

# **ASHBY DE LA ZOUC**

## **NEIGHBOURHOOD PLAN**

### **2011-2031**



**PRE-SUBMISSION CONSULTATION DRAFT**

**MAY 2016**



## **FOREWORD**

In 2013, the Town Council of Ashby de la Zouch made the decision to commence the process of undertaking a Neighbourhood Plan.

A Neighbourhood Plan Steering Group was established with the aim of preparing a Plan that will deliver the long term goals of a balanced and vibrant neighbourhood.

Since becoming established, we have held many public meetings, both general open events and specific discussions with groups of stakeholders; established Theme Groups on the key issues comprising local residents; professionals and representatives of local businesses and voluntary groups.

In preparing this Neighbourhood Plan we have listened very carefully to all the feedback received through all these consultations and have worked hard to ensure that the Plan incorporates and reflects the views of the community.

We are grateful to Officers at North West Leicestershire District Council, Leicestershire County Council, Town Councillors and the wider community for their involvement in the development of this Plan.

We hope that the final document will help to shape development across the Neighbourhood Plan area.

**Leader**

**Ashby de la Zouch Town Council**

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## **SECTION 1: INTRODUCTION**

### **1.1 Background**

This document has been prepared by the Ashby de la Zouch Neighbourhood Plan Steering Group, which has been led by Ashby de la Zouch Town Council.

A Neighbourhood Plan is a community led framework for guiding the future development and growth of an area; it provides an opportunity for local people to directly shape and influence planning policy on matters that affect them.

The Plan provides a vision for the future of the community, and sets out clear policies to realise this vision up to 2031. These policies must accord with higher level planning policy, at a local and national level, as required by the Localism Act. The Plan has been developed through extensive consultation with the people of Ashby de la Zouch and with others with an interest in the community.

The Plan adds local detail to broader planning policy and once it has been passed through a Referendum the planning policies within the Plan will become part of the decision making process for planning applications.

**This Draft Neighbourhood Plan is a consultation document, and your comments and opinions are invited until 14<sup>th</sup> June 2016. Please use the Representation Form that accompanies this document, and return completed forms to Ashby de la Zouch Town Council, Legion House, South Street, Ashby de la Zouch, LE65 2QY. Copies of this document and the representation form are also available on the website:**

**<http://www.ashbydelazouch.info/Draft-Neighbourhood-Planning.aspx>**

### **1.2 HOW A NEIGHBOURHOOD PLAN FITS IN TO THE PLANNING SYSTEM**

A Neighbourhood Plan is an opportunity for local people to create a framework for delivering a sustainable future for the benefit of all who live, work or visit our area.

The right for communities to prepare Neighbourhood Plans was established through the Localism Act 2011 and the rules governing their preparation were published in 2012. The National Planning Policy Framework (NPPF) states that a Neighbourhood Plan gives the community “direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need” (NPPF para 183). It helps us to get the right types of development in the right locations; and to set planning policies that will be used in determining decisions on planning applications throughout the designated area of Ashby de la Zouch.

A Neighbourhood Plan is part of the statutory Development Plan for the area and this statutory status gives Neighbourhood Plans far more weight than other local documents such as parish plans or village design statements. But a Plan must also comply with European and National legislation and be in general conformity with existing strategic planning policy. Whilst every effort has been made to make the main body of this Plan easy to read and understand, the wording of the actual policies is necessarily more formal so that they comply with these statutory requirements.

In addition to formal planning policies, the Neighbourhood Plan also contains a number of actions for the Town Council, to progress with third parties such as Leicestershire County Council matters that are important to the aspiration to shape the Plan area but are not in themselves planning policies.

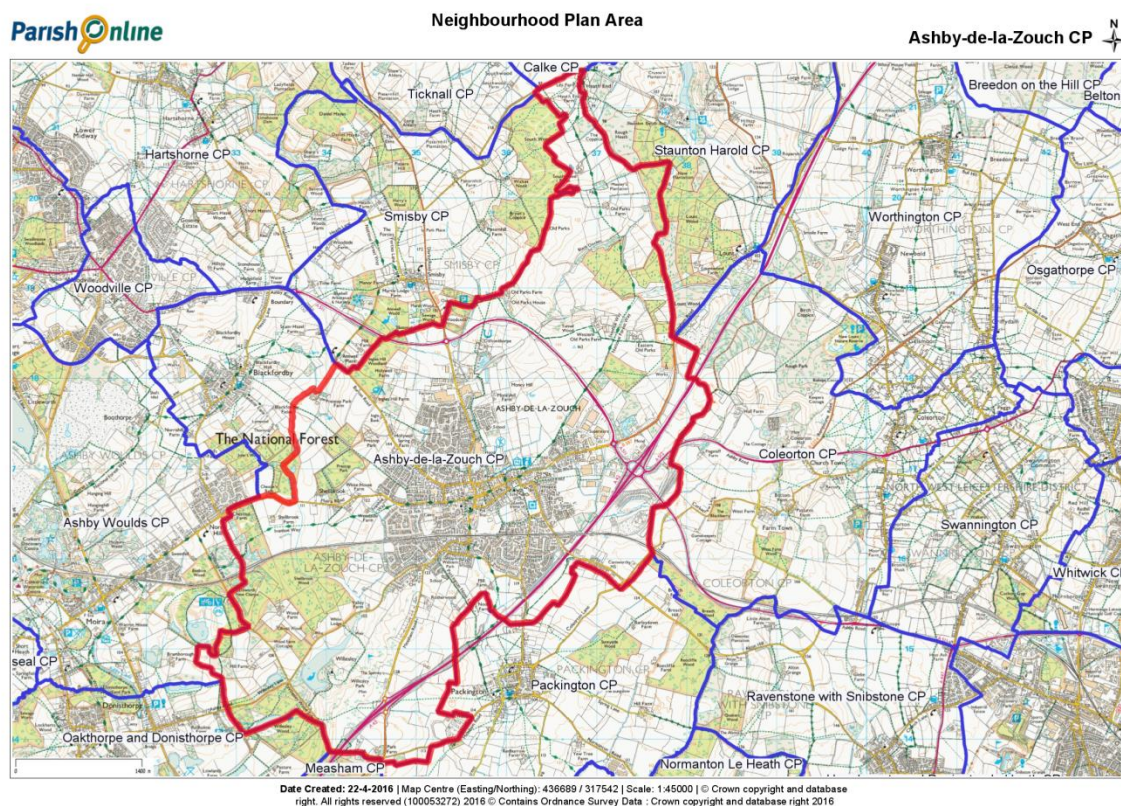
Robust evidence is the foundation on which a Neighbourhood Plan has to be based. This includes evidence of community engagement and consultation and how the views, aspirations, wants and needs of local people have been taken into account alongside stakeholder comment and statistical information to justify the policies contained within the Plan. A detailed Statement of Consultation and a comprehensive Evidence Pack have been produced to support this Neighbourhood Plan and will be finalised through the consultation process.

### **1.3 ASHBY DE LA ZOUCHE NEIGHBOURHOOD PLAN AREA**

The Ashby de la Zouch Neighbourhood Plan covers a designated area (the Plan area), comprising the Council wards of Ashby Holywell, Ashby Money Hill, Ashby Ivanhoe, Ashby Castle and Ashby Willesley, which covers the town of Ashby de la Zouch and excludes Blackfordby. Designated status was achieved in February 2014.



Figure 1 – Neighbourhood Plan area



## 1.4 WHAT THE NEIGHBOURHOOD PLAN COVERS

The Ashby de la Zouch Neighbourhood Plan covers the timeframe 2011 to 2031; this ensures alignment with the Local Plan being prepared by North West Leicestershire District Council.

A vision for the future of Ashby is set out and the following themes are included in the Plan:

- General Principles
- Housing and the Built Environment
- Town Centre
- Transport and Accessibility
- The Natural Environment
- Employment and Economic Growth
- Infrastructure Investment Priorities

Some issues, such as minerals and waste which are the preserve of Leicestershire County Council are excluded from the scope of the Neighbourhood Plan, as are

strategic matters such as housing targets that are determined by North West Leicestershire District Council.

This is the pre-submission draft plan that is being consulted on prior to submission to North West Leicestershire District Council as the local planning authority.

## **1.5 HOW THE PLAN HAS BEEN PREPARED**

The Neighbourhood Planning process has been overseen by a Steering Group consisting of 4 Town Councillors, a representative from Ashby Civic Society, a representative from Ashby Town Team, the Town Clerk and the Deputy Town Clerk.

The Neighbourhood Plan was launched in April 2013 with a series of drop-ins and workshops for members of the local community and other interested parties, where participants were asked:

- What they like about Ashby
- What they do not like about Ashby
- What would they want that Ashby doesn't have

From the launch events key issues for the town were identified and these were grouped together in to the following themes:

- Town Centre Vitality
- Economic Growth
- Housing and the Built Environment
- Accessibility and Transport
- Education and Leisure

The five Theme Groups, comprised volunteers from the local community who looked in detail at the issues and prepared emerging objectives and policies alongside officers from the District and County Councils (who attended in an advisory capacity). A Reference Group consisting of the Chairs of each Theme Group reviewed the objectives and policies coming from the Theme Groups and agreed the objectives and policies which formed the basis of the Draft Plan.

A Consultation Statement detailing the consultation process to date has been produced to accompany the Neighbourhood Plan; and will be finalised through the consultation process.



## SECTION 2: ABOUT ASHBY DE LA ZOUC

Ashby de la Zouch is a historic market town of 12,530 people (2011 census for Neighbourhood Plan area) at the heart of the National Forest and on the borders of Leicestershire and Derbyshire.

Ashby de la Zouch has a vibrant Town Centre that forms the heart of the local community providing the principal focus for the Town's economic, social and leisure activity. The wide range of specialist shops, ancient castle and broad Market Street give Ashby its unique character. It is set within attractive countryside and sits at the heart of the National Forest, with the new long distance walking trail the National Forest Way, and the Ivanhoe Way running through the town. New National Forest plantations can be found in the extensive countryside that surrounds the town. Residents have easy access to public footpaths and cycle trails, for example at the Hicks Lodge cycle centre, there is a popular golf club and a wide range of other sporting facilities and clubs. Within the Town Centre there are tracts of attractive green spaces at the Bath Grounds and Hood Park.



Ashby stands at the intersection of the roads between Nottingham and Tamworth/Birmingham (A42) and between Leicester and Burton upon Trent (A511). These provide easy access to the major cities in the East and West Midlands, leading to many of the town's residents commuting to work around the Midlands. There is no



railway station in the town, as the railway that connected Ashby with Leicester and Burton upon Trent closed for passenger transport many years ago.

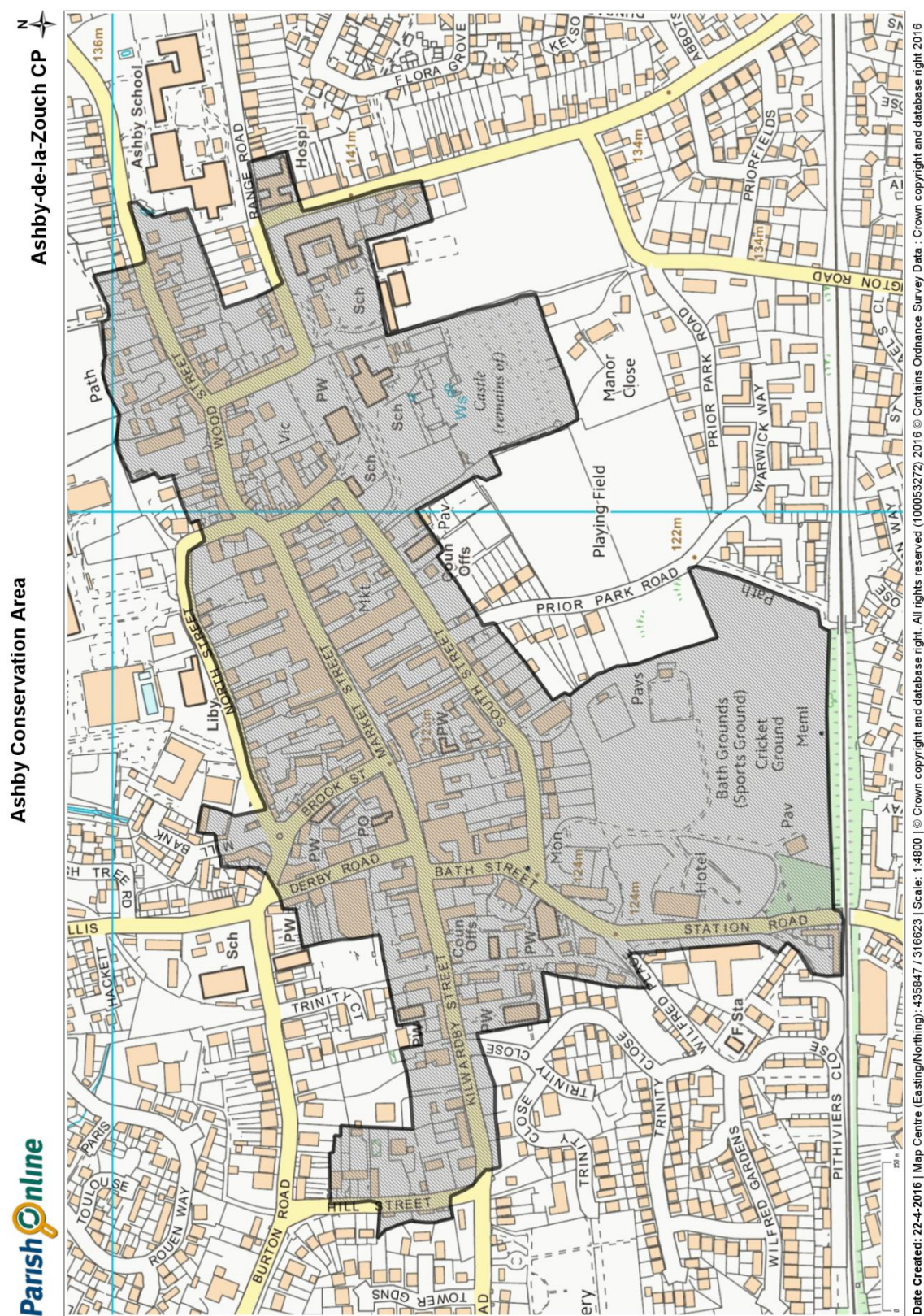
Employment in the town has changed in recent years with significant manufacturing employers like McVities, Arla Dairy and the Soap Factory closing. However, the two significant industrial estates, Ashby Park and Ivanhoe Business Park have been expanding.

The first documented record of the town is in the Domesday Book of 1086/87 and the town takes the second part of its name from the La Zouch family who held the castle and manor from circa 1160 to 1399. Ashby de la Zouch Conservation Area was first designated in November 1972.

During the medieval period Ashby Castle was one of the chief influences on the town's development. The castle was slighted (partial demolition) by parliamentary troops in March 1646. The appearance of the Conservation Area (Figure 2) is predominantly Georgian/ early Victorian townscape. However many buildings contain medieval structures. Development within the Conservation Area is carefully managed through the planning system and the Neighbourhood Plan reinforces this approach.

The current Conservation Area boundaries are shown in Figure 2:

Figure 2 – Conservation boundary map



The town has experienced significant growth in recent years with planning permission for 2436 dwellings being granted since 2003 in the Neighbourhood Plan area. The attractiveness and location of the town means developers can achieve higher prices for properties in Ashby than in neighbouring towns. Average property prices within the Ashby LE65 postcode area are £246,072\* compared with £170,543\* in the Coalville LE67 postcode area, £215,015\* in the Castle Donington postcode area and £155,837\* in the Swadlincote DE11 postcode area.

(\*Figures are taken from Zoopla website for prices paid in 12 months up to 18<sup>th</sup> February 2016)

A review of 2011 census data (for the Neighbourhood Plan area) shows that:

- There is a high level of home ownership (70.8%), but this is lower than the average in the District (72.5%).
- There is a larger proportion of detached properties (42.6%) than on average in the District, regionally and in England (22.4% in England) and fewer terraced properties (14.9%).
- There are more 4 & 5 bedroom properties (30.4%) than in the District, region and in England (19% in England).
- There is a high level of car ownership 43.9% of households having two or more cars.
- 49.4% of households are not deprived in any dimension, compared with 46.2% in the District and 42.6% nationally.
- The proportion of residents aged 16-64 (61.9%) is lower than the proportion in the District, region or England (64.8% in England).
- The majority of residents enjoy good health (82.5%).
- Educational attainment is high with 33.8% of residents over 16 having a level 4 qualification or above, this compares with 27.4% in England.

Note: Census figures based upon the Neighbourhood Plan area, consisting of the wards Ashby Holywell, Ashby Ivanhoe and Ashby Castle, as defined in 2011.







## **SECTION 3: WHAT IS THE PLAN TRYING TO ACHIEVE?**

### **3.1 The Vision**

The Town Council has identified a vision for Ashby to help describe how the Plan area should look in the years to come.

“Ashby de la Zouch is a prosperous attractive and historic market town at the heart of the National Forest. Our vision is to build on that uniqueness and create a town that meets the needs of local people in terms of their enjoyment, health and wellbeing whilst making the most of its special qualities to attract visitors and shoppers from further afield.

This will be achieved by the Plan's vision and objectives providing an aspirational and positive planning framework to deliver housing and economic development to meet local and District-wide needs and thereby creating a safe, clean, accessible and attractive town and countryside in which people can shop, work, live and pursue their leisure activities.

The town and surrounding countryside should offer something for everyone regardless of their age, lifestyle or status”.

### **3.2 Key objectives the Plan will address**

Following on from the identification of the vision, a range of ‘Theme Groups’ were established comprising residents, business and service personnel, each looking at a specific area of interest. Through this process, a number of key objectives emerged to be dealt with through the Neighbourhood Plan to help deliver the vision:

- Protecting and enhancing the town’s heritage
- Maintaining a vibrant, attractive and sustainable Town Centre
- Designating settlement development limits
- Housing site allocations, housing mix and design
- Provision and protection of parks and green spaces
- Enhancement of environmental aspects including measures to prevent flooding
- Protecting community assets
- Improving traffic management and road infrastructure
- Promoting walking and cycling
- Promoting employment, business growth and encouraging tourism
- Need for enhanced community facilities in line with growing population
- Priorities for section 106 funding

It is important to note that when using the draft Neighbourhood Plan to form a view on a proposed development all of the policies contained in the plan must be considered together.

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## **Section 4 NEIGHBOURHOOD PLAN POLICIES**

### **4.1. Towards a Sustainable Ashby de la Zouch**

#### **a) Introduction**

Having developed over several centuries, Ashby de la Zouch is an attractive and historic settlement which retains many of its original features and is characterised by a bustling Town Centre with many independent shops.

There are many significant buildings of great importance within the Plan area which include both designated and un-designated heritage assets. Its economy is varied with a range of employers being based on the employment sites within the town and recent years have seen a growth in out-of-town retail outlets which pose a threat to the traditional shopping patterns of the town.

Ashby de la Zouch boasts a good range of recreation facilities including tennis, Hood Park Swimming Pool, football, rugby, cricket and golf as well as parks and play areas.

Ashby de la Zouch is within the local planning authority area of North West Leicestershire District Council in the County of Leicestershire and is well located being within 9 miles of East Midlands Airport. It has a bypass to serve traffic passing from Birmingham to Nottingham (A42) or Leicester to Stoke. There are bus services to Coalville and Burton-upon-Trent, but the transport system has failed to keep pace with the requirements of the town. There is congestion at peak times and pressure on car parking spaces, which can make the roads within the Town Centre congested and can diminish the cross town commuting and shopping experience for residents and visitors.

#### **b) A Presumption In Favour Of Sustainable Development**

The purpose of the UK Planning System as set out in the NPPF is to achieve sustainable development in economic, environmental and social terms.

This is defined as ensuring that providing for the needs of the current generation does not make life worse for future generations.

This Neighbourhood Plan is a key part of securing sustainable development. It is at its heart. This includes how much new development is required, where it should go and how it should be designed. This encompasses all proposals for development from the very smallest, such as a minor extension to a house, to major housing and employment developments.

The Neighbourhood Plan takes a positive approach to sustainable development within the Plan area. The Town Council will work with the District Council, County Council, the local community, developers and other partners to encourage the

formulation of development proposals which clearly demonstrate how sustainable development has been considered and addressed, and can therefore be approved.

**POLICY S1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT -**  
When considering development proposals, the Plan will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF and North West Leicestershire Local Plan. The Town Council will work proactively with developers to find solutions which mean that sustainable proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Plan area.

Planning applications or other land-use related decisions that accord with the policies in this Plan should be approved without delay, unless material considerations indicate otherwise.

Where there are no policies in the Neighbourhood Plan relevant to a planning application or other land-use related decision, the policies contained in the NPPF and North West Leicestershire Local Plan apply.

### **c) Directing Development to the most Sustainable Locations**

One of the key ways to achieve sustainable development is to direct development to the most appropriate and sustainable locations.

The area covered by the Neighbourhood Plan comprises the primary urban area of Ashby Town and smaller villages and hamlets interspersed with large areas of open countryside. Outside of the primary urban area it is mainly open and rural in nature.

North West Leicestershire has defined a settlement hierarchy to “distinguish between the roles and functions of different settlements and to guide the location of future development”. The general principle is that the further up the hierarchy a settlement comes, the more sustainable it is and therefore the more suitable it is for development. The draft Local Plan states “with the general principle being that those settlements higher up the hierarchy will take more growth than those lower down and that the type of development proposed is appropriate to the scale and character of the settlement and its place in the hierarchy”.

Ashby de la Zouch (along with Castle Donington) is categorised as a ‘Key Service Centre’ in the draft North West Leicestershire Local Plan. This is the second highest in the hierarchy (after Coalville which is classed as a Principal Town).

The draft Local Plan describes Key Service Centres as being “Smaller than the Principal Town in terms of population and also the range of services and facilities they provide, they play an important role providing services and facilities to the



surrounding area and are accessible by some public transport. A significant amount of development will take place in these settlements but less than that in the Principal Town”.

The Neighbourhood Plan has some concerns and reservations with regard to the scale of development envisaged for Ashby de la Zouch as set out in the draft Local Plan. The consultation shows that people are not opposed to new development. They recognise the benefits it brings in terms of creating and supporting jobs and meeting the needs of the community for more affordable housing, for example. There is concern however that too much development will damage the countryside, encourage more (already very high) levels of journeys by car and place additional pressures on already stretched services such as schools and health care as well as local roads. It is also noted that Ashby de la Zouch has been the focus of considerable new development especially housing and employment related, and that there are further commitments in the pipeline.

A key aspect of the Neighbourhood Plan (and draft Local Plan) is to identify the amount of new development (including the provision of new sites) needed in the Plan area and ensure that it is proportionate, sustainable and meets local and District needs and requirements.

#### **d) Limits to Development**

The purpose of Limits to Development is to ensure that sufficient sites for new homes and economic activity are available in appropriate locations that will avoid overloading the transport infrastructure and impinging into the local countryside.

Limits to Development were established by North West Leicestershire District Council in 2002 and they made it clear that such a measure was important to clarify where new development activity was best located. They are used to define the extent of a built up part of a settlement. They distinguish between areas where, in planning terms, development would be acceptable in principle, such as in the main settlements, and where it would not be acceptable, generally in the least sustainable locations such as in the open countryside. Such growth would risk ribbon development and the merging of hamlets to the detriment of the community and visual amenity of the Plan area’s surroundings.

The Neighbourhood Plan proposes to designate Limits to Development for the built up part of the Plan area. This will update and supersede the existing Limits to Development previously used by North West Leicestershire District Council, and be in conformity with the Limits to Development proposed within the draft Local Plan.

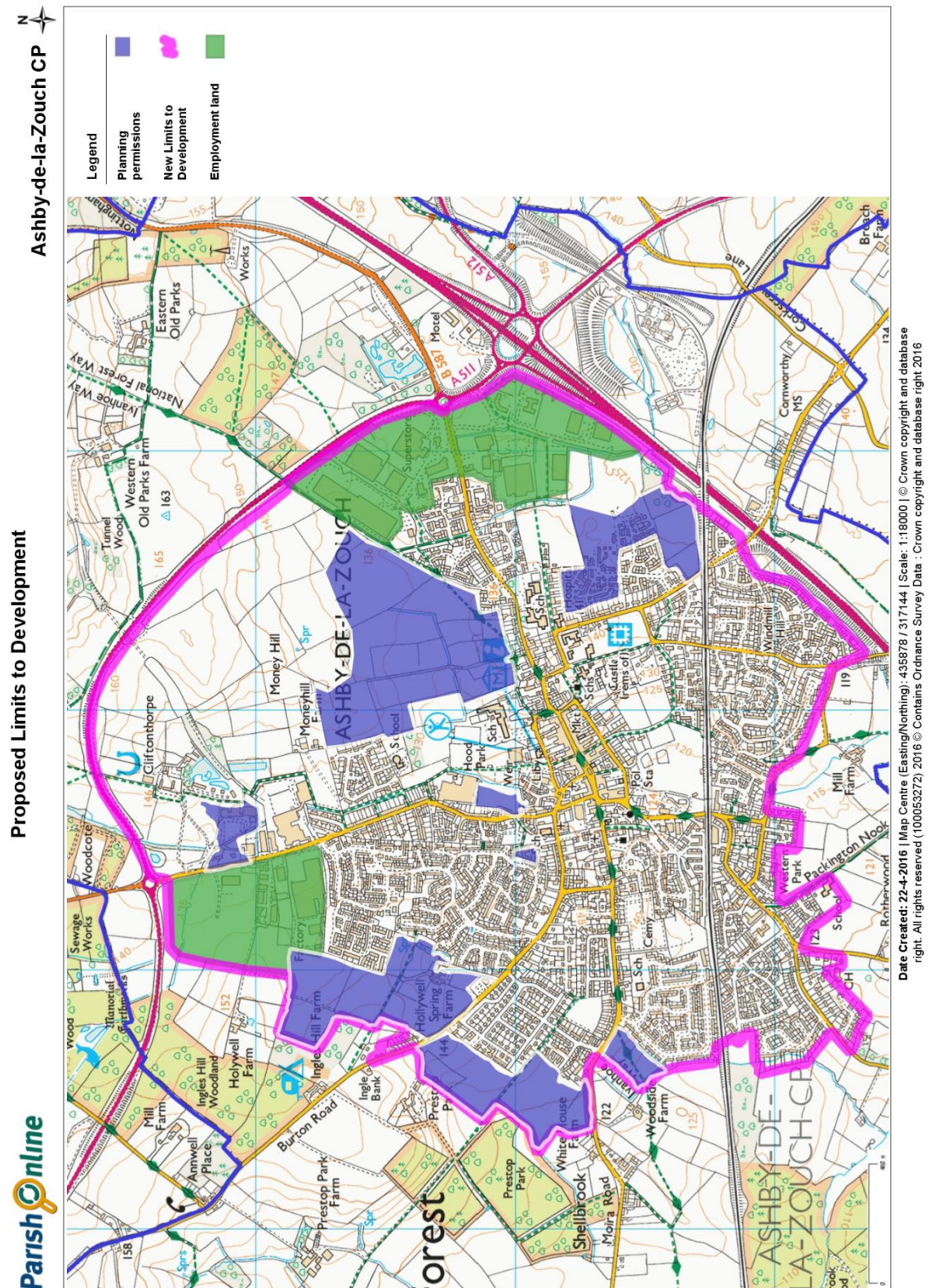
Within the defined Limits to Development an appropriate amount of suitably designed and located development will be acceptable in principle, although some sites within this area are protected from development.

Focusing development within the agreed Limits to Development will help to support existing services and facilities within the Town Centre and help to protect the countryside and the remainder of the Plan area from inappropriate development.

Their introduction is also in accordance with the draft Local Plan for North West Leicestershire, which recommends that Limits to Development are in place for all the main towns and villages in the District

**POLICY S2: LIMITS TO DEVELOPMENT – Within the Limits to Development as identified in Figure 3, development proposals will be viewed positively where it is in accordance with the policies of this Neighbourhood Plan and relevant District and national planning policies and subject to accessibility, design and amenity considerations.**

Figure 3 Ashby De La Zouch Proposed Limits to Development



## **e) Development outside the Built-Up part of the Plan area**

In planning terms, land outside of defined Limits to Development is treated as open countryside. This includes the small villages and hamlets within the Plan area.

It is national and local planning policy that development in the open countryside (and outside of the Limits to Development) will only be allowed in exceptional circumstances. This approach is also supported by this Plan in order to prevent urban sprawl and less sustainable forms of development, and also to protect the open countryside for its own sake as an attractive, accessible and non-renewable natural resource.

**POLICY S3: DEVELOPMENT PROPOSALS OUTSIDE OF THE LIMITS TO DEVELOPMENT-** Development proposals in countryside locations outside the Limits to Development will only be supported in exceptional circumstances where in accordance with national and District wide planning policies and other policies in this Plan.

In all cases, where development is considered acceptable, it will be required to respect the form, scale, character and amenity of the landscape and the surrounding area through careful siting, design and use of materials.

## **f) Design**

This Plan seeks to ensure that new building in the Plan area benefits from high quality design so that it blends sympathetically with existing architecture, has a low carbon footprint, avoids excessive use of other resources both during building and operation, and suffers neither from flood risk nor increases the flood risk to other premises. Innovative means of restricting water run-off including sustainable urban drainage systems will be supported. Proposals to enhance broadband facilities are welcomed by the community.

The built form of Ashby de la Zouch boasts an interesting mix of architectural styles which adds to the town's vibrancy and informs its character. In line with the NPPF, the Neighbourhood Plan encourages the use of innovative materials and design that is in keeping with the character of the area. Sustainability is increasingly a key issue in determining planning policy and development proposals. It is crucial for its future success that Ashby de la Zouch embraces the need for sustainability and that it becomes a prime consideration in design proposals, for its economic value to residents as well as environmental benefits.

Through consultation, the importance to the local community of ensuring that development enhanced biodiversity and meeting high standards of energy and water



efficiency, was apparent, as was the need to ensure adequate parking, Similarly, the desire to minimise the impact of noise, odour and light was recognised in consultation responses.

The Neighbourhood Plan expects that housing developments will be attractive, functional and sustainable places, having regard to Building for Life 12 - the industry standard for well-designed homes and a standard adopted by North West Leicestershire District Council. The 12 requirements are:

- **Connections**  
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
- **Facilities and services**  
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs and cafes?
- **Public transport**  
Does the scheme have good access to public transport to help reduce car dependency?
- **Meeting local housing requirements**  
Does the development have a mix of housing types and tenures that suit local requirements?
- **Character**  
Does the scheme create a place with a locally inspired or otherwise distinctive character?
- **Working with the site and its context**  
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- **Creating well defined streets and spaces**  
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

- Easy to find your way around  
Is the scheme designed to make it easy to find your way around?
- Streets for all  
Are streets designed in a way that encourage low vehicle speeds and allows them to function as social spaces?
- Car parking  
Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
- Public and private spaces  
Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- External storage and amenity space  
Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Consultation has identified the importance of development reflecting the character of Ashby de la Zouch, particularly within the Conservation Area and the area covered by the National Forest.

The overall character of the Conservation Area retains its established Georgian/early Victorian visual context, but there are areas of poor townscape quality as identified within the Conservation Area Character Appraisal - primarily infill/redevelopment schemes undertaken in the second half of the twentieth century; the installation of late twentieth century shop fronts to earlier buildings and some past building repair work which was carried out without due consideration to good conservation practice. All of this has served to detract from the overall impact of the Conservation Area.

It is important that future development builds on the positive aspects of Ashby's character, and avoids the mistakes of the past.

The National Forest is a large, forested area in England, part of which covers Ashby de la Zouch and will ultimately cover around 200 square miles. Its purpose is to show the benefits that come from the availability of woodland near to where people live and work and to make the countryside more accessible.

The National Forest design Charter identifies 6 Design Principles to be incorporated into development, including the need for development to be: distinctive, sustainable, inspiring, integrated, people focused and connected. The position of Ashby de la Zouch in the heart of the National Forest has led consultees to promote the need for development to reflect these design principles.

A concern expressed through consultation is that development on a large scale within Ashby de la Zouch would not only be of a 'standard' design that was not reflective of the local character, but that this would be compounded by different developers introducing their own house styles across different parts of the same development site, leading to a potentially fragmented scheme. It is important to residents that a consistent approach to design is adopted, particularly in large scale development.

The section on transport identifies parking as a significant issue for Ashby de la Zouch. Section 4.5 h) introduces policies to tackle the problem of car parking across the Plan area and it is important that further development does not exacerbate the problem. Development will be required therefore to ensure that adequate off-road parking is provided in accordance with Leicestershire County Council standards.

The NPPF promotes the use of innovative design and the Neighbourhood Plan supports this aspiration as long as it does not detract from the historic context of Ashby de la Zouch.

The provision of high speed broadband connectivity was a consistent theme through consultation as was the importance of biodiversity and environmental enhancements. It is seen as being important that development should incorporate sustainable design and construction techniques and enhance biodiversity wherever possible, also avoiding development within areas of high flood risk.

#### **POLICY S4: DESIGN - Building Design Principles**

All new development including employment proposals, buildings of one or more houses, replacement dwellings and extensions will need to satisfy the following building design principles:

1. New development should enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area and where development is proposed in the area covered by the National Forest, and proposals should clearly show how the general character, scale, mass, density and layout of the site, of the building or extension fits in with the aspect of the surrounding area. Care should be taken to ensure that the development does not disrupt the visual amenities of the street scene and impact negatively on any significant wider landscape views;
2. New buildings should follow a consistent design approach in the use of materials, fenestration and the roofline to the building. Materials should be chosen to complement the design of the development and add to the quality or character of the surrounding environment and of the Conservation Area;
3. Adequate off road parking should be provided and in the case of residential dwellings a minimum of two car parking spaces for dwellings of three bedrooms or less and three spaces for dwellings of four bedrooms or more, in accordance with Leicestershire County Council standards;
4. All new development should continue to reflect the character and historic context of existing developments within the Plan area. However, contemporary and innovative materials and design will be supported where positive improvement can be robustly demonstrated without detracting from the historic context;
5. High quality broadband connectivity should be available;
6. Redevelopment, alteration or extension of historic farmsteads and agricultural buildings within the Plan area should be sensitive to their distinctive character, materials and form;
7. Proposals should minimise the impact on general amenity and give careful consideration to noise, odour and light. Light pollution should be minimised wherever possible and security lighting should be appropriate, unobtrusive and energy efficient;
8. Development should be enhanced by biodiversity and landscaping with existing trees and hedges preserved whenever possible;



9. Where possible, enclosure of plots should be of native hedging, rural wooden fencing, or brick wall of rural design;
10. Development should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency, including the use of renewable and low carbon energy technology, as appropriate;
11. Development should be avoided in areas of high flood risk and incorporate sustainable drainage systems with maintenance regimes to minimise vulnerability to flooding and climate change; ensuring appropriate provision for the storage of waste and recyclable materials;
12. Development should be of a similar density to properties in the immediate surrounding area; and
13. Housing proposals should demonstrate how the criteria identified within Building for Life 12 have been taken into account.

### **g) Prioritising Development on Brownfield sites**

Derelict sites and empty buildings remain across the Plan area and these often create a drag on its vibrancy and attractiveness. The consultation shows that redevelopment of derelict and redundant 'brownfield sites' instead of building on greenfield sites should be a priority.

This is also a core principle of the NPPF (paragraph 17) which is to "encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value".

Policy E36 of the 2002 NWLDC Local Plan supports redevelopment on derelict land where it has limited environmental or ecological value.

Development that addresses these issues therefore must be prioritised before other development sites are considered.

**POLICY S5: PRIORITY TO BE GIVEN TO BROWNFIELD SITES – Within the Limit to Development, development proposals for the redevelopment or change of use of redundant land or buildings should be prioritised above non-brownfield sites, provided it has limited environmental, amenity or ecological value**

## **h. Areas of Local Separation**

A desire to preserve the integrity of the villages within the Plan area and to maintain separation between each other and the built up area of Ashby de la Zouch was highlighted as an important consideration through consultation.

In particular the need to prevent coalescence between Ashby and the villages of Shellbrook, Smisby, Blackfordby, Norris Hill, Boundary and Packington was highlighted.

Any development in either of these areas could destroy the rural character and the geographic autonomy of the villages in question and risk them being merged with neighbouring settlements. This is supported by the draft Local Plan which also seeks to maintain the separate identities of settlements.

**POLICY S6: AREAS OF LOCAL SEPARATION - To retain the physical and visual separation between Ashby de la Zouch and nearby villages, the open land between the built-up areas of Ashby de la Zouch and the villages of Shellbrook, Smisby, Blackfordby, Norris Hill, Boundary and Packington will be designated as Areas of Local Separation.**

**Development proposals in the identified gaps between these areas should be located and designed to preserve the physical and functional separation of the villages from the built-up part of Ashby de la Zouch.**

## **4.2. Housing**

### **a) Introduction**

According to the 2011 Census, Ashby de la Zouch (Neighbourhood Plan area) had a population of 12,530 and 5,422 homes. This represents 13.4% of the dwellings in North West Leicestershire.

Ashby de la Zouch has been the focus of much new house building, and it is reasonable to expect, if growth was determined by demand alone, that this trend would be likely to continue.

This chapter, along with the other chapters in the Plan, sets out the strategy and policies by which the housing needs within the Plan area over the Plan period will be met in a sustainable manner with due attention to good design, appropriate mix, preservation and improvement of the environment and sensitivity to the wider needs of the community. Provision of a high proportion of good quality affordable housing targeted to local demand is a priority.

### **b) Sustainable Housing Growth**

The draft Local Plan for North West Leicestershire set outs a need for at least 10,700 new dwellings over the plan period for the District as a whole. There have been 9,100 completions and commitments since 2011, leaving a residual housing target of 1,600.

This overall target is not apportioned to the various communities that make up North West Leicestershire. The draft Local Plan does make it clear however, that as one of the identified Key Service Centres, Ashby de La Zouch will be required to take “a significant amount of development”. The draft Local Plan then proposes a number of new housing sites in the Plan area in support of its role as an identified Key Service Centre.

These comprised 1,750 new houses on land north of Ashby de la Zouch (Money Hill), including the 605 homes on Money Hill and 70 homes at Woodcock Way approved on appeal. The target was subsequently increased to 2,050 to include a further site at the Equestrian Centre.

The Town Council recognises the importance of meeting local housing demand and providing affordable housing opportunities especially for young people as well as considering the growing housing requirements for older people.

The Neighbourhood Plan accepts the need to meet the housing target set through the Local Plan but draws attention to the consultation findings that have revealed that the growth ambitions of the residents of the Plan area are not significant. People value the historic and compact nature of the Plan area and have been concerned by

the increasing amount of development which has occurred over recent years that has reduced the level of open space and placed increasing pressure on the already overburdened transport network as well as other key services such as schools and health care, only partially mitigated by recent enhancements to these services, leading also to unsustainable levels of commuting by car.

In the absence of an apportioned target within the Local Plan for each of the settlements across North West Leicestershire, the following calculation has been put forward.

There are six settlements across North West Leicestershire that are identified through the Local Plan as suitable locations for high levels of housing. These are Coalville (Principal Town); Ashby de la Zouch and Castle Donington (Key Service Centres) and Ibstock, Kegworth and Measham (Local Service Centres). If Coalville is required to take 30% of the allocations; Ashby de la Zouch and Castle Donington 20% each and 10% each for the remaining settlements, this would leave Ashby with a residual housing target of 320.

The need to deliver the housing target identified within the draft local Plan is understood, however, and this will involve housing development of 1,750 identified in the draft Local plan for Ashby plus up to 300 homes proposed to the Local Plan Advisory Committee in early 2016 for inclusion in the draft Local Plan.

It is noted that within the Local Plan allocations, Ashby de la Zouch is expected to take a greater proportion of development than Coalville relative to their respective sizes, despite Coalville being above it in the settlement hierarchy. The provisions contained within the Neighbourhood Plan will help to ensure that the required development, with associated improvements in infrastructure, is undertaken in a manner that provides a mix of high quality sustainable homes to meet the needs of the community as its size, economic activity and aspirations grow during the period of this Plan.

**POLICY H1: SUSTAINABLE HOUSING GROWTH – The Neighbourhood Plan recognises the need to provide new housing to meet the identified needs of the Plan area and contribute to the District wide housing target. Having regard to homes already constructed and existing commitments, the remaining housing provision for the Plan area will be a target of a minimum of 2,050 houses over the period to 2031 which will be met by development on the land north of Ashby de la Zouch at Money Hill (including the former Arla dairy site and Woodcock Way) and windfall sites that come forward as the Neighbourhood Plan progresses.**

Given the scale of development agreed for Money Hill, a Masterplan will be required to steer the overall layout of the site and to ensure the delivery of a range of facilities to serve the new community and its relationship with the Plan area. The Masterplan will address how it will meet the requirements contained within the Neighbourhood Plan and will involve the Town Council in its production along with the developers and North West Leicestershire District Council. Of particular importance is the need to ensure that the design principles are consistently applied across the Money Hill development to avoid the potential for different developers adopting different design styles and standards.

**POLICY H2: REQUIREMENT FOR MASTERPLAN** – The allocation at Policy H1 will be supported if the requirements listed in the draft Local Plan Policy H3 and relevant Neighbourhood Plan policies including Policy S4 ‘Building Design Principles’ are provided, and, in conjunction with the Town Council:

- a) A Spatial Masterplan is agreed incorporating urban design objectives and demonstrating connectivity with the surrounding area, including traffic movements;
- b) A Landscape Masterplan is agreed covering the use of green spaces;
- c) A Design Code is agreed to ensure the delivery of the urban design objectives and demonstrating consistency in design between all the developers on the site and across the different phases of development. Issues to be addressed within the Design Code include:

The character, mix of uses and density of each phase, sub – phase or parcel identified on the Master Plan to incorporate:

- a. The phasing of the development;
- b. The layout of blocks and the structure of public spaces;
- c. The character and treatment of the perimeter planting to the development areas;
- d. The building height, scale, form, design features and means of enclosure that will form the basis of the character of each phase, sub-phase or parcel;
- e. Demonstration of compliance with Policy H4 on Housing Mix;
- f. The street form and hierarchy and the features that will be used to restrict traffic speeds and create legibility and requirements for street furniture;
- g. The approach to car parking and cycle parking within the phases, sub-phases and parcels and the level of car and cycle parking to be provided to serve the proposed uses in line with Policy S4;
- h. The materials to be used within each phase and area of the development;



- i. The treatment of the hedge corridors and retained trees and local areas of play within each phase, sub phase or parcel and the planting of new trees as part of the National Forest;
- j. Measures to ensure the retention of rural footpaths through the built development and its enhancement for walkers;
- k. The measures to be incorporated to protect the amenities of the occupiers of existing properties adjacent to the site;
- l. Measures to be incorporated into the development to ensure all properties have convenient locations for individual waste and recycling bins;
- m. A satisfactory scheme to prevent flooding.
- n. An ecological survey is to be undertaken and its findings and recommendations adequately incorporated into the design.
- o. The stream corridor through the site is retained as natural public open space with a 10m buffer either side. This should be managed as open space, to ensure habitat continuity and to retain connectivity;
- p. A satisfactory scheme to provide walking connectivity to the town.

### **c) Windfall sites**

In addition to the site identified in Policy H1, 'windfall sites' are expected to come forward over the lifetime of the Plan. These are small infill or redevelopment sites that come forward unexpectedly and which have not been specifically identified for new housing in a planning document. These small sites often comprise redundant or under utilised buildings, including former farm buildings, or a restricted gap in the continuity of existing frontage buildings and can range from small sites suitable for only a single dwelling to areas with a capacity for several houses (up to 5).

This type of development has provided a source of new housing in Ashby averaging about 7.5 dwellings a year. Though these sites cannot be identified, the high land values in the Plan area coupled with the level of vacant and under utilised land and buildings mean that they will continue to provide a reliable source of housing supply. However, if not sensitively undertaken and designed, such development can have an adverse impact on the character of the area. Such new development will generally increase car ownership and there is a need to ensure that it does not worsen traffic and parking issues.

**POLICY H3: WINDFALL SITES –** Development proposals for small infill and redevelopment sites for new housing within the defined Limits to Development as shown in Figure 3 will be sympathetically considered where they are in accordance with relevant policies in the Plan, especially S4 and relevant national and District wide policies.

Small scale development proposals for infill and redevelopment sites will be supported where:

- It is within the Limits to Development);
- It helps to meet the identified housing requirement for the Plan area
- It respects the shape and form of the Plan area in order to maintain its distinctive character and enhance it where possible;
- It is of an appropriate scale which reflects the size, character and level of service provision within the Plan area;
- It retains existing important natural boundaries such as trees, hedges and streams;
- It provides for a safe vehicular and pedestrian access to the site and any traffic generation and parking impact created does not result in an unacceptable direct or cumulative impact on congestion or road and pedestrian safety.;
- It does not result in an unacceptable loss of amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise; and
- It does not reduce garden space to an extent where it adversely impacts on the character of the area, or the amenity of neighbours and the occupiers of the dwelling.

## d) Housing Mix

Recent housing development in Ashby de la Zouch has been primarily larger homes which meet the needs of a limited section of the community. In order to offer a greater and more balanced range of different housing types, especially smaller homes that meet the present and future housing needs of Ashby de la Zouch, it is necessary to ensure that future housing development should contain a mixture of housing types that maintain the needs of a broad range of the community.

The emerging Local Plan recommends the following housing mix to meet the needs of residents of the District over the Plan period:

	1 bed	2 bed	3 bed	4 bed
Market	5-10%	35-40%	45-50%	10-15%
Affordable	33.3%	35.2%	28.9%	2.5%

The emerging Local Plan also allows for local variation allowing for 'population profiles, location, balancing recent local delivery, rebalancing the current mix and the turnover of properties at the local level as well as the nature of the development site and the character of the area'.

In Ashby, the housing mix since 2011 where approvals are known is as follows:

	1 bed	2 bed	3 bed	4 bed
Market		16 (4.6%)	92 (26.5%)	239 (68.9%)
Affordable	29 (19.6%)	81 (54.7%)	36 (24.3%)	2 (1.3%)
Total	29 (5.9%)	97 (19.6%)	128 (25.6%)	241 (48.7%)

The 2011 Census identified the housing mix in Ashby as being as follows:

	1 bed	2 bed	3 bed	4 bed
Ashby	370 (6.2%)	1222 (20.5%)	2448 (41.1%)	1404 (23.6%)
NWLDC	2210 (5.5%)	9119 (22.5%)	18533 (45.8%)	7419 (18.3%)

This shows that as at 2011 Ashby de la Zouch had a greater proportion of 4 bed houses than the District as a whole. In the approvals since 2011 the proportion of 4 bed homes has increased further, which demonstrates that there is a need for smaller house types (primarily 2 and 3 bed) within future housing developments across Ashby de la Zouch to ensure that the mix of housing across the Neighbourhood Plan area remains appropriate to the needs of the community into the future.

Census data also reveals that Ashby de la Zouch's population is generally older than that across North West Leicestershire as a whole. The proportion of residents aged 65-74 in Ashby, at 9.8%, is only marginally bigger than that of the District as a whole (9.6%). However, in the 75-84 (6.4% Ashby/5.5% District) and 90+ brackets (0.85% Ashby de la Zouch and 0.72% District), the difference is greater and indicates a need for more age-appropriate accommodation to meet the needs of the ageing population within Ashby de la Zouch.

The draft Local Plan emphasises in Policy H6 the need for a mixed and balanced range of accommodation. The NPPF supports this approach. Paragraph 50 promotes a mix of housing based on demographic data and reflecting local demand.

**POLICY H4: HOUSING MIX – In order to meet the future needs of the residents of the Plan area, new housing development proposals should:**

- a) Provide a range of housing suited to local need and appropriate to their location;**
- b) Submit justification for the proposed housing mix in a report accompanying any planning application;**
- c) Ensure that at least 60% of new market housing in developments of 5 or more shall comprise 2 and/or 3 bedroom properties; and**
- d) Provide a balance of accommodation, including bungalows, which meets the needs of people of all ages, including older people, subject to monitoring and review.**

**e) Affordable Housing**

Affordable housing is described in the NPPF as comprising 'Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market'.

The 2014 Strategic Housing Market Assessment (SHMA) indicates a potential need for 60% of the new housing required across the District to be affordable, however the current District Policy is for a minimum of 30% of new homes in Ashby de la Zouch in developments of 15 or more to be affordable. Consultation responses expressed concerns about the viability of schemes with this high level of affordable housing provision. The Neighbourhood Plan therefore supports the position expressed in the draft Local Plan for 30% of new homes to be affordable.

Current District Council policy provides a precedent for requiring affordable homes on developments of 5 or more homes, this being the policy for Measham, Ibstock and Kegworth.

The SHMA indicates that, for the District as a whole, 30-35% of affordable housing need will be for 1 bedroom properties. However, for Ashby de la Zouch, there are currently 171 households on the affordable homes waiting list, 86 (50%) of which require 1 bedroom properties.

Analysis shows that in recent years of 148 affordable homes currently negotiated on Ashby de la Zouch sites with planning permission only 29 or 19.6% are 1 bedroom. If this trend continues, it can therefore be expected that there will be a large shortfall in affordable 1 bedroom homes in Ashby over the plan period.

This Policy H5 is aimed at redressing the historic under provision and disproportionate demand for affordable housing in Ashby de la Zouch. 25% of the current social housing waiting list across North West Leicestershire is for homes in Ashby de la Zouch. The objective is to offer more, and a greater range of, affordable housing that meets the present and future needs of Ashby and prioritise the needs of the town and its residents.

The need for this Policy is evidenced by the NPPF, paragraph 50, which requires local authorities to identify the required tenure of housing in specific locations and to plan for meeting this need. Policy H6 in the emerging Local Plan for North West Leicestershire District Council sets specific targets for the delivery of affordable housing across the District, but allows for variations according to locally identified need.

This Policy required that, where possible, affordable housing within Ashby shall be allocated to eligible households with and Ashby connection. This reflects current District Council Policy for a housing site developed “purely to meet an identified local housing need” and has been applied recently in Ashby de la Zouch for Discounted Open Market Properties.

**POLICY H5: AFFORDABLE HOUSING – To support the provision of mixed, sustainable communities and meet an identified need within the community:**

**a) At least 30% of homes on developments comprising 5 or more dwellings shall be high quality affordable homes. Only in highly exceptional circumstances will commuted sums be acceptable and any such commuted sums shall be used to provide suitable affordable housing in Ashby de la Zouch;**



b) At least 40% of the affordable homes provided shall be 1 bedroom properties; and

c) Development housing proposals will be expected to contribute to the provision of affordable homes that are suited to the needs of older people and those with disabilities.

Where possible, affordable housing within the Plan area shall be allocated to eligible households with an Ashby connection defined as follows:

a) Was born in Ashby de la Zouch or;

b) Presently reside in the plan area and has, immediately prior to occupation, been lawfully and ordinarily resident within the plan area for a continuous period of not less than twelve months; or

c) Was ordinarily resident within Ashby de la Zouch for a continuous period of not less than three years but has been forced to move away because of the lack of affordable housing; or

d) Is presently employed or self-employed on a full time basis in Ashby de la Zouch and whose main occupation has been in Ashby de la Zouch for a continuous period of not less than twelve months immediately prior to occupation; or

f) Has a need to move to Ashby de la Zouch to be close to a relative or other person in order to provide or receive significant amounts of care and support.

e) Has a close family member who is lawfully and ordinarily resident within Ashby de la Zouch and who has been lawfully and ordinarily resident within the Plan area for a continuous period of not less than three years immediately prior to occupation and for the purposes of this clause a “close family member” shall mean a mother, father, brother or sister.

Only where no households can be found that meet any of the above criteria shall affordable housing within the Plan area be allocated to otherwise eligible households from the wider District.

## **f) Promoting Self-Build**

The NPPF calls for ‘custom build’ opportunities to be included in local plans as part of the housing mix. This is accommodated within the Neighbourhood Plan and referred to as ‘self-build’. These opportunities offer benefits in terms of affordability,

local engagement and encouraging bespoke design appropriate to the area. This will ensure the fit within the overall design of the scheme and provide flexibility to meet a range of different needs.

In this type of development, new homes are built either by the future homeowner themselves (self-build), or to their specification by a small developer or local builder (custom build). The Neighbourhood Plan promotes this approach and encourages self-build opportunities to be incorporated into new housing developments.

The national self-build website - <http://www.nasba.org.uk/> - identifies a number of benefits to this type of development model when compared to conventional development:

- Better quality homes.
- More individual and contemporary architecture (but the style must still in accordance with local planning policy).
- Cheaper to build than to buy the equivalent.
- More likely to be undertaken by local residents – thereby enhancing a sense of community.
- More likely to include sustainable and green technology.
- Homes that are tailored to the needs of their owners.
- More likely to involve local tradespeople in the construction.

**POLICY H6: PROMOTING SELF-BUILD – Development proposals for self-build or custom build schemes will be viewed positively.**

**Individuals who wish to purchase a self-build plot must:**

- a) Demonstrate that they have a local connection (definition as per Policy H5); and can demonstrate that they intend to live in the property once it is complete.**

**Plots may be sold to individuals without a local connection if a lack of local need has been demonstrated. This will be deemed to be the case if the plot has been on the open market at a fair market price for more than 6 months without being sold.**

## **4.3. Employment and Economic Growth**

### **a) Introduction**

Employment and economic growth are key to sustainable, vibrant and prosperous communities.

Ashby de la Zouch has a strong and competitive economy and work force as evidenced in the high and growing number of companies based in the Plan area as well as the sustained levels of investment in its economy and low levels of unemployment.

Ashby de la Zouch is a very attractive and supportive location for businesses to be based and grow. It enjoys a strategic location with excellent road, rail and air network. It also benefits from a high quality business infrastructure, including a number of purpose built and modern industrial estates. Its distinctive, historic and attractive built and natural environment, set within the heart of the National Forest, is also a major plus.

As a consequence, it is home to many hundreds of businesses and offers employment and business opportunities not only for the Parish but the wider area. It is also close to key economic growth areas such as East Midlands Airport and Donington Park. These growth areas provide opportunities for jobs, trade and investment for Ashby de la Zouch residents and businesses, which the Plan seeks to maximise.

The population is skilled with the proportion of the population with a degree being about half again the national average, for example. The population is also entrepreneurial as reflected in the high number of people self-employed and business start-ups. Many residents, however, who wish to work in the Parish struggle to do so - many have been unable to find work and some that have found work have to travel long distances, often by car, to their workplace.

Consultation shows that residents, businesses and other stakeholders wish to see Ashby de la Zouch continue to offer a high quality and sustainable business environment and infrastructure, that allows businesses to form, grow and prosper. There should also be a focus on supporting residents to benefit from the employment and investment opportunities, including through self-employment.

### **b) Employment Land and Buildings**

The Plan area is home to many hundreds of businesses spanning a wide and diverse range of sectors including the services sector, manufacturing and a growing number in the warehousing sector. The vast majority of these are small, employing less than ten people, but include some very large employers.

To make sure that Ashby de la Zouch continues to provide sustainable, accessible job opportunities and to benefit from economic growth, it is important to ensure the continuing availability of a choice of sites and premises. To achieve this, the Plan protects existing suitable employment sites.

Employment uses are generally to be found scattered across the Parish. There are a number of sites which have been granted planning permission for employment use, such a major (26 hectares) site of the former Lounge disposal point, but on which development has yet to commence. For the purposes of the Plan, employment land and buildings includes existing employment uses as well as commitments.

Whilst it is important to protect the existing stock of employment land and buildings, the Plan recognises that in exceptional circumstances this may not be appropriate, for example, where a site or buildings was not designed, nor can be easily adapted, to modern business needs. This also accords with national and local planning policy which advises against the protection of employment sites where there is no reasonable prospect of a site being used for that purpose.

In 2010 an independent assessment of the main employment sites (both existing and commitments) in North West Leicestershire was undertaken on behalf of the District Council. This included a number of sites in the Plan area. This looked at sites in terms of a number of factors to assess whether the sites continued to meet market requirements:

- accessibility by road;
- accessibility by public transport;
- external environment; and
- internal environment.

This concluded that the vast majority of the existing major employment sites in the Plan area were worthy of retention, a conclusion the Plan supports

- Ashby Business Park, Nottingham Road (south);
- Ivanhoe Business Park, Smisby Road;
- Flagstaff Industrial Estate, Nottingham Road (north);
- Smisby Road Industrial Estate; and
- Nottingham Road Industrial Estate.

**POLICY E1: MAIN EMPLOYMENT AREA – Ashby Business Park, Ivanhoe Business Park, Flagstaff Industrial Estate, Smisby Road Industrial Estate, Nottingham Road Industrial Estate, and the former Lounge disposal point Development site will be protected as key employment areas. These areas will be safeguarded for employment generating uses within the B1, B2 and B8 Use Class Order except where: -**

**Notwithstanding previous permissions for B1 and B2 uses commensurate with a high quality Business Park environment, allow some B8 development on land at Ashby Business Park, on those parts of the site not adjoining the A42 or A511 and;**

**the other use (a) is small scale or ancillary to the employment use, or (b) maximises job outputs and is compatible with the character and function of the area and with other nearby uses and policies in this Plan and the Local Plan.**

It is also noted that the Money Hill Site, is to include a major employment area. The precise extent and scope of this employment area has yet to be fully established but will have a significant impact on employment provision in the Plan area. Once this employment area has been established in the Local Plan it will also be subject to Policy E1.

The Plan recognises that in addition to the sites assessed by the District Council in 2010 there a number of smaller employment uses and areas to be found across the Plan area. Many of these businesses are situated in residential areas. These play an important, and growing, role in the economy and the Plan seeks to retain them for employment purposes wherever possible and appropriate.

**POLICY E2: OTHER EMPLOYMENT LAND AND BUILDINGS – Development proposals for the redevelopment or change of use of other land or buildings in employment use to non-employment uses will not be supported, unless it can be shown that the land or building is no longer suitable and/or viable for employment use, and has been actively marketed at a reasonable price for at least six months.**



### **c) Small and Start-Up Businesses**

Within the Plan area there is a small and growing number of small businesses. They are key to a sustainable, diverse and vibrant economy and community, and the Plan is keen to encourage their establishment and growth in appropriate locations.

Often these can operate in residential areas from a home office or a small workshop without causing nuisance or detriment to the environment.

Though such types of development do not necessarily need planning permission, where it is required the Plan is generally supportive of their provision where it is in a suitable and appropriate location.

In special circumstances, this could include the conversion of existing or redundant buildings outside of the defined Limits to Development for uses such as agriculture, tourism, and home-working uses that are appropriate to a rural location.

**POLICY E3: SMALL AND START UP BUSINESSES – Development proposals for new or the expansion of existing small businesses will be supported where it will not generate unacceptable noise, fumes and smells, and would not adversely affect the amenity of residents and/or adjoining uses, the transport network or the character of the area in which it would be sited. The Plan will encourage developments and initiatives, which support small and start-up businesses**

### **d) Connecting Local People to the new Job Opportunities**

In addition to supporting businesses to create jobs and investment, there is a need to ensure that all local people have the opportunities needed to access jobs and meet the needs of employers. This is key to a sustainable economy and a vibrant community.

There are already good examples of this. A good example is Leicestershire County Council which is working with local stakeholders, as part of the East Midlands Enterprise Partnership, to maximise opportunities to provide access to employment and training for local people. The Plan supports and promotes such initiatives.

The Plan supports these and other actions aimed at connecting local people to the new job opportunities and preventing the barriers such as training or transport that restricts them doing so. This benefits both businesses and local people.

**POLICY E4: CONNECTING LOCAL PEOPLE TO THE NEW JOB OPPORTUNITIES** – Employment generating development proposals should consider how they can help create employment and business opportunities within the Plan area to meet local needs by:

- a) Seeking that major employment related developments include the provision of education and training aimed at local people;
- b) Promoting employment, training and purchasing opportunities and initiatives that develop the skills, employment and trading opportunities for local people and businesses;
- c) Providing safe and attractive transport links, especially by foot, cycle and public transport such as through Travel Plans and enhanced bus provision with the main employment areas in and near to the Plan area; and
- d) Developing links between the business community and education providers.

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## **4.4. Ashby de la Zouch Town Centre**

### **a) Introduction**

A strong town centre is vital for vibrant, sustainable and thriving communities. It is at the heart of a community. Ashby de la Zouch Town Centre is the main destination for shopping within the Parish and further afield. It has a distinctive retail offer with a high proportion of independent retailers and a monthly Farmers Market. As well as shopping, the Town Centre provides a range of uses which contribute to its character.

It provides a valuable service in meeting the day to day shopping, social and other important needs of residents as well as providing opportunities for investment and local employment, close to where people live. It also reduces the need to travel, and acts as a focal point for local life and interaction.

The NPPF seeks to ensure that town centres remain vibrant, diverse and healthy. It states that “town centres should be seen as the heart of communities” and that policies should “support their viability and vitality”.

Ashby de la Zouch is an historic, vibrant and attractive town. It is where the majority of the shops in the Plan area are concentrated, and has a good range of other centrally located facilities with a leisure centre, library, museum and very popular primary and secondary schools. Although these cater well for the everyday needs of local residents and help to make the Town Centre an attractive venue for visitors, these facilities are under increasing pressure. The growth in on-line retail, the cost of travel, lack of Town Centre parking and the proliferation of out of town retail centres have all had an impact on the Town Centre.

Over the years, the town has retained its traditional character and street pattern. This is reflected in much of it being designated as a Conservation Area reflecting its historic and architectural interest.

In 2015, North West Leicestershire District Council as part of the development of the Local Plan commissioned independent experts to undertake an assessment of the vitality and viability of the main centres in the District, including Ashby de la Zouch. The conclusions were that “Ashby was shown to be performing well, with a low vacancy rate, a well maintained town centre and a good variety of retailers with a mix of national multiples and specialist independents”. This emerging Local Plan has Ashby, alongside Coalville, at the top of the retail hierarchy in the District, although Coalville town centre is the District Council’s priority for further retail development.

Consultation reveals that ensuring that Ashby de la Zouch Town Centre remains an attractive, and sustainable place in which to work, live and shop and with a vibrant night-time economy remains a top priority.

Residents, however, have expressed concern over the appearance of new or rebranded shop fronts, which are out of keeping, and transport issues, in particular car parking and congestion. They are also concerned that core shops are being replaced with other uses such as office accommodation and hot food take-aways, and this is having an adverse impact on the role and attractiveness of the Town Centre.

It is also apparent that the amount of out of centre retail floor space in Ashby has roughly doubled in the last 5 years with the extension of Tesco and developments at Dents Road such as Aldi, Wickes and Pets at Home. These stores all sell products previously the preserve of Town Centre shops and this has had a dramatic impact on the numbers of people visiting the Town Centre.

## **b) Town Centre Uses**

Town Centre boundaries are important, because they help to define the character of an area and control the uses within and outside of the boundary.

Their use is encouraged in the NPPF as well as local planning policy, including the Draft Local Plan, which proposes that a Town Centre boundary be defined for Ashby de la Zouch to reinforce and protect its key Town Centre role and function.

The existing Town Centre boundary is out of date, having been established over 20 years ago.

The Town Council, in conjunction with the District Council, has reviewed this boundary and a new one is proposed that better reflects the extent of the Town Centre.

The Plan will also support other complementary uses such as food and drinking establishment where they would not adversely affect the key role and function of the Town Centre and the amenities of residents and other people visiting the Town Centre. This includes evening and night time uses. Care however needs to be taken that this would not lead to an over concentration of such uses. The consultation shows that there is a concern that there is already an over concentration of hot food takeaways and this is having an adverse impact on the amenity of the Town Centre.

**POLICY TC1: TOWN CENTRE USES – Ashby de la Zouch is and will remain a primary retail, leisure and service Town Centre.**

Development proposals for uses such as retail, leisure, commercial, office, tourism, cultural, and community development appropriate to a Town Centre (as defined on the Town Centre map) , will be supported where they:

- a) Are of a scale appropriate to the character of Ashby de la Zouch and the role and function of its Town Centre;
- b) Conserve, and where possible, enhance the character and distinctiveness of Ashby de la Zouch in terms of design;
- c) Protect, and where possible, enhance its built and historic assets, and its wider setting; and
- d) Do not lead to an overconcentration of a particular use such as hot food takeaways. No more than 10% of the total commercial units are to be occupied by hot food take away uses and no more than two of these uses should be located adjacent to each other; and
- e) Generally do not have an adverse impact on crime and anti-social behaviour and the amenities of residents and visitors to the Town Centre.

Any proposals for retail development outside the defined Town Centre will be subject to the sequential test and impact assessment in accordance with paragraphs 24-27 of the NPPF.

Development proposals for other uses within the Town Centre will be resisted.

**Community Action TC1: Retail mix – The Town Council will liaise with North West Leicestershire District Council on an annual basis to update the record of the retail mix in the Town Centre.**

### **c) Establishing a Primary Shopping Area for the Town Centre**

The NPPF requires the extent of primary and secondary frontages (paragraph 23) to be defined.

A Primary Shopping Area is an area where core (A1) shopping uses such as greengrocers; bakers etc. will be principally concentrated.

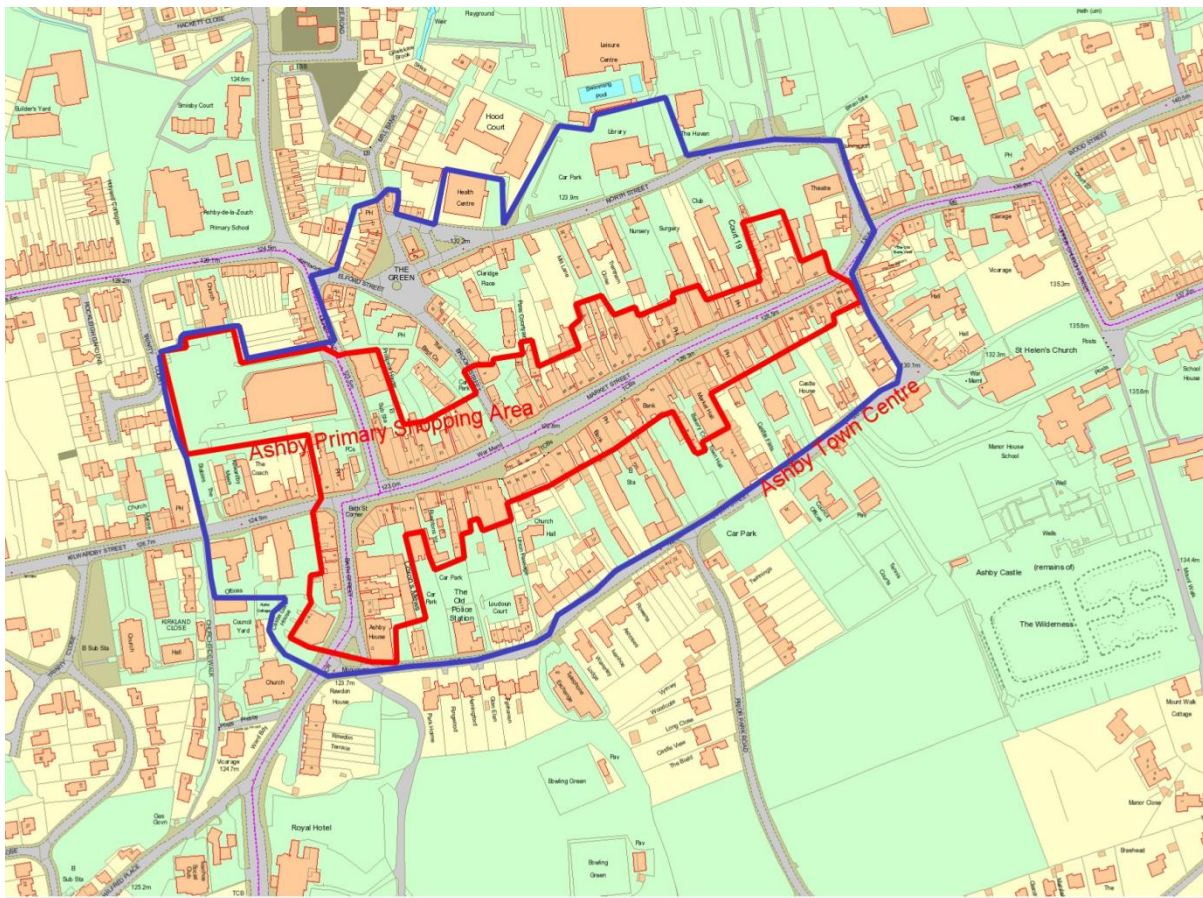
In Ashby de la Zouch Town Centre, the concentration of retail shopping frontages is along Market Street, in the Market Hall, along Bath Street, Bath Corner and parts of Derby Road and Brook Street. The development of 'Mews' style shopping areas has been a particular feature of Ashby Town Centre over recent years with Coxon Mews, Mill Lane Mews and Pass Courtyard in particular proving to be popular places to shop. The development of further 'Mews' style courtyards is seen as offering an attractive addition to the retail offer within the Town Centre and will be supported.

**POLICY TC2: PRIMARY SHOPPING AREA – The Neighbourhood Plan designates a Primary Shopping Frontage, as shown on Figure 4, and in those frontages it will:**

- i. support proposals for new retail (A1) development in new or existing frontages, particularly within 'Mews' style courtyards; and**
- ii. resist proposals for the change of use of an existing retail (A1) premises in the Primary Shopping Frontage to any other use where that change of use results in either a cluster of non-retail uses or retail (A1) use no longer being predominant.**



Figure 4 Town Centre and Primary Shopping Area



Date Created: 11-9-2015 | Map Centre (Easting/Northing): 435746 / 316732 | Scale: 1:3578 | © Crown copyright and database right. All rights reserved (100053272) 2015

#### d) Shop Frontages in the Town Centre

Concern has been expressed that the visual appearance of shops and businesses in the Town Centre has declined, resulting in a less attractive street scene and diminishing the impact of the traditional buildings within it.

Well-designed shopfronts and frontages to buildings make an important contribution to the character of the Town Centre as well as to individual buildings across it. The retention of historic shopfronts, is particularly important. Alongside high quality contemporary design, they make an important contribution to the special architectural and historic interest of the retail area.

Where existing shopfronts are of indifferent or poor quality design, replacement with shopfronts of high quality design and materials which complement the design and proportions of the host building will be encouraged.

Run down or broken shopfronts should be repaired rather than replaced where they make an important contribution to the local distinctiveness of the building or area.

Signage is also an important feature of the Town Centre. All signage should be kept to a minimum and must be designed to fit sympathetically with the local character. Internally illuminated box signs that are fixed externally to a building are not in keeping and will not normally be permitted.

**POLICY TC3: SHOP FRONTAGES – Development proposals to alter or replace existing shopfronts, create new shopfronts or to alter the frontages within the defined Town Centre will be supported where they:**

**a) Conserve and enhance the special qualities and significance of the building and area; and**

**b) Relate well to their context in terms of design, scale, material and colour.**

**Development proposals that remove, replace or substantially harm shop fronts or the frontages of buildings by poor or indifferent design will not be supported.**

## **e) Residential Development in the Town Centre**

The Plan also recognises the importance of residential development within the Town Centre to ensure its vitality and promote sustainable living.

Many people already live within the Town Centre, and the Plan wishes to encourage more people to do so.

It is considered that residential accommodation on the upper floors of retail, commercial and other uses in the Town Centre could make an important contribution. Vacant space over shops and other uses in the Town Centre is commonplace within Ashby de la Zouch. Their re-use would prove a cost-effective means of creating additional housing in the Town Centre. There would also be wider benefits to sustainability and the vitality of the Town Centre whilst complementing its core role and function. These benefits would however need to be balanced against other considerations such as the amenity of the proposed residential property and adjoining properties, as well as design, access and parking issues, which need to be in accordance with Leicestershire County Council standards as specified in Policy S4.

**POLICY TC4: RESIDENTIAL DEVELOPMENT – Proposals to develop upper floor of premises within the Town Centre for residential use will be supported subject to access, parking, design and amenity considerations and within the Primary Shopping Area, it would not result in the loss of, or adversely, affect an existing retail use.**

#### **f) Promoting Tourism in the Town Centre and across Ashby**

Leicestershire's tourism strategy recognises the importance of tourism in providing 'sustained and sustainable growth and playing an increasingly significant role in the success of the economy, creating a strong sense of place and improved quality of life for Leicestershire people'. (Draft tourism strategy for Leicestershire, 2016).

Tourism includes facilities and services designed to encourage people to come to Ashby. They can include hotels, restaurants, parks and visitor attractions such as the Castle, St Helen's Church, the Georgian Church, and the Museum. The Royal Hotel is a prominent Grade II\* Listed Building close to Ashby Town Centre, but there is generally a shortage of tourism facilities. This is particularly important given Ashby's proximity to the National Forest. In particular, it has a deficiency of hotels to accommodate visitors.

The development of new tourism facilities will help to promote the Town Centre and increase footfall to the shops, strengthening the business community and the town itself.

This is also in accordance with Section 3 of the NPPF which encourages planning policies that support sustainable rural tourism and section 10 of the emerging NWLDC Local Plan that recognises the role that planning can play in promoting tourism and makes a link between tourism and economic development of an area.

**POLICY TC5: TOURISM - Development proposals for tourism facilities outside the Primary Shopping Area will be viewed sympathetically within the limits of development. Tourism developments outside the limits of development will be considered if in accordance with relevant District and national planning policies.**

**The loss of tourism facilities will not be supported unless they are no longer viable or alternative provision is made available.**

## **g) Signage and lighting**

The majority of the shop premises within the Town Centre are of Georgian and Victorian origin and reinforce the strong visual characteristic of the locality. There is a desire to retain and maintain the traditional appearance of the buildings and this is supported by an approach of strictly controlling signage and lighting.

The Town Centre is located within the Conservation Area and the requirement to maintain the traditional appearance will ensure the existing heritage assets are conserved and enhanced.

Signage within the town has developed in a piecemeal fashion.

As a consequence, it is cluttered and uncoordinated. This means that visitors to the Town Centre and residents living on outlying estates often do not understand how to best get around it.

Some of the signage is also unattractive and detracts from the special character of the town.

A number of towns and cities have introduced 'Legible Signage Policies' to help to reduce the amount of street clutter and better understand how to get between places; an approach this Plan supports, as well as a general improvement in signage in the town to provide a more corporate and consistent image.

The use of inappropriate external lighting has the potential to erode the traditional feel of the Town Centre.

**POLICY TC6: LEGIBLE SIGNAGE – The 'de-cluttering' and provision of corporate, clear and attractive signage will be supported.**

**'Swan neck' external lighting or the use of internal illumination (either of the whole sign or of the lettering) will not be permitted.**

**Community Action TC2: Legible signage - the Town Council will work with the District Council, County Council as well as businesses and residents in the town to introduce a 'Legible Signage' Strategy for the town.**

## **4.5. Transport**

### **a) Introduction**

Transport is primarily a means to an end, and the fundamental purpose of all modes of transport (by foot, cycle, car etc.) is to enable people to access those locations, goods and activities they want or need.

Good quality, accessible and sustainable transport is key to supporting the vitality and viability of a community, and of achieving a good quality of life.

The Plan area is strategically and conveniently located on the main transport network with good road connections, including the M1, M5, M42 and M6 motorways. It is also less than 10 miles away from a major airport – East Midlands. It has a reasonable network of footpaths and cycle ways, as well as some forms of public transport such as buses and taxis (though no rail station). Levels of car ownership are relatively high (84% of households had access to a car in 2011 compared to 74% for England) and growing.

It is also noted that the proposed route of HS2 will cut through the Plan area. This is a national strategic project that the Neighbourhood Plan cannot directly influence, but if the current proposed route is implemented it will have an impact on the Plan area as it will cut through the Plan area adjacent to the A42.

### **b) Traffic Management**

The traffic situation has been identified as a significant issue for many involved in the development of the Plan, not only residents, but also employers, visitors and other interested parties. The road network in the Plan area has developed over many years, and much of it was not designed for, nor suited to, modern vehicular movements. At the same time, a significant and growing amount of vehicular traffic, including heavy goods vehicles, passes through the Plan area. As a consequence, many of its roads are congested, particularly along the A511 and the main roads into and through the Town Centre. This is seen as one of the main negative aspects of living, visiting and working in the Plan area.

Whilst it is recognised that there has been significant investment in the transport network and further improvements are planned such as Junction 13 of the A42, there is concern that this investment in the transport infrastructure has failed to keep up with the growth of the Plan area, and has aggravated a transport situation, which was already difficult.

In addition, planned and anticipated further development, if not properly managed and planned, will put the transport infrastructure, especially the road system, under even greater pressure and exacerbate the existing problems.



**POLICY T1: SUSTAINABLE DEVELOPMENT – Development proposals must demonstrate that the traffic generation and parking impact created by the proposal does not result in an unacceptable direct or cumulative adverse impact on congestion or road and pedestrian safety.**

### **c) Promoting Travel Plans**

Travel Plans are a proven means to reduce travel by car and promote more sustainable means of travel especially by public transport.

They are a package of actions specifically designed by, and tailored to, a particular workplace, school or location such as a new housing development.

It is considered that the particular characteristics of the Plan area, including higher levels of congestion at peak times, mean that it is especially suited to a Travel Plan based approach to help achieve a shift to walking, cycling and public transport.

Travel Plans generally include measures to promote walking, cycling and public transport, but can include car sharing schemes; cycling facilities; a dedicated bus service or restricted car parking allocations.

**POLICY T2: TRAVEL PLANS – The Plan will promote and encourage a comprehensive programme of Travel Plans, including School Travel Plans, employer Travel Plans and new housing development Travel Plans. Development proposals, which the Highway Authority considers would generate a significant amount of travel, will be expected to be supported by a Travel Plan that is tailored to the specific needs of that development and the wider needs of the Plan area including where appropriate a reduction in Town Centre traffic.**

### **d) Safer Routes to Schools Scheme**

The consultation identified a particular need for school pupils to be encouraged to walk, cycle or use bus services to get to school.



This would help reduce the peak traffic volumes arising at the start and end of the school day and minimise the environmental, safety and accessibility issues arising from the high number of cars parking near schools, including at and close to the school gates.

This could include initiatives such as Safer Routes to School Schemes, or similar, which bring together a package of measures such as 20 mph zone, safer crossing points, cycle storage facilities and enhanced signing, lining and lighting in an area.

**POLICY T3: SAFER ROUTES TO SCHOOLS SCHEMES – The Plan will encourage ‘Safe routes to schools’ schemes and similar initiatives wherever possible and appropriate. Development proposals for a new school or a significant expansion in an existing school’s capacity should be accompanied by a Safer Routes to Schools Scheme or similar.**

### **e) Promoting Walking and Cycling**

Reliance on the car in the Plan area is very high and the majority of the journeys (even short ones) made are by car.

Cycling and walking provide great potential to reduce reliance on the car for trips. The Plan area is relatively compact and has a reasonable network of footpaths, footways and cycle ways. There is some evidence that more people are taking up cycling and walking for leisure and other purposes.

Consultations shows that these are highly prized and cherished by residents, who wish to see them protected and, wherever possible, enhanced.

A draft Ashby de la Zouch cycling strategy has been developed in partnership with Leicestershire County Council, North West Leicestershire District Council and the Heart of the Forest Forum ‘Access and Connectivity sub-group’. This sets out proposals for promoting and supporting cycling in Ashby de la Zouch and the wider area; the findings of which this Plan supports.

Further work and analysis have been undertaken as part of the development of the Plan. From this work, gaps in the network have become apparent. In particular, this has identified the desire for a dedicated footpath/cycle way that circumnavigates the Parish, linking much prized schools, employment, shopping and recreational uses.

**POLICY T4: WALKING AND CYCLING – Development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths, footways and cycle ways will not be supported.**

**COMMUNITY ACTION T1: The Town Council will actively seek to work with the County Council, District Council and other relevant agencies to encourage opportunities to secure improvements in the present network of footpaths and cycleways, including through developer contributions.**

#### **f) Supporting the use of the National Forest Railway Line for passenger transport**

The 'National Forest' Leicester to Burton railway line is an important train line, part of which runs through the Plan area. It currently serves freight trains and has not carried passengers for many years. The reintroduction of passenger services would make an important contribution to a reduction in motor vehicle usage and would enhance Ashby's position as a transport hub and a tourism location. This Plan seeks to protect the line and its infrastructure so that it can be re-opened for passenger use in the future.

However, it is recognised that the decision whether or not the line should close is largely beyond the scope of this Plan. Should the line close, its route along the Valley adjacent to a number of towns, villages and employment areas, could make it ideal for a walking and cycling way.

The Plan does not support its closure for rail purposes, but, should it close, would support its use as a footpath, cycleway or for some form of public transport development proposal.

**POLICY T5: NATIONAL FOREST RAILWAY LINE – Proposals that threaten the integrity of the National Forest line and its infrastructure for potential re-use for passenger services will not be supported. However, should the line completely cease being used for rail purposes the Plan supports its re-use as a footpath, cycleway or for some form of public transport .**

## **g) Public Transport**

Public transport, such as buses and taxis, provide a much needed and valued service for many residents, especially those without access to a car.

The Plan area has some public transport provision, including bus services and taxis.

However, consultation suggests that public transport provision is generally not adequate, especially to persuade car owners to make use of it. Also, it does not meet the needs of all of the community – in particular many of the Plan area's rural settlements which often have infrequent bus services and people with disabilities. Furthermore, given the current funding position of the County Council and the wider public sector, the risks of further reductions in public transport provision remain high, making improved service provision more difficult to deliver.

More effective publicity of the services available and better coordination of these services was also a major theme here.

**COMMUNITY ACTION T2: PUBLIC TRANSPORT – The Town Council will support and encourage liaison with Leicestershire Highway Authority, Highways Agency, East Midlands Airport, Network Rail, the bus operators and other relevant bodies to try to achieve better planning, and improved provision, of public transport.**

## **h) Car Parking**

Car parking is a serious issue in much of the Plan area. Increased car usage and more residents and visitors have led to a shortage of available spaces with the consequent detrimental effect on pedestrian and road safety and the ease by which traffic, including emergency and service vehicles, is able to travel within the Parish.

This is particularly true in the Town Centre which essentially retains a tight, medieval street pattern and has not developed with modern parking needs in mind. It is also a serious issue in the older parts of the Plan area where the roads and pavements tend to be narrower and the older houses lack off street parking.

**POLICY T6: CAR PARKING - Development proposals that result in the loss of, or adversely affect, car parking provision will not be supported unless where (i) it can be clearly demonstrated that the loss of parking will not have an adverse effect on parking provision and road safety in the nearby area; or (ii) adequate and convenient replacement car parking provision will be provided on the site or nearby.**

The Plan recognises that this Policy in itself will not be able to address the serious issue of car parking in the Town Centre and the wider plan area. A more strategic multi-agency approach is required.

Many of the car parking issues that need to be addressed, for example, car parking charging policy or whether free on-street parking should be provided, are beyond the scope of a Neighbourhood Plan, which is essentially concerned with the development of land.

Discussions have already taken place with the District Council, County Council and other agencies about the need for a major multi-agency review of car parking provision and resulting action plan.

**COMMUNITY ACTION T3: The Plan supports a major review of car parking provision and policies in the Plan area, especially in the Town Centre, and the Town Council will work with the Leicestershire Highway Authority, Leicestershire County Council, North West Leicestershire District Council, the local business community and other relevant bodies to ensure this.**

## **4.6. Education, Leisure and Well Being**

### **a) Introduction**

Education, leisure and wellbeing in general are major issues, both locally and nationally. They are also closely related. Good education and leisure opportunities are strongly associated with good wellbeing, for example. Good wellbeing is also about living in an attractive, healthy and safe environment that encourages pride, physical activity and community interaction.

Residents of the Plan area enjoy better education, leisure and wellbeing than across the country. Levels of ill health are also below the national average.

The Plan area has a rich and attractive built and natural environment. This includes a number of sites and buildings that have been highlighted as being of national significance.

### **b) Important Local Green Spaces**

The Plan area has a diverse mix of green spaces that exist around, within and between the town and the other settlements that make up the Plan area.

As well as formal public green space such as parks, recreation, allotments and children's playgrounds, there are other important less formal open spaces such as woodlands, allotments, and grassed areas, as well as areas of attractive accessible countryside.

Collectively, these areas make a significant contribution to the special and attractive character of the Plan area and deserve protection for the benefit both of the residents and visitors as well as its ecological value.

This is especially important as studies have shown that whilst the Plan area has a good range of open space scattered across the Plan area, much of which is popular and well used, such as Western Park, the total provision is relatively low. In 2008, for example a study was undertaken by North West Leicestershire District Council looking at the provision of formal open space such as parks and recreation grounds across the District. This identified that the total amount of formal open space in the Parish was below recognised national and District standards. Furthermore, there is some evidence that this relative lack of open space has worsened since 2008 as new provision has not kept pace with new development.

Other studies such as the Ashby de la Zouch Conservation Area Appraisal and Study undertaken in 2001 have also underlined the important and unique contribution green spaces make to the townscape of Ashby de la Zouch.

It is established national and local planning policy that development proposals which would result in the loss of open space should only be allowed in very special circumstances, a policy stance this Plan strongly supports. Policy S3 protects important open spaces from inappropriate development outside the defined Limits of Development. The following policies protect important spaces within the defined Limits of Development from inappropriate development.

**POLICY ELWB 1: OPEN SPACES** - There will be a strong presumption against development proposals that would result in the loss of, or have an adverse effect on, an open space which is important for its recreation, amenity or biodiversity value. Such proposals will also be considered in accordance with other policies in this Plan and relevant national and District planning policies.

The NPPF enables a Local Plan or Neighbourhood Plan to provide special protection against development for green areas of special importance to local communities through their designation as a Local Green Space. This designation should only be used where they meet specified criteria such as where the green space is in reasonably close proximity to the community it serves, and is not an extensive tract of land.

Based on the criteria set out in the NPPF and following consultation with the local community, a number of important Local Green Spaces have been identified as being particularly special to the local community and requiring special protection from development.

**POLICY ELWB 2: LOCAL GREEN SPACES** – The following Open Spaces have been identified as being particularly special to the community and the Plan designates them as Local Green Spaces:

**Allotments, Wilfred Gardens;**

**Ashby Cemetery, Kilwardby Street;**

**Memorial Field, Prior Park Road;**

**Bullen's Field, Prior Park Road;**

**Bath Grounds, Station Road;**

**Hood Park;**



**The former Grammar School playing field on land adjacent to Prior Park Road;  
Western Park;**

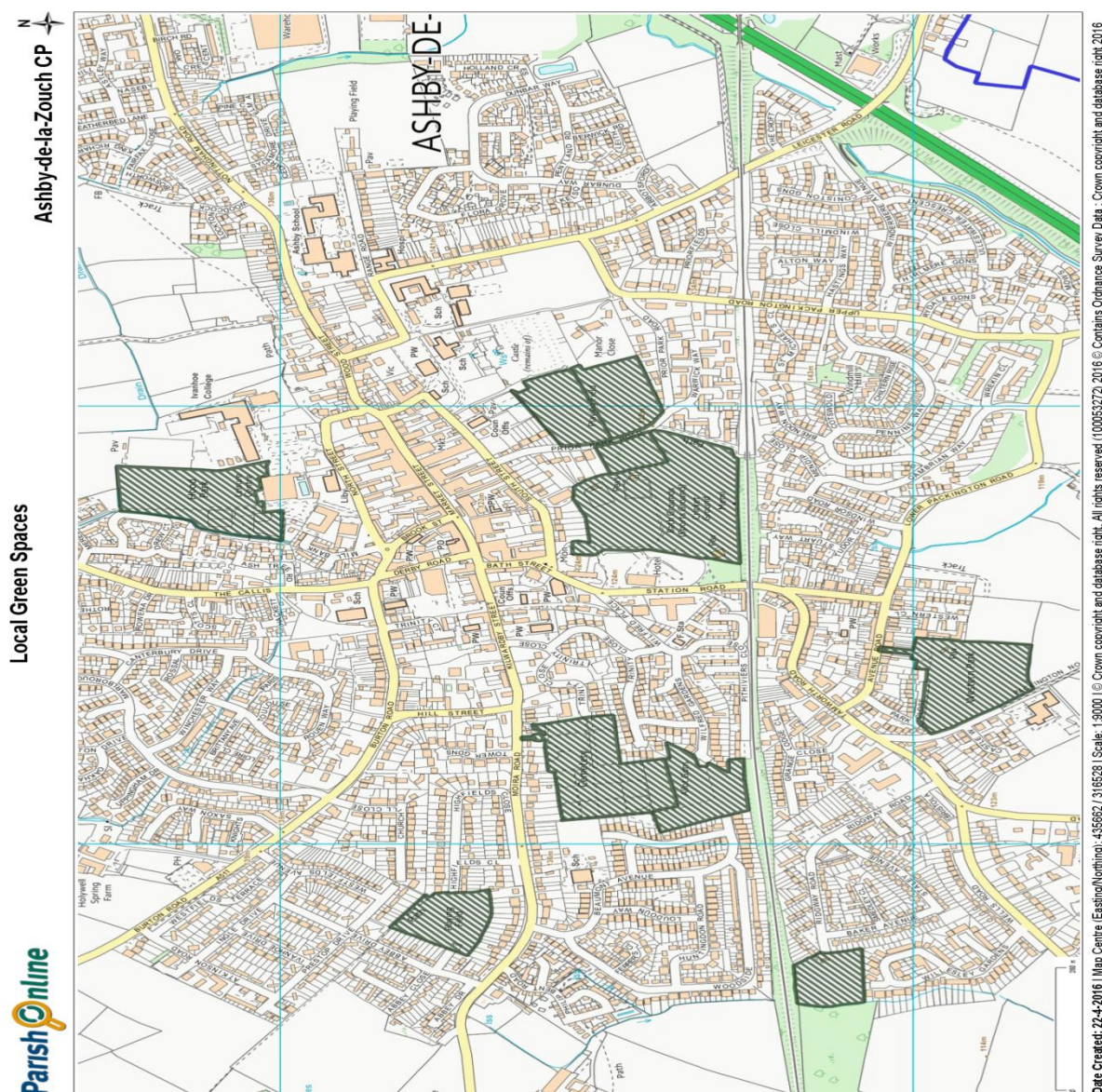
**Westfield Recreation Ground; and**

**Willesley Recreation Ground.**

**Development proposals that would result in the loss of, or have an adverse effect on, an identified Local Green Space, shown in figure 5, will only be permitted in very exceptional circumstances and will be considered in accordance with other policies in this Plan and relevant national and District planning policies.**

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Figure 5 – Local Green Spaces



### c) Open Space in New Housing Developments

Ensuring that there is sufficient open space to meet a variety of local needs is a key objective of the Neighbourhood Plan.

This is important as studies such as the Open Space, Sport and Recreation Facilities Assessment (2008) by North West Leicestershire District Council show that there is a general lack of open spaces in the Plan area especially in regard to recreation ground, allotments and children's play areas.

Where new housing is developed, providing open space on-site is often the best way to cater for the immediate recreational needs of new residents that could not be met

by existing open space, and to ensure that the needs of the new residents do not worsen the existing provision. There are also wider benefits, for example, ensuring that open spaces are close to where people live and encouraging bio-diversity.

It is District planning policy that all new major (presently 10 or more dwellings) housing developments should provide suitable provision of open space, sport and recreational facilities as an integral part of this development. This Plan supports this.

Where open space is provided as part of a development, it is important that its provision reflects the local context, needs and priorities. Traditionally the focus has been on provision for children and young people. This remains important.

Recent years however have seen major changes in the population profile within the Plan area. It is important that any open space provision reflects these changes. In particular, there has been a significant increase in the proportion of the population aged over 50, being about half again the national average.

It is important that any open space provision and associated infrastructure is designed and provided to encourage all age groups to take part in recreation and exercise.

There is evidence that ‘trim trails’ and community gardens are particularly effective in promoting activity and recreation in people across all age groups, and the Plan supports and encourages the provision of these facilities.

**POLICY ELWB 3: OPEN SPACE, SPORT AND RECREATION PROVISION IN NEW HOUSING DEVELOPMENT** – The Plan supports the District planning policy that all major housing developments will be required to include adequate open space, sport and recreational provision as an integral part of the development. It is important that this includes a mix of provision specifically to meet identified local needs in the Plan area. Priority should be given to meeting the needs of all age groups, including cross age provision such as outdoor fitness facilities.

#### **d) Allotments**

The primary purpose of allotments is to provide opportunities for people to grow their own produce.

There are, however, wider benefits, for example, bringing people together and providing a source of recreation and exercise.

Under the Small Holdings and Allotment Act of 1908, a Parish or Town Council has a duty to provide sufficient allotments, where there is evidence of demand. There are currently approximately 100 allotment plots across Ashby de la Zouch. This represents a shortfall of 29 plots based on national guidelines.

Despite efforts to increase supply with demand by splitting existing plots, as they become available, the waiting list has remained stable in recent years.

New development provides an opportunity to meet this demand for allotments by requiring the provision of allotments as part of the development. It is important though that any land brought forward for allotment use meets certain criteria, in terms of suitability for cultivation, convenient access, availability of basic services and potential to be secure against theft or vandalism.

Such criteria are best met by identifying suitable locations rather than relying on piecemeal use of residual or unsatisfactory corners of larger development sites. Sufficient plots should be available on any site to make site acquisition and management viable.

**POLICY ELWB 4: ALLOTMENT PROVISION IN NEW DEVELOPMENTS –**  
**Appropriate and suitable allotment provision will be required to be**  
**incorporated into new housing developments of fifty or more homes either**  
**through direct provision or via an equivalent commuted sum.**

## **e) Biodiversity**

Biodiversity includes all kinds of species and plants, from the commonplace to the critically endangered, as well as the habitat, which supports them.

The Plan area contains a number of sites that provide important habitats for fauna and flora, including rare and declining species. This notably includes along the River Mease (a Special Area of Conservation), the Gilwiskaw Brook and the National Forest Line railway.

Protected and notable species that may be found in the Plan area include birds, such as the tree sparrow, grey partridge and corn bunting as well as animals, such as grass snakes, water voles and bats.



Across Leicestershire and Rutland, important places for wildlife and bio-diversity have been identified. These can be found at ([http://www.nwleics.gov.uk/files/documents/background\\_paper\\_11\\_policies\\_en1/BackgroundPaper11%20-%20PolicyEc1.pdf](http://www.nwleics.gov.uk/files/documents/background_paper_11_policies_en1/BackgroundPaper11%20-%20PolicyEc1.pdf)). Other places may be identified over the lifetime of the Plan.

The Plan seeks to protect and enhance these sites, species and habitats. It also recognises that new development often offers the opportunity to increase levels of biodiversity through, for example, appropriate design and landscape measures.

**POLICY ELWB 5: BIODIVERSITY: Development proposals should not harm the network of important local biodiversity features and habitats. New development proposals will be expected to maintain and, wherever possible enhance existing ecological corridors and landscape features (such as watercourses, hedgerows and tree-lines).**

## **f) Trees and Hedges**

Trees and hedges form an important part of the Plan area's distinctive and attractive character and landscape, laying as it does at the heart of the National Forest.

They are important for promoting relaxation and community activity, as well as supporting wildlife and wild flowers.

This includes woodlands mainly to be found to the west and east of the Plan area as well as individual groupings or specimens which are to be found across it.

Consultation shows that trees and hedges are highly valued by the local community, who wish to see them protected, wherever possible. Whilst many of the trees and hedges are protected through, for example, Tree Preservation Orders, some are not.

The Plan seeks to protect all important trees and hedges.

The value of trees and hedges is given added importance by Ashby de la Zouch's location at the core of the National Forest. The creation of the National Forest is led by the National Forest Company working with a number of partners, including public, private and voluntary sector bodies, local authorities, the Town Council and the local community. The work includes the creation of publicly accessible woodlands and increasing tree cover within the Plan area itself. The Plan supports and endorses the National Forest and recognises the key contribution it can make in support of its aims and objectives.

The Plan also recognises that new development provides a particular opportunity to extend the provision of trees by requiring their provision as part of any development.

**POLICY ELWB 6: TREES AND HEDGES – Opportunities to enhance the coverage of trees and hedges, including in partnership with the National Forest Company, will be encouraged.**

Development proposals that may involve the loss of, or adversely affect, trees and hedges should be accompanied by a survey that establishes the health, longevity, and arboricultural, ecological and amenity value of any affected trees. Where this survey identifies hedges or trees of arboricultural, ecological or amenity value the proposal should be designed to retain these and they should be adequately protected during construction works. Development proposals that may damage or result in the loss of trees and hedges of good arboricultural, ecological or amenity value will not normally be permitted, and in those special circumstances where they are permitted will be expected to provide appropriate and suitable replacement tree or hedges of at least an equivalent arboricultural value.

### **g) Buildings and Structures of Historic and Architectural Interest**

Ashby de la Zouch has a rich and diverse historic and architectural environment. It has one of the highest concentrations of designated heritage assets in the country that span the urban development of the Parish over the last nine hundred years. This includes landmark buildings such as the 12<sup>th</sup> Century Ashby de la Zouch Castle and St Helens Church as well as numerous other buildings of architectural and historic interest associated with its social and economic heritage and development.

These are highly valued by residents and visitors and make a major contribution to the Plan area's unique and special character. They play a significant role in defining the Parish and setting it apart from other similar towns.

### **h) Listed Buildings**

There are over 100 'Listed Buildings' (in 2016) within the Plan area that have been identified as being of national significance and importance. These range in scale from iron bollards at the entrance to Union Passage to the Grade 1 Listed Ashby de la Zouch Castle (which is 'Listed' at Grade I as a building of exceptional interest, as well as being designated a Scheduled Monument). It also includes six Grade II\*



Listed properties - buildings of particular importance - including three buildings along Station Road associated with the early nineteenth century spa development of the Parish. One of the six Grade II\* buildings – the former Midlands Railway Station, Midland Rd – is identified by Historic England as being ‘at risk’.

The full list of Listed Buildings in the Parish can be found at [http://www.nwleics.gov.uk/pages/listed\\_buildings](http://www.nwleics.gov.uk/pages/listed_buildings).

Designation as a Listed Building gives special legal protection beyond that which can be provided through a Neighbourhood Plan. It is important, however, that the Plan highlights them, especially to ensure that all interested parties are aware of their local importance, and the need to conserve and enhance this.

**POLICY ELWB 7: LISTED BUILDINGS - Development proposals that may adversely affect a Listed Building or its setting will be required to conserve and enhance the character, integrity and setting of that building or structure in accordance with District and national planning policy.**

### **i) Ashby de la Zouch Conservation Area**

The Plan area’s historic assets are concentrated in the Town Centre.

Studies and consultation acknowledge the attractive and prevailing character within the Conservation Area as deriving essentially from the nineteenth century - late Georgian from the Spa era with later Victorian additions.

The special built heritage and character of Ashby de la Zouch Town Centre is underlined and reinforced by much of the Town Centre being designated as a Conservation Area.

A Conservation Area is an area defined by law as “areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance”.

The Plan supports the national designation of much of the Town Centre as a Conservation Area and the protection this gives it from inappropriate development.

It is noted that the last appraisal of the Conservation Area was undertaken by the District Council in 2001. Legislation requires that conservation area appraisals be reviewed by the local planning authority from “time to time”. It is considered that some aspects of the 2001 Appraisal are now dated, such as its recommendations for

enhancement and mitigation. The Plan recommends that the Conservation Area Appraisal for Ashby de la Zouch be urgently updated and that all partners with a strong interest in the Conservation Area be included as part of this process. The Town Council will have a key and important role to play here.

**POLICY ELWB 8: ASHBY DE LA ZOUCHE CONSERVATION AREA – Development proposals will be expected to conserve and enhance the character, integrity and setting of Ashby de la Zouch Conservation Area in accordance with the approved Conservation Area Appraisal and national and District planning policies.**

**COMMUNITY ACTION ELWB1: The District Council, in consultation with the Town Council and other interested parties and stakeholders, will be requested to undertake an immediate review of the Ashby de la Zouch Conservation Area Appraisal.**

## **j) Locally Important Heritage Assets**

In addition to the Listed Buildings identified in section h, there are also a large number of other assets of some architectural or historic merit, which make a positive contribution to the character of the Plan area.

National planning policy enables a community to offer these some level of protection and appreciation by identifying them as non-designated locally important heritage assets. Normally such assets are buildings, though, in principle, this can cover other structures such monuments and geological and archaeological remains.

Following an assessment undertaken in 2001 as part of the Ashby de la Zouch Conservation Area Appraisal and Study over 100 hundred such unlisted buildings of interest were identified in the Conservation Area (these are listed in appendix 1). These include the substantial brick built (former) vicarage to St Helen's Church and the Saline Baths Infirmary of 1854 as well as the former Police Station/Magistrates Court all of which are situated along South Street. The Plan reaffirms their importance by identifying them as non-designated heritage assets. Other such important assets may come forward over the lifetime of the Plan.

**POLICY ELWB 9: BUILDINGS AND STRUCTURES OF LOCAL HERITAGE INTEREST – The Town Council and the Ashby de la Zouch Civic Society in consultation with the District Council and other bodies will maintain an agreed schedule of ‘non-nationally designated’ assets of local architectural or historic interest. Development proposals that affect a building, structure or its setting identified on this list will be required to conserve and enhance the character and the setting of that building or structure.**

### **k) Archaeological Sites**

The Plan area’s richness in heritage assets also encompasses archaeological remains.

Important remains within the Parish are likely to range in date from the medieval period to the industrial period.

The best known archaeological site is Ashby de la Zouch Castle and its associated formal garden area 'The Wilderness' to the south. This is designated as a Scheduled Monument. Scheduled Monuments are those sites recognised as being nationally important, and having the highest priority for protection.

As bodies such as English Heritage have highlighted, there is potential for the survival of other important archaeology to be found in Ashby de la Zouch particularly in and around the Town Centre, around the Castle site and in the vicinity of St. Helen’s Church, especially in view of the level of rebuilding that occurred along the principal streets of the town in the Georgian and early Victorian periods.

Leicestershire County Council maintains a consolidated database (the Leicestershire Historic Environment Record) of recorded archaeological sites in the Plan area and the wider County. The knowledge and understanding of the archaeology in the Plan area will be enhanced by the forthcoming Extensive Urban Survey of Leicestershire, the pilot study of which, will be commencing in 2016. This will start with the historic market towns of North West Leicestershire, including Ashby de la Zouch.

**POLICY ELWB 10: AREAS OF ARCHAEOLOGICAL INTEREST - All development proposals are required to consider their impact upon archaeology. Where a development proposal may adversely affect a recorded archaeological site, developers or their agents should seek guidance at the pre-application stage and where necessary to engage in discussions about what material should be submitted with a planning application in any 'Heritage Statement'.**

## **I) Important Community Facilities**

The Plan area has a good and wide range of community facilities such as schools, community and sports related buildings, which generally meet the day to day needs of the community. These include the following which have been identified as being especially important to the community.

- Post Office;
- Library;
- Town Council offices;
- Churches including St Helens and Our Lady of Lourdes;
- All secondary and primary schools;
- Hood Park Skate Park;
- Hood Park Leisure Centre;
- Open air swimming pool/lido;
- Lyric Rooms;
- Ashby Museum;
- Ashby Cemetery;
- The Allotment Site;
- Ashby medical centre;
- Venture Theatre;
- Ashby Tourist Information Centre;
- Town Hall Market;
- War Memorial and Gardens;
- Hood Court Centre and the
- Fire Station.

However, some of these facilities such as schools and health facilities are under pressure. The Plan area has also seen a gradual decline in some community facilities, such as the closure of the local hospital, resulting in residents having to travel further to access these facilities. This presents problems, especially for those who rely on public transport to access these.

Also, with a growing and ageing population and reductions in public transport access to such locally based services will become increasingly important.

Consultation shows that these facilities are highly valued and prized by the local community. They are a key ingredient in the generally high quality of life in the Parish and its strong sense of community and identity. The community wishes to see them protected and, wherever possible, enhanced.

**POLICY ELWB 11: IMPORTANT COMMUNITY FACILITIES – Development proposals that result in the loss of, or have a significant adverse effect on, an important community facility will not be permitted unless it can be demonstrated that it is no longer required by the community and/or continued use is no longer viable and the site has been actively marketed for over a year.**

**POLICY ELWB 12: NEW COMMUNITY FACILITIES - Development proposals that will enhance the provision of community buildings, including medical facilities, will be viewed positively where it can be clearly demonstrated that it meets an identified local need and is subject to accessibility, design and amenity considerations.**

### **m) Assets of Community Value**

The designation of a community facility as an Asset of Community Value provides an important means to help protect buildings and land, that are important to the local community and which they wish to protect from inappropriate development.

If formally designated as an 'Asset of Community Value', the Town Council and other community organisations will be given the opportunity to bid to purchase the asset on behalf of the local community if it comes up for sale on the open market.

Whilst there is no requirement to have a policy relating to Assets of Community Value in a Neighbourhood Plan, its inclusion can give such an Asset greater protection through the planning system. It also sends out a clear message that the community wishes to protect and retain buildings and land that are important to them.

A number of Assets of Community Value have already been designated in the Plan area, such as the Bath Grounds and the Cottage Hospital and other designations may come during the lifetime of the Plan.

**POLICY ELWB 13: ASSETS OF COMMUNITY VALUE** - Development proposals that will result in either the loss of a designated Asset of Community Value or in significant harm to a designated Asset of Community Value will not normally be permitted unless in special circumstances such as where the Asset is replaced by equivalent or better provision in terms of quantity and quality in an equally suitable location or it can be clearly demonstrated that it is unviable or no longer needed by the community.

#### **n) Provision of a New Arts/Community Centre**

Studies and consultation have identified the need for a new purpose built multifunctional community centre with the focus on the arts to meet the community and arts needs of the Parish and the wider area. This would provide a hub and focus for community and civic activity.

The Parish lacks such a facility, which is surprising for a community of its size. Work is underway to take this forward.

**POLICY ELWB 14: NEW ARTS/COMMUNITY CENTRE** - The development of an appropriately located new Arts/Community Centre will be viewed sympathetically.

#### **o) Education**

Education provision arose as a major concern during the consultation.

The Plan area is home to a range of good and popular secondary and primary schools, which cater for the needs of children from the Parish and the wider area.

There is currently a shortfall in education provision with demand for places outstripping supply. There is concern that this shortfall will worsen as the school provision fails to keep pace with an increase in children requiring school places arising from the new family homes being built, or planned to be built, in the Parish and the wider area.



There is also concern about the design and quality of some of the existing schools, which were not designed, nor can be easily adapted, to modern educational needs.

The Plan recognises the pressing need to support local schools and plan for their future.

The Town Council, as part of the development of the Neighbourhood Plan, has started this process. It will continue to work with the County Council and other relevant authorities and bodies to address the issue of education provision and capacity and work in partnership to develop solutions in response to these.

**COMMUNITY ACTION ELWB2: The Town Council will work with the County Council, local schools and other interested bodies and individuals, to promote good equality education provision that meets the existing and future needs and population profile of the Plan area.**

**POLICY ELWB15: EDUCATION – Where it is considered that a development proposal will have a demonstrable and significant impact on education provision in the Plan area this will be required to provide adequate financial contributions to provide sufficient good educational provision for the additional demand it generates.**

## 4.7. Developer Contributions

### a) Introduction

All development has the potential to impact on the environment and place pressure on local infrastructure and services. It is recognised that the planning system should be used to ensure that new development contributes positively to the local environment and helps to mitigate against any adverse impacts on infrastructure.

The draft Local Plan confirms that ‘Infrastructure is critical to support the provision of all development ... supporting infrastructure must be in place for new development. This is not only to ensure that the new development is properly served in respect of essential day-to-day infrastructure required by the occupants of any new development but also to minimise the impact upon existing infrastructure’.

However, the NPPF stresses that the need for infrastructure accompanying development must have regard for the viability of that development. Planning Policy Guidance (PPG 46) also recognises the ability of Neighbourhood Plans to identify the need for new or enhanced infrastructure, but requires the Plan to prioritise the infrastructure requirements.

Provision of the necessary physical and community infrastructure arising from proposed development is therefore a critical component of the Plan, which has identified a wide range of potential infrastructure requirements through its production.

The provision of these diverse elements of infrastructure needs to be timely if deficiencies are to be avoided. These include:

- Enhanced requirements for affordable housing;
- Travel Plans;
- Improvements to footpaths and cycle-ways;
- Open Space contributions;
- Contribution to the provision of allotments;
- Transport improvements.
- Pedestrian and road safety improvements.
- Enhanced leisure facilities
- Allotments
- Community facility

However, the type of benefit required will depend on the scale and location of the development. Therefore, the type and level of infrastructure and community benefit will be negotiated on a site-by-site basis and secured through a planning condition or legal agreement. Developments should meet the infrastructure requirements arising from the new housing provided either on site or through contributions towards new or

improved facilities in the locality, secured through legal agreements.

## **b) Infrastructure requirements**

A number of infrastructure requirements have been identified through the preparation of this Neighbourhood Plan and these will be prioritised on an application by application basis.

These include:

### **Design expectations:**

- Development should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency. (Policy S4)
- At least 60% of new market housing in developments of 5 or more shall comprise of 2 and/or 3 bedroom properties. (Policy H4)
- Provide a balance of accommodation, including bungalows, which meets the needs of people of all ages, including older people. (Policy H4)
- Introducing a Design Code for Money Hill (Policy H2).
- Development should be of a similar density to properties in the immediate surrounding area.
- Expectations around design in the Town Centre and Conservation Area.
- Parking expectations for residential developments, including in the Town Centre (Policy S4).
- Availability of high quality broadband connectivity (Policy S4)
- Flood prevention measures (Policies S4 and H2)
- Stream corridor retained as natural open space with a 10m buffer on either side. This should be managed as open space. (Policy H2)
- Development enhanced by biodiversity and landscaping. (Policy S4)

### **Protecting existing assets/ features:**

- Developments should not harm networks of local diversity features and habitats. New developments to maintain, where possible, and enhance existing ecological corridors and landscape features.

- Expectations around protecting existing trees and their replacement if they are to be removed.
- Listed buildings – to conserve and enhance character, integrity and setting of listed buildings, conservation area and buildings/ structures of local heritage interest.
- Heritage statement regarding areas of archaeological interest.

**Developer requirements:**

- At least 30% of homes on developments comprising 5 or more dwellings shall be affordable homes (Policy H5).
- At least 40% of affordable homes provided shall be 1 bedroom properties (Policy H5).
- Developing tailored interventions such as Travel Plans and improved public transport provision in the main employment areas in and near to the Plan area.
- Travel plans encouraged, including school travel plans and employer travel plans. Where the Highways Authority considers a development would generate a significant amount of travel the application would be supported by a Travel Plan that is tailored to the specific needs of that development and the wider needs of the plan area, including where appropriate a reduction in Town Centre traffic.
- Traffic management measures to improve vehicular and pedestrian safety and movement, especially along and around known hot spots, that will be exacerbated by further development.
  - 20mph zones on key routes in to the town affected by a development e.g. for Money Hill a 20mph zone on Nottingham Road, Wood Street, Market Street. For the wider scheme potential impact on traffic on Smisby Road.
  - Zebra crossing on Kilwardby Street will become necessary if there is further development off Moira Road.
  - Brook Street, possible one way or cul-de-sac and safety measures at the bottom of South Street if money available for Town Centre improvements.
  - Improved pedestrian access to the Bath Grounds on South Street, if there are additional developments serviced by South Street or Prior Park Road.
- Work to secure improvements in present network of footpaths and cycleways, including through developer contributions. One idea is a path/ cycleway that circumnavigates the parish.

- Car parking –additional car parking close to the Town Centre.
- Adequate open space provision according to NWLDC policy, with a mix of provision to meet the needs of the local community and meeting the needs of all age groups including cross age provision such as outdoor fitness facilities. Prefer one larger play area rather than a number of small ones.
- Appropriate and suitable allotment provision, development of 50 or more homes either through direct provision or commuted sums.
- Major new employment related developments include the provision of education and training aimed at local people (Policy E4).
- Car parking facilities for new tourism facilities.
- Legible signage policy to improve the signage in the town including design, volume and location of signs.
- Encourage safe routes to schools and development proposals for a new school or a significant expansion in an existing school's capacity should be accompanied by a Safer Route to Schools Scheme or similar.
- National Forest enhancements welcomed.
- Development of a new arts/ community centre will be supported.
- Adequate financial contributions to provide sufficient good educational provision for additional demand generated by new housing schemes.

**POLICY DC1: Community Infrastructure - The Town Council, working with the District Council and other relevant organisations, will prioritise developer contributions on a case-by-case basis related to achieving optimal 'community benefit' from the opportunities available for each development and having regard for the priorities listed above.**

## **SECTION 5: MONITORING AND REVIEW**

The Neighbourhood Plan covers the period to 2031. During this time, it is likely that the circumstances which the Plan seeks to address will change.

Ashby de la Zouch Town Council will review the Plan on a regular basis, at least on a five yearly basis commencing (2021) to make sure that it takes into account changes in national and District planning policy and generally ensure that it fit for purpose. If it is considered by the Town Council that changes are necessary to the Neighbourhood Plan it will commence a formal review in conjunction with the Local Planning Authority.

A further review will be undertaken in 2027, at which point consideration will be given, and if necessary processes commenced, to develop a further Neighbourhood Plan for the benefit of the residents of Ashby de la Zouch.



**Annex 1: Unlisted Buildings considered to have a positive impact on the streetscape of the area identified in the Ashby De La Zouch Conservation Area Appraisal and Study (2001)**

- 2/3/4/5/6 Bakery Court
- 5/7 Bath Street
- 9 Bath Street
- Ashby House, Bath Street
- 2-8 Bath Street
- The Vine (formerly the Hare and Hounds Public House), Bath Street
- 2/3/4/5 Brook Street
- 8/9a/10 Brook Street
- Bowling Green Public House, Brook Street/Elford Street
- 8/10 Derby Road
- 13/14/15 The Green
- 20 The Green
- Plough Inn, The Green
- 'Blaisdon', 4 Hill Street
- Former Ashby U.D.C Offices, Kilwardby Street (now demolished)
- 7 Kilwardby Street
- 11 Kilwardby Street
- 13 Kilwardby Street
- 22-24 Kilwardby Street
- 28 Kilwardby Street (Strawberry Hill)
- 32-42 Kilwardby Street
- 44 Kilwardby Street
- School House, Ashby Grammar School, Leicester Road
- Cottage Hospital, Leicester Road
- 2 Leicester Road
- 4/6 Leicester Road
- 8 Leicester Road
- 10 Leicester Road
- 13/15 Lower Church Street
- 23a Lower Church Street
- 6 Lower Church Street
- 8 Lower Church Street
- 1a Market Street
- 15 Market Street
- 17 Market Street
- 19 Market Street
- 19a Market Street
- 21 Market Street
- 37 Market Street
- 39 Market Street
- 41 Market Street (Zeus Bar - formerly The Old George Public House, now Betfred)

- 43 Market Street
- 45 Market Street
- 47 Market Street
- 49/49a
- Market Street
- Nos. 1-3, Court 19, off Market Street
- 8/10 Market Street
- 36/38 Market Street
- 36a/38a/40a Market Street
- 40 Market Street
- 54 Market Street
- (Nat West Bank)
- 96/98 Market Street
- 100/100a Market Street
- Prime Steak House (formerly the Stag and Pheasant Public House),
- Mill Lane
- 3-11 North Street
- 24 North Street
- Trentham Close, North Street
- Park View/Ivanhoe Villa, North Street
- Venture Theatre, North Street (former Parish Rooms)
- 38 North Street
- 1/2 South Street
- Former Police Station/Magistrates Court, South Street
- 16/17 South Street
- 'Stable Mews', South Street/Market Street
- 26/27 South Street
- 28/29 South Street
- 30 South Street
- Ascott House, South Street (former Ashby R.D.C Offices)
- Christadelphian Church, Union Passage
- Former Factory ('Hastings House'), Union Passage
- 1/3/5 Upper Church Street
- 2/4 Upper Church Street
- The Old Vicarage, Upper Church Street
- 7 Wood Street
- 9/11/11a /15 Wood Street
- 35 Wood Street (formerly The Flaxdressers Inn)
- 37 Wood Street (formerly The Bull Public House)
- 39 Wood Street
- 41a Wood Street
- 6 Wood Street (formerly Swan Inn)
- 28/30/32 Wood Street
- 36 Wood Street
- 38 Wood Street
- 40 Wood Street
- 42 Wood Street

- 44 Wood Street
- 46 Wood Street
- 48 Wood Street
- 56/58 Wood Street
- 62 Wood Street
- Nos. 3-5, Court 22, off Wood Street (between Nos. 36 & 38)

The buildings identified in bold were considered to have Listed Status in the Assessment by reason of their location within the historical curtilage of a Listed Building.

The List prepared in the line with the criteria set out in the Appendix to the English Heritage advice note 'Conservation Area Appraisals' (English Heritage, 1997), which has since been updated.

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