in height. Extant 2001 Local Plan policy BE1, criteria a, requires new development to complement or enhance the character of the surrounding area with regard to scale. It may be the case that development of two storeys in height (whatever that height maybe) would complement or enhance the areas character but it may also be possible that a development of three storeys or more (such as those found within the Conservation Area) would be more akin to enhancing the area. This point is also applicable to emerging policy DM10, criteria f which seeks design to respect the scale of existing buildings, neighbouring structures and overall street scene (such as the 3 storey buildings in the Conservation Area). The lack of flexibility is considered to result in a policy which is not in general conformity with extant 2001 local plan policy BE1a or emerging policy DM10.</p> <p>Policy CE4, Criteria C: - The intention of the policy is to avoid and/or prevent the loss of existing pockets of woodland. If identified as open space the policy is not considered to be in general conformity with extant 2001 local plan policy REC1 or emerging policies DM8 and DM9, if they are identified as areas of open space. These policies (as identified through comments on CE2, criteria A) provide exception criteria stipulating under what circumstances development</p>	<p>Comment noted How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.</p> <p>Comment noted Public concern throughout consultation exists over building heights and that they should be in keeping with adjacent character area D</p> <p>How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.</p>	<p>Policy CE4 revised as part of rework of all CE policies. Reference to this concern relating to broad leaf landscaping has been addressed by removal of Policy CE 4a</p> <p>Policy CE4 revised as part of rework of all CE policies. This element more clearly defined in Policy BD3</p> <p>All CE policies revised to address concerns shown at consultation feedback. Policy CE4c does not now exist. Policy CE5 identifies more clearly the intention of the importance of trees in and around Market</p>

	<p>would be acceptable, but CE4, criteria C does not provide any exceptions. This policy criteria is also not considered to be in general conformity with emerging policy DM6 in that the policy does not provide for any mitigation or compensation should the loss of woodland (biodiversity) be required.</p> <p>Policy CE4, Criteria D: - The intention of the second part of policy CE4, Criteria d is to enable the re-use of existing buildings (presumably across the parish including the countryside). Whilst extant 2001 local plan policy BE20 and emerging policies DM14 and DM15 also enable such re-use it stipulates under what conditions that would be permissible. The only permissible conditions provided are where the scheme has 'limited adverse effect on the character and appearance of the landscape'. Extant local plan policy NE5 and emerging policy DM4 provide the circumstance for enabling development in the countryside however the first part of policy CE4, Criteria d appears to enable any development in the countryside on the proviso it doesn't have 'a significant adverse effect on the appearance or character of the landscape'. This unconstrained growth in the countryside is not considered to be in conformity with extant local plan policies BE20 and NE5 or emerging policies DM4, DM14 and DM15.</p>		<p>Bosworth in relation to the overall character and landscape setting. The NPPF</p>
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6.2 – Building and Development

Total Comments	48	
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	Comments	Response	Proposed Amendment
General	<p>18 Response 7- The approved plan to site housing to the west of the railway line has run into major problems regarding the provision of infrastructure so may not be viable I am told.</p>	<p>Comment noted</p>	<p>No amendment</p>
	<p>Response 9 - I have some observations to make about the planned development. On page 30 the plan says that "The proposed site will be accessed from the Station Road..." Is there to be a new road built to give direct access to the new state through the industrial area? MUCH MORE DETAIL IS NEEDED. The only access at the moment is by Godson's Hill which is totally inadequate for construction traffic or the increased flow due to another 100 houses. I estimate the width of the road to be 4.9m which is barely wide enough for two cars to pass one another let alone two lorries.</p>	<p>The Plan has been amended to include Policy BD3 Design Brief guidance, with particular reference to connectivity and access to the area.</p>	<p>The BD3 design brief together with the Indicative development map address the concerns.</p>

	<p>This is aggravated by the number of cars parked along one side of the road, a situation that will not alter as many of the owners do not have garage space. The only way to widen the road is to take land from the play area and the gardens of the bungalows on the same side which is totally unsatisfactory. Will some of the present bungalows/houses be demolished to allow a road to be built giving direct ion Road? Have the owners of these buildings been made aware that they could lose parts of their premises?</p> <p>When I asked where the access road would be at the Parish Hall presentation I could not get an answer and was told to look at the "overall picture" I was left with the feeling that the proposed development had been accepted without any of the practicalities considered. So I would like to know WHERE THE ACCESS ROAD IS GING TO BE.</p>	<p>No bungalows or houses are scheduled to be demolished as part of this Plan</p> <p>All vehicular access to the allocated site will be through a new road built through the existing industrial estate off Station Road. This will necessitate some demolition and redevelopment of older industrial units which will be of mutual benefit and with agreement the businesses who are looking to expand and or require new premises.</p>	<p>No amendment</p> <p>No amendment</p>
	<p>Response 10 – Building and development. 100 new homes to be built in Market Bosworth up to 2026. This would represent a 10% increase in the number of dwellings in the area. Are these to be built entirely on the proposed site or are these to be distributed evenly when new potential sites become available?</p> <p>The survey conformed that 64% of all respondants indicated a preference fo development and housing and employment opportunities on land south of Station Road and Heath Road.</p> <p>I would expect residents to say this, as the majority are not affected by the immediate impact of a housing development on their doorstep.</p> <p>The impact of such a development would come much later for those residents, when they are struggling through the congestion of Station Road.</p>	<p>Comment noted. Site allocation allocated in this Plan following extensive public consultation. The Neighbourhood Plan is obligated to meet the housing requirement stipulated in the local pan. This is one of the basic conditions that a Neighbourhood Plan must meet. This is the only site allocated in this Plan for the period 2006-26. Additional benefits of this site are included in Appendix A2. A previous application for the Sedgemere site was approved prior to this Plan being developed but as yet has not commenced.</p> <p>The Highways response does not identify the potential increase in traffic to be unduly problematic.</p>	<p>Appendix 2 included in Plan</p>

	<p>Response 12 - Page 30 6.2: The access to the proposed development needs to specifically indicate that that the access should go through the industrial estate and NOT via Godsons Hill which leads onto Heath Road. The concern is that developers may override the wishes of the residents. It's a shame that land used for GROWING CROPS could be used for development when there is an alternative site. A development in front of the golf course would be straight on the bus route, thus much closer for people with mobility problems or mums with toddlers and pushchairs.</p>	<p>Comment noted. Site allocation made following extensive public consultation</p> <p>Appendix A2 provides a comparison in respect of the choice of the identified site. The selection of a preferred site was based on community feedback. The following table identifies the criteria and provides a comparison between the sites North and South of Station Road.</p> <p>The proposed access to the east of the site connecting with the Godson Hill / Heath Road will be pedestrian and cycling only and will not generate additional vehicular traffic for existing residents.</p>	<p>New PolicyBD3 Design Brief guidance included in Section 6.2 with particular reference made to access being directly off Station Road and other pedestrian/cycle connectivity routes to existing developments</p> <p>New Appendix A2 included in Examination version</p>
	<p>Response 16 - There seems inadequate consideration of the implications of allowing the preferred site. It is stated that the layout of the site is purposely designed not only to achieve the objectives but to protect future options. In particular for instance there are obvious opportunities to combine open space requirements with footpath access. Linear open space linking with existing, such as the spinney is an opportunity that should not be missed. The access to 6.2 must be to Station Road. Ideally this should be aligned with access to the golf club, but this is probably too late.</p>	<p>Comment noted</p> <p>Vehicular access will be from Station Road only.</p>	<p>Policy BD3 specifies that vehicular access to the development will be from Station Road only. An indicative layout plan has been included page 39 illustrating the location of the access route.</p>
	<p>Response 17 - Page 30/31 Final Paragraph: Location of entrance to new development on South side - state where it is on Station Road and mark it on map.</p> <p>Include a design brief setting out principals of any new developments. This should specifically include that any construction which takes place next to an existing dwelling is sensitive and reinforced with boundaries with breathing</p>	<p>Comment noted</p>	<p>Policy BD3 specifies that vehicular access to the development will be from Station Road only. An indicative layout plan has been included page 39 illustrating the location of the access route.</p>

	spaces or green screens which will protect the privacy of existing residents.		Requirement for Design Brief guidance included in BD3 setting out design principles including the design for the eastern part of the site be sensitive to existing and adjoining properties and minimise visual impact. Indicative map now in Examination which indicates vehicular access to the proposed site.
	Response 20 - The Connectivity plan shows no 'towpath' walking route, this would be worth adding.	Comment noted	No amendment
	Response 24 - Planning behind Heath Road: I have NO objections to homes being built behind me BUT there are some issues to note:- a) The present ditch and green water/trees and margins are presently part of the water handling and 'wildlife' that ought to be kept. the ditch certainly keeps the water table down. b) Some green 'paths' behind the present properties, as part of the drainage, as well as just useful, would be preferred. c) It is assumed the end of Heath Road will link into a footpath along the ditch; it will not be a road route onto the site. SKETCH MAP INCLUDED ON ORIGINAL FORM	General support noted. Your general concerns identified in a) and b) referring to the local ecology are important considerations and the overall Policy justification and evidence supports these points. The inclusion of a design brief and indicative map address point c)	Policy BD3 Design Brief guidance included in the Examination and hopefully addresses the issues raised Indicative map now in Examination which indicates vehicular access to the proposed site.
	Response 25 - BD1 BD2 BD2c BD2d BD2e: Housing priority given to local residents. This was proposed for the waterside development, however the majority of the properties are rented and the landlords are not Market Bosworth residents. Builders will sell to whoever can afford to buy. Approval has already been given for approximately 80 houses to be built on different pockets of land i.e. Sedgwick's, land in front of golf course. What is the maximum we are going to allow, taking into consideration the impact on medical provision and education, already the schools are full to maximum and are turning away local children. The Doctors Surgery on average has a waiting time of 3 weeks to see a Doctor of your choice. They are not in a position to expand because of parking problems; these are big issues that need addressing. I strongly	Comment notes. Site allocation based on extensive local consultation Doctors waiting times noted but these concerns are outside the scope of this Plan.	Policy BD3 Design Brief guidance included in the Examination version together with new Policy CE5, Policy background, justification and evidence, character area definitions address these concerns. No amendment

	<p>disapprove of Industrial Units being built at the bottom of my garden, currently two stories high, towering above my bungalow. I believe a 3 Metre grass verge is in place as a buffer, there is already a noise problem with the existing units that I put up with i.e. Chamberlains have a mod drop monthly creating high decibels of sound. How will this improve with expansion. This will not bring employment into Market Bosworth it will just impact on current traffic problems and safety on the roads. Instead of building on this piece of land you should be protecting it.</p> <p>There are two beautiful oak trees standing on this land that if I am not wrong, are protected by the Oak Tree Conservation.</p> <p>There are also bats nesting in these trees which are also protected. Numerous other birds fly in and out of my garden i.e. woodpeckers, tits, owls, and birds of prey to name a few. All of this will be lost along with the splendid views of the sunset. You should maybe come and sit in my garden and experience the wonders of life that we so quickly forget.</p> <p>Your development plan talks about access, how can you create safer access,</p>	<p>The south of Station Road and Heath Road site proposes employment uses which would result in additional jobs, encouraging employment uses and promoting sustainable transport options i.e. residents able to walk / cycle to work. Trees are an essential characteristic throughout Market Bosworth developments and form an essential general landscape characteristic. This is identified throughout the plan and in the character areas design brief and as Policy CE5</p> <p>Comment noted Any development is covered by the relevant legislation relating to protected species are as follows: - Wildlife and Countryside Act 1981 (largely deals with native species, especially those under threat), and The Conservation of Habitats and Species Regulations 2010 (deals in part with European protected species)</p> <p>Individual viewpoint not supported</p>	<p>No amendment</p> <p>No amendment</p> <p>No amendment</p>
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	<p>only by demolishing existing buildings, so creating more buildings will not bring employment opportunities, but re house current business that is sufficient, infact there are units empty and have been empty for 12 months plus. I would also question alternative pedestrian access onto the site???</p> <p>There is mention of a Skate Park/BMX Track. Just a suggestion, a pieces of land exists off Cedar Road overlooking the park, what better place for this? This plan is utilising agricultural/arable land why? There are several pockets of land around Bosworth that is not utilised. I suggest we take a closer look at what development means.</p> <p>Station Road has been protected as an area/vista/view from the railway bridge looking towards the Square. I would strongly recommend we clean up the pathways and verges; they are overgrown and full of rubbish between the Golf Course up to the Primary School. I have lived in and around Bosworth for 15 years. I purchased my bungalow 3 plus years ago. My Solicitor enquired as to the land behind my bungalow. It is bequeathed to the Church Trust and a clause stated it is not to be developed for profit. I think this should be clarified before this plan goes forward.</p>	<p>by consultation evidence base.</p> <p>Comment noted</p> <p>Addition of Appendix A2 compares benefits of site south of Station Road to that on the north</p>	<p>The BMX/Skateboard park is removed from policy section into Aspirational projects</p> <p>Appendix A2 included in Examination version</p>
	<p>Response 27- “in addition, 64% of all respondents to a questionnaire..” Should also state number of questionnaires issued and returned.</p> <p>“The development site is set back and largely hidden from view on the approach road (see top centre photograph page 27) with little opportunity to provide a frontage onto Station Road. A new site allocation should announce the development onto this main route. The site must relate to the landscape and provide a buffer or phased transition to the character of the surrounding areas, every opportunity taken to minimise visual impact.” This does not make sense.</p> <p>Page 33 Map Connectivity. This map does not show NCN52. A corridor is more than just a line.. why not just say the Ashby Canal and the Battlefield Line Railway. It might be more useful to define the Ashby Canal Corridor as a recreational and green infrastructure corridor which includes the railway, canal and additional land (as in the Core Strategy). In regional terms this is an important and developing link between the urban areas of Hinckley, Nuneaton and Coventry and the recreational facilities of the National Forest and of regional importance.</p>	<p>Comment noted</p> <p>Comment noted</p> <p>Comment noted</p>	<p>Questionnaire analysis to be included as supporting document</p> <p>Policy BD3 Design Brief guidance included in the Examination version</p> <p>Move connectivity map to Section 7 Aspirational projects.</p> <p>Use wording as recommended.</p>

	<p>Response 29 - Page 30 Paragraph 5: This section refers to a questionnaire where 64% of respondents indicated a preference for development of housing and employment south of Station Road. We would suggest generally that reliance on a questionnaire where 64% of respondents indicated a preference for development of housing and employment south of Station Road in absentia of any proper and transparent independent planning assessment (including comparative assessment) with other sites and full and clear reasons to justify the decisions is not a proper or sound basis upon which to take forward strategic policies. Such an approach leaves readers with more questions than answers as to the process undertaken that has resulted in the conclusions reached. Reliance purely on preferences of those who recorded a vote falls well short of the relevant legal requirements.</p> <p>I note from the neighbourhood Plan website that 28% showed preference to land previously identified MKBOS01 north of Station Road. This was originally the preferred option; allocated for residential development (80 dwellings) and open space. Why is this evidence omitted from the plan?</p> <p>I note that 50% participation rate was achieved however clarification of the total surveyed would be beneficial.</p> <p>Page 31 paragraph 1</p> <p>The preamble to the allocation plan appears to list several shortcomings. Principally the lack of street frontage and proximity to heavy industrial uses. However the plan provides no indication of how the site is accessed or where the residential housing will be sited within the red line boundary.</p>	<p>Comments noted</p>	<p>Questionnaire analysis to be included as supporting evidence.</p> <p>Other comments addressed through the Design Brief guidance included in Policy BD3.</p> <p>An indicative layout plan has been included page 39 illustrating the location of the access route and the location of the residential properties.</p>
	<p>Response 39 - Final paragraph: Where on Station Road is the access to the proposed new development on the south side - be specific. Page 31: entrance to the proposed new development should be marked on the map.</p> <p>Building and Development: A Design Brief should be included setting out the principles of any new developments. This should specifically include:</p> <ul style="list-style-type: none"> -Reduce the density of the dwellings on the edge of the residential development adjacent and the open landscape as a natural environment -Incorporate and retain existing landscape features -Provision of a well resolved solution including an area of breathing space between the employment land (existing and proposed) and the proposed residential use -Provide a subtle 'gateway' for the development onto Station Road to announce the development which is largely hidden from view -Ensure that the proposed open space/play provision are well overlooked. -No wind turbines to be located within the development, and in any case should be located at least one mile radius away from any housing development. The 	<p>Support and comments noted</p> <p>A Neighbourhood Plan can only address local development needs</p>	<p>Policy BD3 specifies that vehicular access to the development will be from Station Road only. An indicative layout plan has been included page 39 illustrating the location of the access route.</p> <p>Requirement for the client to provide a Design Brief which will be fulfilled by the developer. The guidance included in BD3 setting out design principles as suggested.</p> <p>No amendment</p>

	Design and Access Statement submitted with the detailed planning application must explain how these principles have been met.	and not wider strategic proposals such as wind farms. Policies to introduce minimum separation distances are not therefore appropriate within this Neighbourhood Plan. The generic character areas and landscape characters can be viewed as justifiable evidence for not providing wind turbines as part of the development	
	Response 40 - I would be interested to know the location of the entrance to the new south side development. Would you please be able to show where it is on Station Road & mark it on the map? I feel that a design brief should be included; this should show the plans of any new developments. And I strongly feel that these principles including breathing spaces & green screens so that the privacy of existing residents is respected.	Comments noted	Requirement for Design Brief guidance to be included in BD2 with particular reference made to access being directly off Station Road
	Response 41 - There is no need to refer to the BMX / Skateboard facility here as it is already part of policy BD2. If such a facility is to be constructed it should be a carefully considered part of a new development, not just placed randomly elsewhere within the parish. Page31: Although I agree that this is a sensible site for planning the long term future of Market Bosworth to include employment opportunities as well as housing, a blank allocation site as shown on p31 is insufficient for the purposes of the Neighbourhood Plan. Detail on site access and layout should be included to enable anyone to make an informed opinion as to whether they support what is proposed for this site. Nobody can be expected to vote yes/no at referendum on this lack of detail. Reference is made to 'Mixed Use' but what form / ratio of development will this mixed use take? Policies should be included to outline a clear design brief for the allocated site, as per feedback from previous consultations.	Comments noted	Policy BD3 specifies that vehicular access to the development will be from Station Road only. An indicative layout plan has been included page 39 illustrating the location of the access route. Requirement for the client to provide a Design Brief which will be fulfilled by the developer. This is the key project planning document that specifies what the project has to achieve, by what means, and within what timeframe. The guidance included in BD3 sets out design principles including the design for the eastern part of the site to be sensitive to existing and adjoining properties and minimise visual impact.
	Response 46 - We have advised that the Church should support the allocation	Support noted	No amendment

	<p>of part of its land for development. The site identified as land to the South of Station Road as shown in the consultation document, is ideally suited for development in the following ways:</p> <ol style="list-style-type: none"> 1. Built development for housing and employment can be visually accommodated without being unduly prominent. This is because the land is in a dip in the landscape, and is also bound on its west and north sides by existing employment development, and on its east side by housing development. It would therefore be a logical extension of the town by infilling between areas of built development; 2. Consequently, the overall appearance of the town would be retained, since existing important views to the town from the west, and views to the countryside from the roads on the edge of the town would not be lost; 3. There are no Heritage Assets in the vicinity of the site whose setting would be adversely affected; 4. The site is presently farmed, so has little biodiversity value except where there are retained hedges and trees. Biodiversity could be enhanced through a development scheme that incorporated appropriate new planting, in particular to facilitate the provision and linkage of wildlife corridors; 5. The site is well-placed to facilitate enhancements to existing walking and cycling routes, such as the routes within the countryside and out to the popular sports clubs and the Bosworth Water Trust Leisure Park which are also on the south side of this main road into the town; 6. The proximity of the site to the adjacent employment land means that it can open up space for expansion of existing businesses to support their growth in situ, rather than their having to move elsewhere when they outgrow their existing space. <p>The development of the land to the south of Station Road could therefore be achieved in a <u>sustainable</u> way, in accordance with all three elements of sustainability defined by the National Planning Policy Framework: economic, social and environmental.</p>		
	<p>Response 49 - We agree with the statement in 6.2 Built Development that the proposed development site must relate to the local landscape and provide a buffer to the character of the surrounding area. We would also suggest that</p>	<p>Comment noted</p>	<p>Requirement for Design Brief guidance</p>

	<p>provision for Green Infrastructure should be made throughout the site and link to the surrounding countryside. In addition any future planning applications on this site should demonstrate that there would be no impact on the Ashby Canal Site of Specific Scientific Interest (SSSI) which is located approximately 1.6km to the north of the development site.</p>		
	<p>Response 50 – LCC Highways Development Control commented on the single site in the NDP in 2013 (as part of the HBBC site allocations consultation) as follows:</p> <p>Market Bosworth 2013/HEN/1250/HCON - Land south of Station Road</p> <p>See masterplan proposal attached, review previous comments on the basis of the attached masterplan proposals</p> <p>100 + Employment etc (505)</p> <p>This development is acceptable in principle subject to detailed design in accordance with the 6CsDG. A transport assessment would need to be prepared in accordance with DfT and 6CsDG guidance, which would show the impact of the development. Additional infrastructure may be required to mitigate against the impact of the development on the surrounding network, particularly in relation to providing safe walking routes to the local primary and secondary schools. A single point of access is adequate, and emergency access as shown is not likely to be required, although pedestrian/cycle access will be necessary in these locations.</p> <p>From a public transport perspective this site is within reach of the commercial service 153, which travels along Station Road and is run by Arriva. The site is therefore acceptable to us (note: it may even add a few passengers journeys, helping to sustain the 153 service). The only caveat is that should Arriva withdraw from this area it is unlikely that we would be able to subsidise a replacement.</p> <p>The NDP Accessibility Statement includes, as a principle, that development should be within 500m of a bus service. As we ask developers to provide for</p>	<p>Comments noted</p>	<p>Requirement for the client to provide a Design Brief which will be fulfilled by the developer. The guidance included in BD3 sets out design principles including the provision of a legible street network in accordance with Manual for Streets 2 (The 6Cs document referred to is currently being revised to accord with Mfs2)</p>

	800m in rural areas this would also be acceptable to us.		
	<p>Response 52a - Advisable to update the average property price information with each iteration of the plan. 4th paragraph ends by stating new developments ... must be consistent with the Neighbourhood Plan. It is considered relevant to states "alongside local and national planning policy" at the end of the sentence for accuracy.</p> <p>The connectivity map on page 33 is arbitrary.</p>	Comments noted	Map included on advice of Hinckley and Bosworth Borough Council
BD1	<p>10 Response 16 - I am not sure of this as an NDP or Hinckley & Bosworth Borough Council objective, but I still consider it to be too prescriptive in saying 4 to 6 houses, it would be better to delete this and stop the sentence after 'cluster'</p>	Comments noted. However, a prescriptive statement is preferred. Text adequate	No amendment
	<p>Response 17 - 40% affordable homes - too many. Results from housing needs survey indicates a local need for 20%!</p>	Comments noted. The 40% requirement for affordable housing is in line with local planning authority policy and the housing needs survey does not indicate a local need of 20%. The affordable housing will result in a more balanced and sustainable community i.e. prioritising those with a local connection in particular younger members of the community. In certain circumstances where additional development costs are incurred due to provision of community facilities, additional expense such as site redevelopment to provide access there may negotiation to reduce the 40%	No amendment
	<p>Response 27- Affordable housing should be provided for local people in perpetuity. The term needs careful definition. It would be preferable for a developer to leave vacant plots for development by a registered housing association than for 'council housing' to become subject to right to buy.</p>	Comment noted	No amendment

	Response 33 - I believe that people with a local connection to Market Bosworth should be given priority for Affordable Housing.	Comment noted and taken into consideration in reviewing policy BD1 affordable housing which prioritises those with a local connection.	Local connection criteria reworked in examination version
	Response 34 - Local people with a proven connection to Market Bosworth should be given priority for Affordable Housing in Market Bosworth	Comment noted and taken into consideration in reviewing policy BD1 affordable housing which prioritises those with a local connection.	Local connection criteria reworked in examination version
	Response 39 - 40% of affordable homes is far too high. The recent housing needs survey only indicated a 20% local need.	Comments noted. The 40% requirement for affordable housing is in line with local planning authority policy and the housing needs survey does not indicate a local need of 20%. The affordable housing will result in a more balanced and sustainable community i.e. prioritising those with a local connection in particular younger members of the community. In certain circumstances where additional development costs are incurred due to provision of community facilities, additional expense such as site redevelopment to provide access there may negotiation to reduce the 40%.	No amendment
	Response 40 - The results from the housing survey said that there was a need for about 20% affordable housing, 40% is twice that! It's far too much for the village.	Comments noted. Requirement in line with local planning authority.	No amendment
	Response 41 - 40% affordable housing is too many for the local needs of Market Bosworth. It might be appropriate for the local needs of the Borough, but not for this parish. Public consultation feedback to date and a Housing Needs Survey have shown a parish need of just 20%.	Comments noted. Requirement in line with local planning authority.	No amendment
	Response 46 - We have advised the Church Council that this policy should be supported in principle as the provision of affordable housing is one of the	Support noted	No amendment

	<p>Church's objectives for its land.</p> <p>BD1b: This is rather prescriptive. In our experience, Registered Providers (Housing Associations) do prefer to cluster affordable units into small groups for the purpose of integration and site management but four to six dwellings may be too small to manage viably. It is therefore suggested that the wording of this part of the policy stops at the word "clusters" which makes the point you are trying to achieve.</p>	<p>However, a prescriptive statement is preferred. Text adequate</p>	
	<p>Response 52a - Policy BD1 sets out the policy for meeting the identified affordable housing need in Market Bosworth. In addition this policy provides flexibility to take account of changing market conditions through the provision of a viability assessment.</p> <p>The policy is also considered to contribute to the creation of mixed and balanced communities through the pepper-potting of affordable housing and through prioritising affordable housing for those with a local connection. However there are concerns over the application and interpretation of the local connection criteria.</p> <p><u>Additional policy specific comments</u></p> <p>It is a requirement for the NDP to have regard to national policies i.e. the NPPF. Paragraph 17, Core Planning Principles states that planning should:</p> <p><i>"Provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency"</i></p> <p>In addition Paragraph 154 of the NPPF requires that Local Plans (which includes NDPs, as evidenced through examiners reports on other NDP's) should:</p> <p><i>"set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan."</i></p>	<p>Comment noted and taken into consideration in reviewing policy BD1 affordable housing which prioritises those with a local connection as specified by the Local Connection Criteria (page 44 – 45)</p>	<p>Policy BD1a prioritises affordable housing for those with a local connection as prescribed by the Local Connection Criteria (page 44 – 45)</p>

	<p>The comments below seek to address these points specifically and seek to highlight elements of the plan which are not currently considered to provide a high degree of predictability or efficiency and/or do not provide clear policies.</p> <p>BD1: BD1a prescribes that on site affordable housing adheres to the local connection criteria defined by footnote [5], however this footnote does not appear on page 36.</p> <p>Tier 3 of the Local Connection Criteria refers to this tier applying where the above two tiers are met in addition to applying to “any parish immediately adjoining the parish of Market Bosworth such as Carlton, Cadeby, Sutton Cheney, Shenton, Wellsborough, Far Coton.” It then goes on the name a number of other locations under tier 3 which are “Barton in the Beans, Congerstone, Bilstone, Odstone, Sibson, Kirkby Mallory”. Shenton, Wellsborough, Far Coton, Barton in the Beans, Congerstone, Bilstone, Odstone, Sibson and Kirkby Mallory are rural villages and hamlets which do not form stand-alone parishes, in fact, Far Coton stands within the parish of Market Bosworth.</p> <p>The final tier of the local connection criteria would apply where the preceding three tiers cannot be fulfilled. However the final tier applies to other parishes in the borough both within 5 miles and 10 miles of Market Bosworth. It is not clear as to which radius should be applied, 5 miles or 10miles? In addition it is not clear as to why this limit has been set (either 5 or 10 miles) or how it would accurately be applied. Where would the starting point for this measurement be, would it be from the centre of Market Bosworth, i.e. the Market Place or from the closest edge of the settlement boundary or would it be measured from the centre point of the Parish of Market Bosworth? It is considered a much more robust and implementable approach to name specific parishes to which this tier would apply.</p>	<p>Errors in nomenclature and incorrect designation of some settlements as Parishes recognised. The draft plan was produced by enthusiastic amateurs and who recognise that refinement is a necessary part of the iterative process</p> <p>The use of a 5mole and 10mile radius was an arbitrary and on reflection ill thought methodology of determining local. connection..</p>	<p>Local Connection Criteritia revision refers only to names of Parishes rather than any specific settlements within them.</p> <p>The tiers within the revised Local Connection Criteria are predicated upon contingent Parish boundaries</p>
BD2	<p>10 Response 12 - PREFERRED SITE ALLOCATION There is a lovely big park in the town as well as the Water Park. The plan also wants a path to the latter. Your proposal wants to encourage cycle and pedestrian routes so TWO easy parks to get to without the need for BMX/Skate Park (Which could bring own set of problems!) There are also other play spaces in the town. Would the</p>	<p>The proposed access to the east of the site connecting with the Godson Hill / Heath Road will be pedestrian and cycling only and will not generate additional</p>	<p>Requirement for the client to provide a Design Brief which will be fulfilled by the developer. The guidance specified in Policy BD3 sets out design principles including the design for the</p>

	<p>preferred site allocation be sympathetic to existing residents near to the site i.e. screening? We are concerned about the alternative pedestrian access into the site. Is it just for the above or is it wide enough for cars?</p>	<p>vehicular traffic for existing residents.</p>	<p>eastern part of the site to be sensitive to existing and adjoining properties and minimise visual impact, provision of a legible street network that connects with open spaces etc.</p> <p>Policy BD3 specifies that vehicular access to the development will be from Station Road only and the access to Heath Road will be for pedestrians and cyclists only.</p>
	<p>Response 23 - Building & Development-Site on South Side of Heath Road In my opinion it is not the best site for developments largely due to access, however, I do understand that the other site proposed (North of Station Road) would 'spoil' the view as you travel into Bosworth and it is the best site for developers to maximise their profit. Any development on this site will have a significant impact on all the properties that currently back onto these fields and on the many people who enjoy walking around the edges of these fields. There is water running along a ditch (from Heath Road) which I believe comes from a natural spring, so development will also seriously affect the wildlife - both animals, birds and plants that live on the whole site. The only way that the impact on all of this could be reduced, would be to incorporate as much green space as possible and retain the water, possibly channelling it into a pond. So in order to include the 'Green & Leafy) Character of Market Bosworth into any new development, I believe that if green space with trees and shrubs (and possibly allotments) with pedestrian access only off Heath Road via the existing gateway, were to be put along the existing properties, it would help any development to blend in and replace the lost area for people to enjoy and provide a new home for the wildlife.</p>	<p>Comments noted</p>	<p>Requirement for the client to provide a Design Brief which will be fulfilled by the developer. The guidance included in BD3 sets out design principles including incorporating and enhancing existing landscape features.</p>
	<p>Response 27- What about off-road links to NCN52 and the Ashby Canal towpath?</p>	<p>Comments noted Transport and connectivity are contained in Aspirational Projects.. Aspirational projects 7.1a and 7.1d make provision for additional issues to be addressed in the future. All Aspirational projects are outside the main body of the Neighbourhood Plan and will be</p>	<p>No amendment</p>

		dealt with in a future review.	
	<p>Response 28 - We note the site allocation BD2. We have no objection to this allocation in principle. We consider, however that the policy wording should be amended to make reference to environmental considerations (as stated on page 31, above the map) i which applicants must pay attention to. Specifically, the proposed housing could affect the setting of a number of listed buildings at Coton priory Farm and the Ashby-de-la-Zouch Canal Conservation Area.</p>	Comments noted Requirement for the client to provide a Design Brief which will be fulfilled by the developer. The guidance included in BD3 sets out design principles for the site	The guidance included in BD3 sets out design principles for the site and specifies the need to be sensitive to adjoining character areas. New indicative map shows the significant buffer area to the south of the site
	<p>Response 29 - Policy BD2: Preferred Site Allocation</p> <p>The NPPG States: "A Neighbourhood Plan should plan positively to support local development (outlined Para 16 NPPF)", for a plan to qualify as having been positively prepared, it must endeavour to support local development to widen opportunities for growth. This Neighbourhood Plan appears preoccupied with accommodating the absolute minimum requirement so makes one allocation which by its own admission is subject to constraints. This plan currently fails to comply with Paragraph 16 of the NPPF.</p> <p>No justification, comparative or otherwise is provided so as to understand why this site was preferred on planning and sustainability grounds over alternative sites. This is particularly important to understand as the market Bosworth Neighbourhood Plan Interim Sustainability Appraisal records at page 14 in respect of Policy BD2 the allocated site has 'a negative impact overall'. There is no explanation as to how this site has been comparatively assessed and selected over alternative sites in terms of supporting objectives of growth (housing and employment) and sustainable development. It is simply not possible to understand in planning and environmental terms how proposed allocation BD2 has been preferred to other alternative sites other than through reference expressed through the MBNP questionnaire. it is not clear how the proposed allocations are compatible with relevant EU obligations.</p> <p>No evidence is provided to support the need for 1ha of employment land.</p> <p>Access to the land will result in either demolition of existing properties situated along heath Road or employment uses situated within the industrial estate. The logic for this allocation appears to be flawed.</p>	<p>Comments noted, plan more flexible</p> <p>Comments noted – Comment noted. Site allocation allocated in this Plan following extensive public consultation. The Neighbourhood Plan is obligated to meet the housing requirement stipulated in the local pan. This is one of the basic conditions that a Neighbourhood Plan must meet. This is the only site allocated in this Plan for the period 2006-26. Additional benefits of this site are included in Appendix A2.</p> <p>The proposed employment land is in accordance with HBBC Employment Land and Premises Review 2013. Extensive public consultation identified opportunity for employment growth is essential to maintaining a sustainable key</p>	<p>New Appendix A2 included in Examination version</p> <p>No amendments</p>

	Given the uncertain status of Sedgemere the real residual figure for market Bosworth is unknown. The Neighbourhood Plan should consider reinstating MKBOs1 (land north of Station Road) to cover shortfalls from the extant commitments thereby introducing greater flexibility to the plan.	rural centre. Loss of outdated industrial premises will be compensated with enhanced provision of new facilities. The current site allocation provides sufficient space to meet all requirements of the Core Strategy shortfall regardless of Sedgemere proposal	No amendment
	Response 33 - Elderly residents living close to the suggested Skate Park on the south side of Station Road have expressed their concern that there will be youths, not necessarily local, congregating late into the evening in this area. Is there a more suitable site for a Skate Park?	Comments noted and design brief will look at sensitive access, siting and supervision	Requirement for Design Brief guidance
	Response 40 - I think the idea for a BMX & skate park is great! However I don't think the idea of having it too near a housing development is a good idea. It may be noisy so perhaps this would be better nearer the park or somewhere?	Comments noted	The requirement for the BMX/Skateboard park has been removed from the policy section for this site allocation to Aspirational Projects 7.1c to allow due consideration to be given to the best location for this facility.
	Response 46 - We have advised the Church Council that this policy should be supported. As stated above, the development of the preferred site would meet the Church's objectives as well as those of the proposed Neighbourhood Plan.	Support noted	No amendment
	Response 51 – With regard to draft Policy BD2 and the supporting text, we would make the following comments: -The requirement to provide improved pedestrian and cycle links between the development and existing facilities (education, but also retail and leisure) is acknowledged; -The requirement to ensure the development has appropriate interfaces with adjoining uses (residential, industrial and the open countryside) is similarly acknowledged; -It is considered that the plan on page 31 should make it clear that the allocation boundary shown is indicative and will be refined and determined through the detailed design and consultation process; and -In line with our representations on the Borough Council's Site Allocations DPD	Comments noted	Design brief guide to be included in examination version

	<p>Pre-Submission Consultation (extract below), we consider that Policy BD2 should include flexibility as to the number of dwellings to be provided on the site-</p> <p><i>Whilst the justification for identifying the figure of a minimum of 42 dwellings is understood, (having regard to the requirements of Core Strategy Policy 11 and taking into account completions and commitments at Market Bosworth in the plan period to date), it is considered that the policy wording would benefit from further clarification.</i></p> <p><i>This relates to the potential need to increase the number of dwellings provided on the site to take into account the possible need to ‘pump prime’ the non residential elements of the mixed use allocation and to fund the improvements to the existing industrial estate as set out above. This is trailed in the Rural Areas Site Selection Survey Justification Paper-see page 142-and is in line with the government guidance as to the viability of development proposals at paragraph 173 of the National Planning Policy Framework (NPPF). As such, it is considered that the following wording should be added to draft policy SA2 for clarity:</i></p> <p><i>“In order to ensure the delivery of a comprehensive mixed use development, it is recognised that the level of residential development delivered may need to be higher than the minimum requirement of 42 dwellings to assist with the economic viability of the proposals. In these circumstances appropriate evidence will need to be provided to justify the approach taken.”</i></p> <p>The suggested additional wording for draft Policy SA2 should e added to draft Policy BD2.</p>	<p>The wording in the draft policy BD2 was predicated on the Borough Councils Site Allocations and Management DPD being ahead of the Neighbourhood Plan and already at submission before this Plan was submitted. The examination has been amended so that Policy BD2 allocates the site.</p>	<p>Flexibility in regard tom numbers but site allocation boundaries defined in line with LPA</p> <p>Policy BD2 reworded to specifically allocate the site</p>
	<p>Response 52a - The allocation of land for a minimum of 100 dwellings (if that is what is meant, as opposed to only fulfilling the remaining minimum residual requirement) would facilitate the provision of 40% affordable housing of which there is an identified local need and seek to address significant concerns over the affordability of</p>	<p>Comments noted These comments related to the draft version of the Plan in which the draft policy BD2 was</p>	<p>Examination version amended to address these points. Policy BD2 2 states</p>

	<p>existing housing in the local area. However should the policy be framed in the context of providing only for the residual (approx 42 dwellings, April 2014) then this would not be considered NPPF compliant.</p> <p>The location of this site on the edge of a key rural centre with good service provision is considered to stand in a sustainable location which will enhance the vitality of Market Bosworth.</p> <p>This policy sets out the requirements for the development of this site to optimise its potential through the provision of a mixed-use development which includes employment, housing, public open space and links to existing transport infrastructure.</p> <p><u>Additional policy specific comments</u></p> <p>It is a requirement for the NDP to have regard to national policies i.e. the NPPF. Paragraph 17, Core Planning Principles states that planning should:</p> <p><i>“Provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency”</i></p> <p>In addition Paragraph 154 of the NPPF requires that Local Plans (which includes NDPs, as evidenced through examiners reports on other NDP’s) should:</p> <p><i>“set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.”</i></p> <p>The comments below seek to address these points specifically and seek to highlight elements of the plan which are not currently considered to provide a high degree of predictability or efficiency and/or do not provide clear policies.</p> <p>BD2: BD2- The policy is titled Preferred Site Allocation, this infers that there is an alternative site option proposed but none is provided. This policy should name and reference the site allocation. Bullet BD2b states that the allocation will provide sufficient dwellings to meet the shortfall in the housing provision</p>	<p>predicated on the Borough Councils Site Allocations and Management DPD being ahead of the Neighbourhood Plan and already at submission before this Plan was submitted. The examination version has been amended so that Policy BD2 allocates the site.</p> <p>Policy BD2 in the draft proposal did not intend to infer there was an</p>	<p>Sufficient dwellings to meet the shortfall in the housing provision (minimum of 100) identified in the Core Strategy[1] for Market Bosworth with overall housing density, mix and design in line with Core Strategy Policy 16;</p> <p>No amendment</p>
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		<p>identified in the Core Strategy. This is then provided with a footnote [4] which states the Core Strategy identified a housing requirement of a minimum of 110 houses however the Core Strategy figure is a minimum of 100 dwellings. This footnote goes on to establish a shortfall of 40 houses. It is not clear from the policy wording whether up to 40 dwellings are required on the site or a minimum of 100 dwellings. There would be significant concerns regarding the viability and deliverability of this site with only 40 dwellings proposed. In addition this approach would not be considered NPPF compliant in regard to para.15 which states “policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.”</p> <p>The wording of the policy states “The allocation of land south of Station Road and Heath Road shall provide” however the allocation is not providing these items the policy is providing a direction/a requirement for a development proposal to provide.</p> <p>It would be helpful to have more information in the supporting text to provide the reader with background of the requirements set out in Policy BD2, i.e. explaining the provision for employment land and what has informed this.</p> <p>BD2e (a) it may be worth stating BMX track and / or Skate Park to allow the possibility for delivering both.</p>	<p>alternative option. Policies were written by enthusiastic amateurs and recognise through this feedback the need to revise the draft policies for greater clarity. Policy BD2 has been redrafted to address these and other related concerns.</p> <p>The Neighbourhood Plan must be in accordance with national policy and guidance to meet one of the basic conditions. How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.</p> <p>Comment noted and revision of the Draft Plan layout helps the reader link the justification and evidence section directly to the policy proposals</p> <p>The requirement for a BMX/Skateboard track was specific in that it was inferred to be a multi use facility as individual skateboard or BMX tracks cannot be used by both. This requirement has now been removed from the Policy section.</p>	<p>The potential advantage for mixed use development is provided in Appendix A2 in the examination version.</p> <p>Specific reference to BMX track/Skate Park removed from policy relating to this site. It is now referenced in Aspirational Projects to consider most suitable location.</p>
BD2a	2	<p>Response 2 - I am concerned about where the vehicle access to the proposed housing development will be located. It appears that this may be from Godso is Hill - this road always has cars parked on one side and is narrow. If the new houses are accessed via Godsons Hill, there is likely to be congestion in this area.</p>	<p>Comment noted The proposed access to the east of the site connecting with the Godson Hill / Heath Road will be pedestrian and cycling only and will not generate</p>	<p>Policy BD3 specifies that vehicular access to the development will be from Station Road only and the access to Heath Road will be for pedestrians and cyclists only, an</p>

			additional vehicular traffic for existing residents.	indicative layout has been provided illustrating the location of the vehicular access.
		<p>Response 7 - The location of the site to the south of Heath Road is a difficult one as there is no available access point - therefore one will need to be created possibly through the Industrial Estate - None is shown on the plan. A mix of housing types is needed but all should be compatible with current housing, another 'Waters mead' should not be considered. A Better site North of Station Road is readily available - this is on an established bus route, has access and the provision of infrastructure should not create any problem. This site would provide continuity of housing along that side of Station Road. Green spaces and trees could make this an attractive site. I understand a plan has been refused on the grounds of: 1: Noise from Churchill's, which is negligible, I live close, so I know. 2: Noise from aircraft which is close to nonexistent as only occasionally does a small plane come and go. I do not think locating a number of houses including bungalows etc. A good walk from the bus route is a good idea. The need to provide housing should not mean an ugly collection of properties should be crammed into a forgotten corner behind an Industrial Estate.</p>	Comments noted Extensive local consultation showed a distinct preference for this site. Other factors relating to the requirements for any new development identified a number of criteria. These can be found in the tale in Appendix A2 in the examination plan which compares the only potential site allocations.	Appendix A2 included in Examination version Policy BD3 specifies that vehicular access to the development will be from Station Road only and the access to Heath Road will be for pedestrians and cyclists only. An indicative layout has been provided illustrating the location of the vehicular access.
BD2b	2	<p>Response 46 -should perhaps not specify the number of dwellings but should relate back to the Borough Council's planning documents, so as not to conflict. It should be sufficient to refer to the site area, within which tenure mix, size mix, density and design should reflect the other policies of the Neighbourhood Plan. The extent of the site and the other policies will limit the numbers naturally, and will avoid future conflict with current and future Borough-level planning documents.</p>	Comment noted It is believed there is sufficient flexibility within the plan whilst addressing the concern stated. However The Neighbourhood Plan must be in accordance with national policy and guidance to meet one of the basic conditions. How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.	No amendment
		<p>Response 52b - (please see NDP Vs NPPF Compliance Table) Policy BD2, Criteria b:- The Intention of policy BD2, Criteria b is not clear (please see NDP Vs NPPF Compliance Table) however it appears to state that only sufficient housing to meet the shortfall in the housing requirement stated by</p>	Comments noted Policy BD2 in the draft proposal did not intend to infer there was an alternative option. Policies were written by	Policy BD2 revised in examination version for greater clarity

		<p>the Core Strategy would be planned for through this site allocation. This is essentially a maximum requirement on the only site allocated for housing which directly contradicts Core Strategy policy 11 and emerging site allocation policy SA2 which states a minimum of 100 dwellings.</p> <p>If the intention is the reverse with a minimum of 100 dwellings to the provided then this would be considered in conformity with policies SA2 and Core Strategy Policy 11.</p>	<p>enthusiastic amateurs and recognise through this feedback the need to revise the draft policies for greater clarity. Policy BD2 has been redrafted to address these and other related concerns. The Neighbourhood Plan must be in accordance with national policy and guidance to meet one of the basic conditions. How the Plan has addressed and satisfied the basic conditions is covered in the submitted Basic Conditions statement and Sustainability Appraisal.</p>	
BD2c	1	<p>Response 20 - With reference to the statement on provision of strong pedestrian and cycle links to the proposed development within the expanded settlement boundary, I have the following observations. As no specific access routes are yet defined no comment can be made other than my general observations on how they should be considered. It is important the new development is fully integrated with the surrounding estates and town. To assist in this goal there is a real opportunity to expand the footpath network in the town's western ribbon development. Walkers and pedestrians need an alternative to the narrow pavement on the busy Station Road. If this is to be a 'well connected development' then this needs to be resolved. New safe and attractive routes, footpaths, linking jitties etc. should be considered to link in with the Park, Town Centre, the gated road and the canal towpath. Currently there is no link between Sutton lane and Station Road. Maybe this development is the opportunity to join up the existing radial network to provide more circuit walks around the town away from the main traffic routes.</p>	<p>Comments noted</p>	<p>Requirement for Design Brief guidance to be included in BD2 with particular reference made to vehicular access and other access/connectivity routes to existing developments Consider in relation to previous connectivity comments</p>
BD2d	1	<p>Response 20 - With reference to the statement on provision of strong pedestrian and cycle links to the proposed development within the expanded settlement boundary, I have the following observations. As no specific access routes are yet defined no comment can be made other than my general observations on how they should be considered. It is important the new development is fully integrated with the surrounding estates and town. To assist in this goal there is a real opportunity to expand the footpath network in the town's western ribbon development. Walkers and pedestrians need an</p>	<p>Comment noted</p>	<p>Design brief and revised Aspirational projects address this</p>

		alternative to the narrow pavement on the busy Station Road. If this is to be a 'well connected development' then this needs to be resolved. New safe and attractive routes, footpaths, linking jitties etc. should be considered to link in with the Park, Town Centre, the gated road and the canal towpath. Currently there is no link between Sutton lane and Station Road. Maybe this development is the opportunity to join up the existing radial network to provide more circuit walks around the town away from the main traffic routes. Statement repeated for BD2c & BD2d		
BD2e	4	Response 17 - Object to BMX Track or Skate Park being located within or near to housing development - too noisy for residents. Locate it in the park, next to or near to adventure playground.	Objections noted	Specific reference to BMX track/Skate Park removed from policy relating to this site. It is now referenced in Aspirational Projects to consider most suitable location.
		Response 34 - At the moment, most of the residents at this end of Station Road are quite elderly and my neighbours have expressed their concern to us that a Skate Park may attract youths from surrounding areas and may cause a noise disturbance. I have advised them to submit their opinions but they asked me to pass them on, on their behalf. So I have!	Objections noted	Specific reference to BMX track/Skate Park removed from policy relating to this site. It is now referenced in Aspirational Projects to consider most suitable location.
		Response 39 - BMX track or skate park - the location within a housing development is wrong. The park, next to adventure playground, better option. However, this activity does not cater for a wide age range of children, and could be classified as a dangerous activity - who would take responsibility for any accidents that occurred, and who would pay for the upkeep!	Objections noted	Specific reference to BMX track/Skate Park removed from policy relating to this site. It is now referenced in Aspirational Projects to consider most suitable location.
		Response 46 - policy BD2e should not prescribe the location for allotments. Whilst the desire to provide a zone of noise protection between the existing factory and new homes, there are other ways and other uses that can achieve this. The development of the allocated site should be led by good overall master planning that takes all issues into account. It is therefore suggested that the wording stops after the word "site".	Comments noted The Draft Plan did not intend to be prescriptive in this respect. As a result of this and other feedback these policies have been revised and new policy BD3 provides Design Brief guidelines for developers. The indicative layout also help address your concerns	Building and Development policies revised

7 – Aspirations

Total Comments	17	
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	Comments	Response	Proposed Amendment
General	<p>4 Response 13 - We are particularly in agreement with the following aspirations: A1 Access to the countryside A3 Locations of new retail development in the centre where possible. It is important for the present traders that retail outlets do not become too fragmented and that the village centre retains its importance. A4 Environmentally sensitive transport and parking provisions. Parking is already a problem and at certain times of the day the road are really congested. Some huge farm machinery and vehicles have been coming through the centre causing major problems as they are so wide. Perhaps they can be encouraged to avoid the village centre. A5 Field Ponds</p>	Support noted	Aspirational projects whilst not part of the policy framework are identified to be taken forward as part of the implementation plan
	<p>Response 28 - We welcome the aspirations set out on this page. You may wish to give consideration to translating these into formal policy, as written it is unclear as to the weight the aspirations should be afforded in planning terms. We consider that A3 in particular (regarding trade in the Market Place) would be an appropriate planning policy topic.</p>	<p>Support noted An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions taken by other bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period.</p>	No amendment

	<p>Response 39 - I Felt that some of the aspirations should ideally be included as policies, with particular reference to A1, Access to the Countryside, and A2, Digital Connectivity. I was not convinced that a BMX track or skate park should be the desired option for play provision. This particular activity would be better situated away from housing due to noise nuisance - the Park, next to the adventure playground would be a more suitable setting. A better facility would be a small sports area, which could be used for football, cricket, netball, basketball, etc. This would cater for a wider age range and may be more amenable for both girls and boys.</p>	<p>Comments noted Comments noted. An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period.</p>	<p>Specific reference to BMX track/Skate Park removed from policy relating to this site. It is now referenced in Aspirational Projects to consider most suitable location.</p>
	<p>Response 46 - We have advised the Church Council that the Aspirations listed in section 7 of the consultation document should also be supported.</p>	<p>Support noted</p>	<p>No amendment</p>
<p>Aspiration 1</p>	<p>Response 27 - The Ivanhoe Way is miles away and is not mentioned elsewhere in this document. Omit. The Leicestershire Round, canal towpath and railway line are the key links. A1. Should also include landowners. A1LCC Leisure manages RoW, even though RoW are highways - best to say Leics CC</p>	<p>Comment noted Amend to include as is</p>	<p>Aspirations section revised and incorporated in Aspirational projects</p>

<p>Aspiration 2</p>	<p>Response 17 - Digital Connectivity: This should be included as a specific policy and not an aspiration.</p>	<p>Comment noted An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period. The Parish Council with the County Council have been working to ensure Superfast Broadband is high priority and work is currently underway.</p>	<p>No amendment</p>
	<p>Response 27 - Suggest inserting into list at A2: Physical connectivity Improve access to historic core for residents, walkers and cyclists.</p>	<p>Comments noted</p>	<p>Aspirations section revised and incorporated in Aspirational projects</p>

		<p>Response 40 - Should this not be a policy of its own? I think so; it shouldn't just be an aspiration.</p>	<p>Comments noted An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period. The Parish Council with the County Council have been working to ensure Superfast Broadband is high priority and work is currently underway.</p>	<p>No amendment</p>
<p>Aspiration 3</p>	<p>1</p>	<p>Response 27 -and street markets in the Market Place.</p>	<p>Comments noted</p>	<p>Outside NDP Remit</p>

Aspiration 4	8 Response 1 - With regards to specific footpaths in the village - the footpath from the Water Park to St Peter's Primary School is currently nonexistent or inadequate. Please keep in mind the people who use this route on foot. Currently for people to be safe it means using a car to make this journey. This route includes accessing the Water Park, the Sports Field, the Marina, the Station and the housing estate at the bottom of Station Road.	Comments noted An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period.	No amendment
	Response 5 - Mention should be made that no solar panels be placed on roof which face onto the street.	Comments noted	Existing precedents within conservation and settlement area
	Response 8 - When referring to street scene, mention should be made that no solar panels be placed on roofs which face onto the street.	Comments noted	Existing precedents within conservation and settlement area

	<p>Response 12 - Improving traffic flow along Station Road to the town centre will be VERY CHALLENGING in the light of everything else at this end of the town. parking on one side only would help.</p>	<p>Comments noted An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions and funding allocation for improvements taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Chevron parking in Market Place is a prime example. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period.</p>	<p>No amendment</p>
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	<p>Response 16 - I would like to see time limited parking in the square, except for residents. If more parking could be provided off Park Street this would help.</p>	<p>Comments noted An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions and funding allocation for improvements taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Chevron parking in Market Place is a prime example. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period.</p>	<p>No amendment</p>
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	<p>Response 20 - With reference to traffic flows and car parking. As parking in Market Bosworth gets more difficult we have all observed an increasing tendency in motorists to park dangerously outside the Co-op down to the Post Office and outside the paper shop. This is forcing cars into the oncoming traffic on a dangerous bend.</p> <p>I think this increasing trend could be mitigated if some fast turnover parking spaces were provided for drop off's, collecting and quick shop visits. There is currently no provision for this. A rapid turnover zone would be an easy provision to make. It could be between the Black Horse and veg shop or a section of the Square. If the one way system is introduced then it would work well with chevron parking.</p>	<p>Comments noted</p> <p>An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions and funding allocation for improvements taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Chevron parking in Market Place is a prime example. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period.</p>	<p>No amendment</p>
	<p>Response 26 - Mention should be made that no solar panels be placed on roof which face onto the street.</p>	<p>Comments noted but many existing precedents within conservation and settlement area</p>	<p>No amendment</p>

	Response 27 -and create improved off-road links for cyclists between NCN52, the town centre, and the satellite hamlets of Cadeby and Carlton.	Comments noted An aspiration is a desire to influence decisions taken on matters outside the remit of the Parish Council however, by highlighting concerns and issues raised through extensive public consultation and based on evidence gathered as part of the Neighbourhood Plan development process when opportunities arise to influence decisions and funding allocation for improvements taken by bodies, such as government agencies (eg: Highways), all appropriate steps will be taken. Chevron parking in Market Place is a prime example. Aspirational policies may be further developed and refined as part of the Plan review process (5 year review) and will be considered for the next Plan period.	No amendment
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8 – Plan delivery and implementation

Total Comments	4	
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		Comments	Response	Proposed Amendment
General	1	<p>Response 27 - There is no mention of new Homes Bonus funding.</p> <p>Is the statement on CIL strong enough? The Uppingham Neighbourhood Plan includes the following statement: Community Infrastructure Levy (CIL) The Plan supports the following areas for CIL Expenditure (contributions from developers)</p> <ul style="list-style-type: none"> -Highway infrastructure and parking provision -Development of a Community Hub 	Currently Hinckley and Bosworth Borough Council have not yet adopted CIL. This Plan has to work within existing parameters.	No amendment

		<ul style="list-style-type: none"> -Acquisition and development of Community Assets -Community Safety developments -The further development of Tod's Piece Enhancement of community service provision -Cycle paths and footpaths -Technological developments -School buildings 		
Paragraph 2	1	Response 27 - This paragraph should include a statement that the policies set out in this plan will be material planning consideration.	Comments noted Once a Neighbourhood Plan is made it will carry 'weight' in all planning decisions within the Plan Area	No amendment
Paragraph 3	1	Response 27 - Our recollection of a County Highways study some years ago is that the introduction of a complete one-way system would infact result in a decrease in on-street car parking provision because of issues of signage and highway geometry.	Comments noted, most recent highways analysis suggest net gain	No amendment
Paragraph 4	1	Response 52a - Should state Key to project delivery will be funding which will come from various sources. These will include the current Parish Council core funding which is limited, Section 106 monies relating to new planning consents, and the Community Infrastructure Levy (CIL) <u>if adopted by the Borough Council.</u>	Comment noted	Change to be included

9 – Appendices and References

Total Comments	10	
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	Comments	Response	Proposed Amendment
Page 36	4 Response 5 - LEVEL 3 Far Coton resides in the parish of Bosworth so should not be included in the list of adjacent parishes.	Comment noted	Plan amended
	Response 8 - Level 3 - Far Coton is in the parish of Market Bosworth so should not be listed.	Comment noted	Plan amended

	Response 26 - LEVEL 3 - Far Coton resides in the parish of Bosworth so should not be included in the list of adjacent parishes.	Comment noted	Plan amended
	Response 39 - re local connection criteria: a Local Lettings Plan to be negotiated between developer, H&BBC and the Parish Council/NDP to ensure that certain categories of local people are not excluded from applying for affordable homes should the local authority's own lettings policy change in the future.	Comment noted	Work to achieve best outcome with LPA framework
Page 37	4 Response 5 – A2A: The correct spelling of the pool in the Country park is 'BEAU' not 'BOW'	Editorial committee agreed the most contemporary documents and maps use Bow	No amendment
	Response 8 – 2A The correct spelling of the pool in the Country park is 'BEAU' It was named after Beaumont Dixie 4th baronet who supervised the layout of the park in the style of Capability Brown. it would appear that the pools name was miss spelt in the early 1900's and has been wrongly spelt ever since.	Editorial committee agreed the most contemporary documents and maps use Bow	No amendment
	Response 26 - The correct spelling of the pool in the Country Park is 'BEAU' not Bow.	Comment noted, spelling variant is in common use	No amendment
	Response 27 - “the 35-ectare park was once part of Bosworth Hall estate , and still retains its distinct parkland features. Much of this parkland area lies within the Plan Area but parts also sit in the adjacent borough of Cadeby”. <i>The Bosworth Estate. Parish of Cadeby.</i> A2b Objective is to prevent enclosure. There are conflicting accounts of the ownership of this land and the extent of the highway rights. At present there seems to be nothing to prevent the owner of the land not subject to highway rights to fence it off. It is not clear as to how this is to be prevented.	Comment noted The Country Park is safeguarded from unrestricted development through extant local plan policy REC1 and emerging policy DM8	No amendment
Page 38	2 Response 12 - VIEWS AND VISTAS Protected views of Bosworth Along Station Road from the vicinity of the canal and railway bridges towards centre. If driving, the view to the left wouldn't be that noticeable in that short space as you would need to be looking ahead.	Comment noted Views and vistas identified after public consultation and with reference to Bosworth Society report on Approaches into Market Bosworth (2013).	No amendment

	Response 27 - A3.1 – A3.2 There are discrepancies between these lists and the map on page 26 and there also seems to be some confusion between what is a view and what is a vista. A view is a wide prospect, while a vista is a view limited in some way, for example as seen through an avenue. It would be helpful to number the views and vistas on page 26 and use these numbers in the lists.	Comment noted, our definitions in line with LPA	No amendment
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10 – Glossary

Total Comments	0
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	Comments	Response	Proposed Amendment

11 – Interim Sustainability Appraisal

Total Comments	2
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	Comments	Response	Proposed Amendment
	Response 28 – We disagree with the Sustainability Appraisal which states that there will be no overall impact on landscape and heritage. We suggest that an additional criterion is added: “BD2f: Protection of the character of the surrounding area through appropriate landscaping, a buffer zone and protection of the setting of heritage assets”	Comment noted however, there are no heritage assets identified on the preferred site. Plan Policy BD3 makes provision for a design brief that states the requirement for: 3.3 Incorporation and enhancement of existing landscape features such as broadleaf tree cover, the creation of green space both within the new development and on boundaries to provide a buffer against	Inclusion of new Policy BD£ Design brief guidance

		<p>surrounding areas;</p> <p>3.4 Reduction of the density of the dwellings to the edge of the residential development adjacent to the open landscape to create a gradual transition from built area to more open green space.</p>	
	<p>Response 52c</p> <p>1.1 A Neighbourhood Plan must ensure it meets the basic conditions; one of these basic conditions is to set out how the plan contributes to sustainable development. In addition a Neighbourhood Plan must ensure it doesn't breach or is otherwise compatible with EU obligations which include the SEA Directive of 2001/42/EC.</p> <p>1.2 The Market Bosworth Interim Sustainability Appraisal seeks to meet one of the basic conditions in regard to demonstrating how the emerging plan contributes to sustainable development. This document, whilst including an appendix which screens for the requirement for an SEA, makes no reference to this within the document or within the overall appraisal titled '<i>4. The Assessment Conclusions</i>'.</p> <p>1.3 In addition since the production of the document, responses have been received from the SEA consultees, English Heritage, Natural England and the Environment Agency in regards to the Borough Councils SEA Screening exercise. They endorsed the findings of the screening exercise and considered a full SEA is unlikely to be required, based on the information provided. The updated Sustainability Appraisal to be submitted to the Local Authority at the Publication Stage should ensure these responses are included and the overall assessment reflects the SEA screening exercise and findings.</p> <p>1.4 The Document does not include paragraph numbers which makes identification of specific sections difficult.</p> <p>1.5 Hinckley and Bosworth Borough Council is the correct term which should be used as opposed to Hinckley and Bosworth District Council.</p>	<p>Comments noted This was a draft document based on a draft plan. Consideration will be given to all points in final Sustainability proposal</p>	<p>Comments noted</p> <p>The text has been amended on Page 1 of the NP to state that a screening report is not needed – The screening reports have been included with the updated SA.</p> <p>The Examination version of the Plan document does have paragraph numbers</p> <p>The SA has been amended from Hinckley and Bosworth District Council</p>

	<p>1.6 Page 2, Third Paragraph:- This paragraph states the NDP <i>'will cover a number of issues relating to the management of development in the town in the future'</i>. The NDP relates to the wider parished area and not just to Market Bosworth. There are policies within the NDP which seek to control development outside of the built limits of the town therefore this term should be expanded to reflect the full designated neighbourhood area.</p> <p>1.7 Page 5, Selecting Criteria table notes the fourth criteria as 'Town Centre' however the term 'Rural Centre' is used throughout the document as its replacement. One term should be used throughout.</p> <p>1.8 Page 7, Policies/Criterion table has no grading for policy CE4. In addition 'no overall impact, or not applicable' is identified as blue on the above key however this has not been transposed onto the table below.</p>		<p>to Hinckley and Bosworth Borough Council</p> <p>Text changed from 'town' to 'neighbourhood plan area'.</p> <p>The document has been amended and uses the term 'rural centre' throughout rather than town centre.</p> <p>The table has been amended as suggested.</p>
	<p>1.9 Page 8, The Assessment Conclusions states "the table below demonstrates that where there is an impact that impact is positive". However the policies/criterion table identifies some negative impacts.</p> <p>1.10 Page 9, Policy CE1 assessment table under 'Cultural' identifies this policy would have some positive benefits on the cultural criteria which is defined on page 5 as <i>"provision of a range of facilities to reflect the town's role in the wider community"</i>. However this policy does not seek to provide a range of facilities it seeks to ensure development is appropriate to its location and safeguards the green fingers of landscape. The corresponding explanation within this assessment table states <i>"The policy protects the rural character and identity of Market Bosworth"</i>. Whilst this is accurate in relation to policy CE1 it does not correlate with the cultural criteria defined on page 5.</p> <p>1.11 Page 11, Policy CE3 assessment table under 'Cultural' also provides an explanation which may fit with the provisions of the policy but does not correlate with the cultural criteria defined on page 5.</p> <p>1.12</p>		<p>The text has been amended to ... that where there is an impact that impact is predominantly positive with the exception of Policies BD2 and BD3...</p> <p>The table and text has been amended as suggested.</p> <p>The table and text has been amended as suggested.</p> <p>The table and text has been amended</p>

	<p>Page 12, Policy CE4 assessment table under 'Population and Housing' identifies '<i>no overall impact, or not applicable</i>'. Policy CE4(d) as written could be read as enabling development (including residential) within the countryside as long as there are no adverse impacts on the landscape. In addition the policy seeks the re-use and adaptation of existing buildings; which could then be utilised for housing provision. This policy would therefore have some impact on population and housing and this should be accurately reflected in the assessment table. Under Cultural, as per the comments regarding page 9 and 11, the explanation does not correlate with the cultural criteria defined on page Five.</p> <p>1.13 Page 14, Policy BD2 assessment table under 'Infrastructure' within the explanation only deals with one impact i.e. increased population leads to increased pressure on infrastructure. However policy BD2 seeks to deliver additional pedestrian and vehicle accesses which is considered to fall within the Infrastructure criteria defined on page 5 as "Improving transport choices and safety".</p> <p>1.14 Under 'Population and Housing' the explanation states policy BD2 '<i>supports growth</i>' whilst this is generally agreed, it is not clear whether this policy seeks 100 dwellings as a minimum number or seeks to fulfil the shortfall (i.e. the remaining residual or what's left to plan for after permissions are accounted for (stood at 43 dwellings in April 2014) which would infer a maximum. If it were only for the shortfall i.e. the 43 dwellings then this is considered to potentially adversely affect the viability of the scheme proposed by Bloors for this site and may very well hinder growth.</p>		<p>as suggested to include a positive impact for Population and housing for what is now Policy CE5</p> <p>The table and text has been amended.</p> <p>This comment has been addressed in the Neighbourhood Plan and does not require the table to be amended.</p>
	<p>1.15 Under 'Inclusiveness' the explanation identifies the policy seeks to deliver social housing needs however the policy would also provide market housing needs in addition to other facilities.</p> <p>1.16 Under 'Climate' the explanation states that the provision of housing and employment will reduce transport emissions however the policy proposes an increase in these uses which would invariably increase the number of car movements and increase transport emissions.</p> <p>1.17 The Conclusion to Policy BD2 assessment table doesn't provide a robust, adequate or balanced statement as to why this policy would result in overall</p>		<p>The table and text has been amended to include reference to the other community facilities to be provided i.e. play space and allotments.</p> <p>The table and text has been amended as suggested to reference the increase in traffic movements and emissions.</p> <p>The summary for the table and text has been amended as suggested to state</p>

	<p>benefit and create a sustainable development or a sustainable plan. A greater focus should be provided on how the benefits outweigh the impacts.</p> <p>1.18 Page 16, Aspiration 2 assessment table under 'Infrastructure' identifies '<i>no overall impact</i>' however such broadband and telecommunications provision would be considered infrastructure and an assessment score should be included.</p> <p>1.19 Under 'Climate' the assessment table identifies '<i>no overall impact</i>' however with faster, more reliable broadband and 3G/4G connections there is the potential for additional home working opportunities thereby reducing out-commuting to work. Further consideration should be given in the assessment result in the Aspiration 2 assessment table.</p> <p>1.20 Page 17, Aspiration 3 assessment table under 'Climate' identifies '<i>no overall impact</i>' however focusing growth in the existing centre of Market Bosworth and not in the countryside could reduce the need to travel as there is a wider choice of services and facilities within walking distance. This should be reflected within this assessment table.</p> <p>1.21 The Appraisal has not attempted to examine other potential residential sites which could serve to fulfil the settlements housing requirement. A comparative assessment between the allocation site and other potential sites would highlight whether the forums choice of allocation is actually the most sustainable site to develop. This is considered an essential requirement to robustly justify why the chosen residential/mixed-use site is the most sustainable option when compared against the reasonable alternatives such as the North of Station Road site. This could be achieved preferably through this assessment process or through direct reference to the Borough Council's Sustainability Appraisal for the Pre Submission Site Allocations and Development Management Policies DPD.</p>		<p>that the positive impacts outweigh the negative impacts.</p> <p>The NP no longer features Aspiration 2.</p> <p>The NP no longer features Aspiration 2.</p> <p>The NP no longer features Aspiration 2.</p> <p>The NP has addressed this concern through the inclusion of Appendix 2 which clearly shows the comparison between the two sites identified at earlier stages of consultation. The table includes the identified criteria for a site allocation to meet the needs of sustainability for a key rural centre.</p>
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Appendix 3: Consultation Results / Reports

Full copies of all of the consultation results and reports referred to within this Consultation Statement are available as follows:

PUBLIC CONSULTATION DROP-IN EVENT - REPORT

Online: <http://www.bosworthvision.org.uk>

Evidence Base: Section 3.7

Hard Copy: Market Bosworth Parish Council Office

STAKEHOLDER CONSULTATION EVENT - ATTENDANCE LIST, PRESENTATION & REPORT

Online: <http://www.bosworthvision.org.uk>

Evidence Base: Section 4.8

Hard Copy: Market Bosworth Parish Council Office

YOUTH CONSULTATION – RESULTS

Online: <http://www.bosworthvision.org.uk>

Evidence Base: Section 5.12

Hard Copy: Market Bosworth Parish Council Office

COMMUNITY ENGAGEMENT DROP-IN EVENT – REPORT

Online: <http://www.bosworthvision.org.uk>

Evidence Base: Section 6.9

Hard Copy: Market Bosworth Parish Council Office

HOUSEHOLD QUESTIONNAIRE SURVEY – RESULTS

Online: <http://www.bosworthvision.org.uk>

Evidence Base: Section 7.8 – 7.13

Hard Copy: Market Bosworth Parish Council Office

PRE-SUBMISSION CONSULTATION – COMMENTS & REPRESENTATIONS

Hard Copy: Market Bosworth Parish Council Office

PRE-SUBMISSION CONSULTATION – ANALYSIS GRID

Online: <http://www.bosworthvision.org.uk>

Hard Copy: Market Bosworth Parish Council Office

Consultation Statement, Appendix 2