

STRATEGIC SENIOR OFFICER GROUP**31 OCTOBER 2007****SPATIAL ISSUES: LOCAL DEVELOPMENT FRAMEWORKS AND NEW
GROWTH POINT****REPORT OF LEICESTERSHIRE COUNTY COUNCIL****Purpose of Report**

1. To consider how development proposals that emerge through the Local Development Frameworks (LDF) process might most effectively and efficiently be examined in terms of their implications for service delivery;
2. To provide an up
3. date on the development of the New Growth Point programme.

Local Development Frameworks

3. District councils, either individually or jointly, produce LDFs for their areas. Upper-tier authorities produce Waste and Minerals LDFs.
4. In the new planning system there is an expectation from Government that there will be a more pro-active plan-led and evidence-based approach. It is further expected that 'planning' (principally through Regional Plans and LDFs) will contribute to meeting key Government priorities, for example in relation to sustainable development, climate change, housing and transport.
5. These broad strategic priorities will increasingly find local expression in sustainable community strategies and local area agreements (and possibly in multi-area agreements). The Government is strongly encouraging that 'the LAA, as the delivery contract with central government, is based on the priorities of the SCS and supported by local planning policy to deliver the outcomes agreed.'
6. Effective delivery of such priorities requires a sub-regional approach – in the past this was done by producing a joint structure plan; in the future there will be local and multi-area agreements. The Government and Regional Assembly are also encouraging local planning authorities to prepare joint planning documents (such as LDF Core Strategies).

7. Service providers support the local planning (LDF) process by providing advice on initial development options and on key infrastructure requirements (such as school or healthcare provision), and identify mitigating measures (for example to address transportation impacts).
8. Such advice and support will be critical in relation to large growth locations in the County (the 5 large sustainable urban extensions proposed in the Draft Regional Plan) at which up to 25,000 high quality, low/ zero carbon homes will be provided as part of master-planned mixed-use developments with a full range of supporting social, economic, environmental and transportation infrastructure. At sub-regional level a New Growth Point Programme of Development has been produced to articulate future infrastructure requirements in support of these proposals, and this will, in Leicestershire, form part of a County Infrastructure Plan.
9. A consistent approach will also be essential in relation to rural areas. The cumulative impact on services and infrastructure of rural development needs to be understood if we are to ensure that it takes place in sustainable locations and be able to maximise the prospects of it funding effective mitigation measures.
10. In this new context providing individual advice on development and infrastructure to seven separate LDF processes is unlikely to be the most effective use of the resources of agencies, nor is it likely to be the most effective means of delivering truly sustainable developments, maximising developer contributions and supporting SCS/ LAA objectives.
11. It is, therefore, considered that there needs to be a more structured, consistent and co-ordinated approach to examining LDF development proposals; an approach which can be more clearly linked to the delivery of SCS and LAA (or MAA) objectives (including in relation to the New Growth Point initiative), and which will make most effective use of available resources.
12. An example of what such an approach might involve has been prepared by the County Council's Highways, Transportation and Waste Management department – see appendix A. This involves developing a step-by-step programme of projects based on dividing work up by *type* rather than by *district*. It is readily applicable across all districts, allowing common county-wide assumptions to be applied, and is consistent with increased LDF joint-working. This approach could be made to work each local planning authority was to prepare its own separate LDF, but the whole process would be simpler and more efficient if increased collaboration resulted in fewer separate LDF documents being produced.
13. The appended approach has been specifically developed from a transportation perspective. Whilst it might need to be adapted to suit other services (schools, healthcare facilities, green infrastructure etc) it is considered that the principles underpinning it are generally applicable.

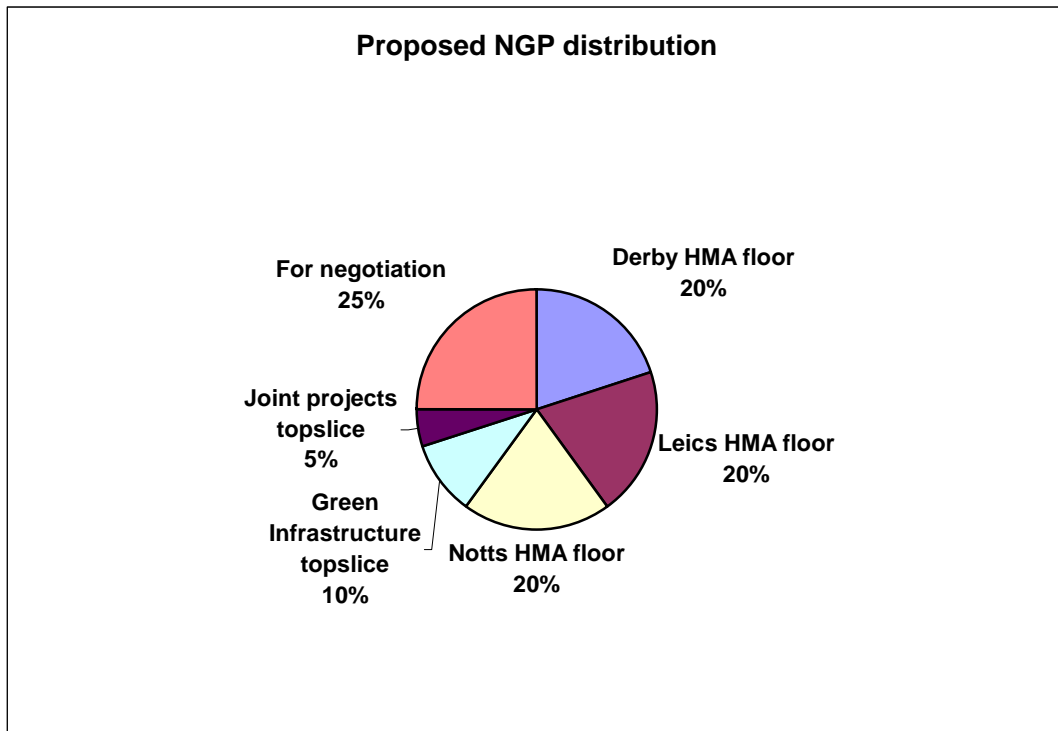
14. SSOG is recommended to:

- **Support the principle of partners developing a more structured, consistent and co-ordinated approach to examining LDF development proposals;**
- **Consider establishing a time-limited partnership task group to consider maximising effectiveness of linkages between the SCS/ LAA, LDFs, proposed County Infrastructure Plan and New Growth Point programme.**

New Growth Point

15. In line with Government requirements a New Growth Point Programme of Development for the Three Cities and Three Counties (6Cs) area was submitted on October 1st. The Leicestershire HMA content of the Programme was co-ordinated by the County Council and Leicester City Council but included contributions from a wide range of partner agencies. The Programme can be viewed at http://www.leicestershiretogether.org/index/key_documents/new_growth_points.htm The Government will be announcing how much funding will be allocated to the 6Cs for 2008-11 in December.
16. New Growth Point funding will support the acceleration of housing provision agreed through the Regional Plan and LDFs, and the provision of infrastructure in support of that housing provision. The Programme will, therefore, need to be a 'living document' updated and adjusted as the strategic and local planning context is firmed up. In Leicestershire it is intended that the NGP Programme will be kept up to date as an important component of a wider County Infrastructure Plan.
17. The 6Cs NGP Programme is the largest of the NGP submissions, accounting for 19% of housing provision across all 29 NGP areas. Communicating the ambition, objectives and deliverability of the programme to key stakeholders is a key area of activity. To date this has involved:
- two briefing seminars for local authority members and senior managers in Leicester Shire;
 - a briefing session for regional/ sub-regional partners;
 - a briefing meeting with key GOEM officials; and
 - a separate meeting with the Head of the Government's NGP Team.
- A high profile 6Cs level briefing event aimed at the development industry is currently being planned, provisionally to be held in December.
18. It is expected that Leicester City Council, as the lead 6Cs authority on NGP, will be the accountable body for NGP funding. An initial proposal for distributing NGP funding was considered at the last meeting of the 6Cs NGP Programme Board on October 1st. This is shown below.

19. Following negotiation on the unallocated proportion, which would be informed by an assessment of which schemes make the greatest contributions to the Partnership's joint outcomes, the 6Cs Programme Board would recommend to the 6Cs Leadership Group the allocation of NGP Grant. Leicester City Council will then passport the grant to the HMA partners (precise details of how the money will be made available still to be decided).
20. More locally there will need to be an agreed process for deciding which specific projects in Leicester Shire are prioritised and receive funding. The detailed decision-making processes remain to be agreed and will need to be considered as part of the sub-regional governance discussion (see item elsewhere on agenda). There will be a role for the existing Leicester Shire Housing Market Area (HMA) NGP Programme Board to make recommendations on this. This will be considered at the next HMA Programme Board meeting and the outcome will be reported to the next meeting of SSOG.



21. **SSOG is recommended to note the contents of this update.**

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Appendix A – Leicestershire County Council Highways and Transportation –Proposed Approach to LDF Work

Pjct No.	General description / timing	Example broad work-packages' description	Example broad resource requirements ⁽¹⁾	Example of broad products
1	<p>'Groundwork' – develop & agree common assessment process, methodologies, & assemble base data (e.g. public transport, traffic surveys, etc.) Summer 2007</p>	<ul style="list-style-type: none"> • Review applicability & costs of using Ptolemy at strategic (County) level • Examine feasibility & costs of developing new traffic models / extending CLTM for more detailed work • Examine feasibility of using manual assessments as alternative to models 	<ul style="list-style-type: none"> • Project management • Modelling team • Investigators • Highways Agency involvement 	<ul style="list-style-type: none"> • Report setting out agreed common assessment process & methodologies & identifying resource requirements for next project • Base assessment data (e.g. traffic flow plans for each district)
2	<p>Preliminary strategic consideration – likely to be at core strategy / direction for growth stage Potentially after publication of EiP Panel report, i.e. Autumn 2007 / early 2008</p>	<p>Apply process/method agreed in first project:</p> <ul style="list-style-type: none"> • look at overall countywide impacts of potential development locations⁽²⁾ • identify potential strategic transportation issues • advise districts on potentially 'best' broad locations for development (inc' cross-boundary considerations⁽³⁾) and on transport policy requirements (e.g. on funding of area-wide measures) 	<ul style="list-style-type: none"> • Project management • Potentially modelling team • Assessors for any manual modelling (internal or external) • Departmental colleagues, e.g. public transport • Highways Agency in terms of trunk road issues • City and other neighbouring authorities in terms of cross-boundary issues 	<ul style="list-style-type: none"> • Report summarising: <ul style="list-style-type: none"> - initial investigations, including: advice on 'best' locations (county-wide) for development; strategic transport issues to be addressed at next stage; & identifying resource requirements for next project - suggestions for supporting transport policies • Input into districts' core strategies, including advice on transport policies
3	<p>Preliminary site options consideration – districts will probably approach us with potential site options (this could be as broad as identification of potential urban capacity) Likely to be around 2008/09</p>	<p>Apply process/method agreed in first project & build on strategic level work undertaken in second project:</p> <ul style="list-style-type: none"> • more detailed examination of site options⁽⁴⁾ • initial identification of potential mitigating measures⁽⁴⁾ • assess likelihood of developer funding or need for public funds⁽⁴⁾ • assess measures against LTP objectives & (where LCC monies might be required) future scheme programmes 	<ul style="list-style-type: none"> • Project management • Potentially modelling team • Assessors for any manual modelling (internal or external) • Scheme identifiers and 'developers' (internal or external) • Departmental colleagues, e.g. public transport & LTP • Highways Agency in terms of trunk road issues • City and other neighbouring authorities in terms of identifying cross-boundary issues 	<ul style="list-style-type: none"> • Report summarising investigations, including identification of potential transport schemes and identifying resource requirements for next project • Possible input into districts' core strategies or informing early thinking on housing and employment documents • Possible feed into future LTPs, scheme programmes and Regional Funding allocations where public monies might be required

4	Preparation of housing and employment LDF documents Could be around 2009/10	Build on work of first three projects: <ul style="list-style-type: none"> • Refine transport measures • identify need for any safe-guarding policies (e.g. improvement lines) • assign measures to particular development proposals⁽⁵⁾ 	<ul style="list-style-type: none"> • Project management • Scheme ‘developers’ (internal or external) • Departmental colleagues, e.g. public transport &LTP • Highways Agency in terms of trunk road issues • City and other neighbouring authorities in terms of cross-boundary issues 	<ul style="list-style-type: none"> • Guidance to districts on what should be included in LDFs in respect of development allocations and need for specific policies relating to safeguarding and provision • Potential basis for evidence to LDF inquires
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Notes:

The process assumes districts will work to broadly similar LDF timescales and in the order set out in projects 1 to 4. The approach may require further consideration if districts chose to progress what are considered to be later projects in advance of or in parallel with their Core Strategy.

- (1) It would be hoped that the districts would want to be involved in this process. But, if they choose not to be then we could potentially proceed in the same way as the Regional Plan transportation work and do the work alone. The risk in doing so, however, is that we might wind up as objectors to LDF proposals if they are inappropriate in transportation terms.
- (2) Something akin to the level detail of the first Regional Plan project.
- (3) Cross-boundary at a district or County level.
- (4) Something akin to the level of the Regional Plan work, i.e. broad idea of measures’ costs, environmental impacts and deliverability, and assessment of developments’ financial viability taking into account other infrastructure requirements and costs.
- (5) A range of ways likely to be required to achieve this, e.g. could be a specific proposal funds a particular measure or a number of proposals contribute to an overall pot to fund the measure(s).

Beyond the end of this programme of projects there is likely to be, subject to the outcomes of the LDF inquiries, a requirement for considerable further work to develop the transportation proposals further and ensure that they are delivered as required (which in some cases may be in advance of a particular development(s))