North East of Leicester Sustainable Urban Extension

Planning Statement

Commercial Estates Group
December 2013

12152/NT/NB/SH

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Appendix 1  Objectives for the NEoLSUE
Appendix 2  CBC Evidence Base Documents
1.0 Introduction and Context

1.1 This Statement has been prepared by Nathaniel Lichfield & Partners on behalf of Commercial Estates Group (“CEG”). It accompanies a hybrid planning application by Commercial Estates Projects Limited (the ‘developer’), and Mr A J Pochin and The Trustees of the Pochin 1997 Accumulation and Maintenance Settlement (the ‘landowner’) (together ‘the applicant’) for a mixed use housing-led sustainable urban extension to the north east of Leicester.

1.2 The site, referred to as the North East of Leicester Sustainable Urban Extension (“NEoLSUE”), presents a major opportunity to develop a high quality and sustainable extension to the Leicester Principal Urban Area (PUA) and is allocated in the emerging Charnwood Local Plan Core Strategy (LPCS) for an SUE. It represents a very important part of the Council’s strategy to meet pressing housing needs in the area.

1.3 CEG controls the majority of the 360ha site. CEG has been working in partnership with Charnwood Borough Council (CBC), Leicester City Council (LCiC) and other stakeholders, including representatives from Leicestershire County Council (LCoC), developing the proposals that now form the subject of this planning application for this new community.
1.4 The hybrid planning application seeks:

1. Outline planning permission (with all matters reserved) for a mixed use residential-led development, to be developed in phases, including:
   i. preparatory works including demolition as necessary;
   ii. approximately 4,500 residential units (Use Class C3, including a mix of affordable housing) and specialist housing (Use Class C2);
   iii. up to 13 hectares of employment land (Use Classes B1(a), (b) and (c), B2 and B8);
   iv. two local centres and one district centre (Use Classes A1 - A5, B1, C1, D1 and D2 and including a food-stores (one, up to 4,500sqm gross) with associated car parking);
   v. provision for school facilities, including a reserve site which could be developed for a secondary school;
   vi. healthcare facilities;
   vii. a reserve site for gypsies and travellers adjacent to the A607 Melton Road;
   viii. open space including allotments; parks; natural and semi natural green space; amenity green spaces; facilities for children and young people; outdoor sports provision including playing pitches and tennis courts;
   ix. associated infrastructure including footpaths/cycleways and a north west link road between Barkby Lane and the A607 with a bridge across the railway line; and
   x. associated engineering and landscaping works, including SUDs.

2. Detailed permission for the construction of the southern link road connecting in to Sandhills Avenue including footpaths/cycleways, landscaping and associated engineering works (including SUDs).

1.5 A detailed description of development is set out at Section 4.0 of this report.

Duplicate Application

1.6 The application site straddles two administrative areas (see Figure 1.2 below) with the outline element being within Charnwood Borough and the detailed (southern link road and associated landscaping works) element being within Leicester City.
1.7 Figure 1.2 Application Site Relative to Administrative Boundaries

1.8 This application is consequently submitted in duplicate to CBC and LCiC and each authority will determine that part of the application which is within their administrative boundary.

**Accompanying Documents**

1.9 The following plans and reports accompany the planning application:

**Illustrative Masterplan and Phasing Plan prepared by NLP**

1.10 The illustrative masterplan explains the form of development and the land use distribution across the site. The indicative phasing plan demonstrates how the scheme can be implemented across the development programme.
Parameter Plans prepared by NLP

1.11 The parameter plans define the density, scale, distribution of land uses and access elements of the outline part of the scheme and these plans will form the framework for detailed (reserved matters) submissions in the future.

Planning Summary Statement prepared by NLP

1.12 The Planning Summary Statement responds to the Government’s requirement for major planning applications to provide a Planning Application Summary (policy INF3 of the “Development Management Policy Annex: Information requirements and validation for planning applications”, CLG 2010).

1.13 Given this is a major application which exceeds 100 pages, the Statement summarises the whole scheme and provides an overview of the proposal and its key impacts.

Design and Access Statement prepared by NLP

1.14 The Design and Access Statement (DAS) outlines the “vision” for the scheme and explains that the proposed layout and distribution of uses has been informed by both a detailed assessment of the wider site and surrounding area and the application of best practice in urban design. The DAS also outlines the landscape strategy and addresses sustainability.

Economic Statement prepared by NLP

1.15 The Economic Statement provides an assessment of the economic impacts of the proposed development and considers the benefits of the proposed scheme. It uses an analytical framework to focus first on the key quantifiable impacts of the proposed development during the construction phase and upon completion, before considering the wider qualitative effects of the role that the proposed development has in supporting economic growth generally.

Retail Assessment prepared by NLP

1.16 The Retail Assessment builds on earlier retail analysis which has informed the masterplan through a detailed assessment of the district and local centres floorspace requirements. This includes identifying the catchment area and the population/expenditure per capita; projecting available expenditure into the future; estimating the proportion that will be retained in the catchment area that can support retail floorspace within the SUE; and converting surplus expenditure into potential new floorspace, as well as providing the appropriate balance and mix of retail floorspace to meet any qualitative deficiencies in existing provision. This Assessment provides detailed evidence (summarised at Section 9.0 of this Planning Statement) to support the need for a greater level of retail provision than set out in emerging Policy CS19 of the CBC Local Plan Core Strategy.
Sustainability Statement prepared by WYG

1.17 The Sustainability Statement outlines the measures that are being considered and how they can be realised through the development. These measures will be developed through the detailed design and construction process.

Outline Energy Statement prepared by WYG

1.18 This Statement sets out the relevant policy framework and provides an estimate of the energy and carbon dioxide emissions. It then investigates options for how carbon emissions can be produced and low and zero-carbon (LZC) could be utilised.

Foul Drainage and Utilities Strategy Statement prepared by WYG

1.19 This Statement provides evidence that the additional water, gas, electricity, telecommunication and sewage demand/loads generated by the proposed NEoSUE can be met and summarises any works required to support the activity. Infrastructure capacity and infrastructure needs are considered based on peak demands. The Statement also sets out consultation with statutory undertakers.

Waste Management Strategy prepared by WYG

1.20 This Strategy sets out the approach to ensure construction and operational waste are managed responsibly and sustainably during all development phases and encourages the minimisation of construction waste as far as possible in accordance with the Waste Hierarchy.

1.21 The Strategy also includes a Plan which sets out the responsibilities and roles within a site management team to ensure procedures are followed.

Ground Conditions Statement prepared by WYG

1.22 The Ground Conditions Statement comprises a Phase 1 desk-based study which establishes the likelihood/ severity of risks arising from potential contamination sources.

Green Infrastructure Study prepared by Tyler Grange

1.23 The Green Infrastructure (GI) Study assesses the existing GI network and sets out the overarching objectives as a basis for the location of GI within the proposed SUE.
Landscape Framework Plan prepared by Tyler Grange

1.24 The Landscape Framework Plan sets out the process behind the development of the landscape framework for the SUE and includes various plans illustrating the location of each landscape type.

Statement of Community Involvement prepared by Beattie Communications

1.25 The Statement of Community Involvement (SCI) outlines the processes of community involvement undertaken and the resultant changes to the proposed development. It has been prepared in accordance with Councils’ guidance and responds to the Government’s expectations as set out in the NPPF.

1.26 The following documents also accompany the “full” part of the application:

Access/Highway Drawings and Existing and Proposed Site Sections and Finished Levels Plans prepared by WYG

1.27 Existing and proposed highways plans have been prepared for the southern access road. Cross sections and long sections through the proposed link road are provided. The plans demonstrate how the proposed link road relates to existing levels and adjoining land and also the proposed cycleways and footpaths (including how they link into the existing network).

Illustrative Landscape Plans prepared by Tyler Grange

1.28 Illustrative landscape plans for the southern access route show the detailed site proposals. These demonstrate the landscaping improvements to the site and how landscaping will be used to mitigate the effects of the new road. They also show in detail the cycleways and footpaths and the proposed SUDs features.

Environmental Statement prepared by NLP, WYG, Baker Consulting, Weetwoods, Tyler Grange and CgMS (Assesses both Elements of the Hybrid Application)

1.29 A Scoping Report was submitted to CBC and LCiC in June 2013. EIA Scoping Opinions (under Regulation 13 of the Town & Country Planning EIA Regulations 2011) have been received from both authorities which have informed the scope of the Environmental Statement. The ES provides all the information specified under Schedule 4 of the 2011 Regulations that is reasonably required to assess the environmental effects of the development.

1.30 The environmental effects of the following topics have been assessed:

1 Landscape and Visual Effects;
2 Ecology and Nature Conservation;
3 Water Environment (appending Flood Risk Assessment);
4 Transportation (appending Transport Assessment (TA) and Framework Travel Plan (FTP));
5 Air Quality;
6 Noise and Vibration;
7 Socio-Economic Effects;
8 Heritage;
9 Agriculture and Soils;
10 Cumulative Effects.

The ES comprises three volumes:-
- Volume 1 - Non-Technical Summary;
- Volume 2 - Main Technical Assessments; and
- Volume 3 - Appendices to the Main Technical Assessments.

Planning Conditions and S106

The detailed planning condition requirements and S106 agreement will be discussed with officers during the consideration of the planning application.

Pre-Application Consultation

The planning application has been prepared following extensive consultation with many stakeholders including officers and Members at CBC, LCoC, English Heritage, the Environment Agency, Sport England and other statutory consultees and members of the public. Public exhibitions were held in May 2009 and most recently on 2, 4 and 5 July 2013 in Barkby, Hamilton and Thurmaston.

The extensive pre-application process is explained in more detail in the accompanying Statement of Community Involvement and summarised in Section 12.0 of this report and has been undertaken in the context of a Planning Performance Agreement (PPA).

Statement Structure

This Planning Statement comprises the following sections:
Summary of housing need (Section 2.0);
Description of application site and surroundings (Section 3.0);
Description of the proposed development (Section 4.0);
Summary of planning policy framework (Section 5.0);
Policy analysis (Sections 6.0 to 13.0); and
Summary and conclusions (Section 14.0).
This Statement summarises at Section 5.0 the key policy issues that are relevant to the determination of this application. It concludes the development proposed by this planning application satisfactorily addresses the key policy issues that are relevant to the determination of this application. It is shown that the environmental effects are acceptable and, overall the project will deliver wide-ranging and significant social and economic benefits. It is therefore concluded that it meets the Government’s expectation that development projects should be sustainable and, in these circumstances, such development fully merits planning permission.
2.0 The Need for Housing

The Context

2.1 The proposal for approximately 4,500 new homes is set in the context of the national housing shortage. Charnwood has a growing population, set to reach 190,700 by 2028, and there is a need for homes to support this population as well as jobs, services and infrastructure.

2.2 There is also significant housing market pressure; factors including people living longer, household sizes getting smaller, more couples have children later and net migration all mean that there is not enough housing to meet needs.

2.3 In 2012, the UK experienced the lowest level of housebuilding since the 2nd World War. The national age of a first time buyer is 38 as the lack of housing supply and the challenge in accessing mortgages prevent first time buyers and key workers from getting into the housing market.

2.4 If new land is not allocated to meet the clearly assessed need, this will have significant adverse social and economic implications for the area.

The Established Need

2.5 The now revoked East Midlands Regional Plan 2009 (EMRP) established a housing target for Charnwood of 15,800 homes over the period 2006 – 2026 (790 units per year). Of this total, almost 42% i.e. 6,600 homes (330 units per year) were identified to be provided within or adjoining the Leicester Principal Urban Area (PUA), including within SUEs as necessary.

2.6 Charnwood has taken forward the EMRP targets, that are considered robust, for its emerging Local Plan Core Strategy. This has established the requirement for 790 new homes per year to meet the community’s housing need, taking the total for 2006 - 2028 (the Plan period) to 17,380 units.

2.7 As set out in Table 3.1 below, taking into account completions, CBC needs to deliver almost 13,000 new homes from 2012 – 2028.

2.8 Even accounting for completions and commitments, almost 6,000 of these new homes remain to be identified and delivered within that part of the Leicester Principal Urban Area in Charnwood.

Table 2.1 Summary of Housing Provision and Requirements

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<td>815</td>
<td>552</td>
<td>5,893</td>
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<td>1,713</td>
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<td>200</td>
<td>3,171</td>
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<td>Rest of the Borough</td>
<td>324</td>
<td>174</td>
<td>-</td>
<td>-</td>
<td>498</td>
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<td><strong>Charnwood Total</strong></td>
<td><strong>17,380</strong></td>
<td><strong>4,507</strong></td>
<td><strong>3,167</strong></td>
<td><strong>9,706</strong></td>
<td><strong>17,380</strong></td>
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Source: Charnwood Local Plan 2006 - 2028 - Core Strategy Pre-Submission Draft (June 2013)
Meeting the Need

2.9 CBC and LCiC have identified land to the north east of Leicester as the only area within Charnwood, adjacent to the PUA, capable of accommodating a sustainable urban extension to help meet this need.

2.10 In 2006 the draft EMRP proposed that a SUE to the north of Leicester in Charnwood Borough (totalling some 4,875 homes) would be required to meet the level of growth that was envisaged. The draft EMRP indicated that one of the best opportunities would be to the east of Thurcaston (albeit precise locational references were subsequently deleted by the Proposed Changes to the EMRP).

2.11 CBC first consulted on the potential for a SUE in 2008 with the publication of the “Core Strategy Further Consultation Document”. This identified that the Council’s officer recommendation was to identify an SUE to the East of Thurcaston/North of Hamilton in the Core Strategy (of up to 5,000 dwellings and including 25 hectares of employment land with an additional 25ha in reserve) with other allocations for housing development to come forward through a Site Allocations Development Plan Document.

2.12 CBC undertook further consultation in July 2012 on “Charnwood: Planning for Growth – Core Strategy Supplementary Consultation”. This document maintained the most suitable option for accommodating the majority of new homes and jobs in the south of the Borough would be in a SUE to the north east of Leicester.

2.13 In October 2013, jgconsulting undertook a Housing Requirements Study on behalf of CBC. The Study concluded that a housing requirement to provide 790 additional homes per annum from 2011 onwards represents an objective level of housing need for Charnwood. This Study was also accompanied by CBC’s Strategic Housing Developments Topic Paper (October 2013) which reviews the evidence base and the various consultations undertaken since 2005 and concludes that on the basis of the evidence and Sustainability Appraisal process an SUE of approximately 4,500 homes to the north east of Leicester should be allocated within the Pre-Submission Core Strategy.

2.14 At the Cabinet meeting on 25 October 2012, Members approved an emerging development strategy for the Charnwood Local Plan Core Strategy (LPCS), which included an SUE to the NEoL (referred to in the Cabinet papers as land to the north of Hamilton/East of Thurcaston). This was then taken forward into the Pre-Submission Local Plan Core Strategy (June 2013), published for consultation between 10 June and 22 July 2013, which was approved by Full Council on 28 October 2013 for submission to the Secretary of State.
This document identifies the need to plan for the homes required in places where they are needed, outlining Charnwood’s role as an important part of a wider sub-regional housing market which includes Leicester. The relationship of this site to Leicester City means housing development here plays a particularly important role in meeting the need. The existing pattern of Leicester City residents migrating out to Charnwood can be addressed on this site by providing homes which can meet this demand and the associated aspirations without significantly increasing travel distances.
2.16 As illustrated in Figure 2.2 above, migration from Leicester City to Charnwood in 2011 totalled 1810 people per year, whilst migration from Charnwood to Leicester reached only 860 people per year. This equates to a net in-migration of 950 people per year to Charnwood from Leicester City.

2.17 It is one of the factors highlighted above that generates the housing need.

2.18 There is also a need to ensure new development is located within easy access to other services and facilities such as health, education, jobs, open space and leisure and to encourage sustainable travel. Providing housing on the edge of the city, allowing good access to higher order services, is one of the reasons NEoLSUE is a sustainable location.

2.19 Charnwood’s Pre-Submission LPCS (June 2013, para. 4.25) states that the best way to deliver the homes required is through sustainable urban extensions, one of which is to the edge of Leicester City (within the PUA). Consequently Policy CS19 allocates the site, referred to as ‘the North East of Leicester Sustainable Urban Extension’, for the provision of approximately 4,500 homes (at least 3,750 by 2028) and up to 13 hectares of employment land along with other services, facilities and infrastructure.
2.20 The Leicester City Core Strategy was adopted in November 2010 predating the development strategy of CBC. It acknowledges that the Regional Strategy (the East Midlands Regional Plan, 2009) identifies Charnwood Borough as a suitable location for a SUE within or adjoining the Leicester PUA.

2.21 The Key Diagram identifies an “area of search for Sustainable Urban Extensions outside the City boundary”, which includes the general location of the NEoLSUE. In addition, CS Policy 1 supports the development of an SUE outside the City boundary, in or adjoining the PUA, where “…it integrates with city communities and infrastructure” (pg. 32).
2.22 The City Council has recently reviewed Core Strategy policies CS04 (Strategic Regeneration Area) and CS10 (Employment Opportunities). Public consultation ran until 27 August 2013. The City Council aims to adopt a new Local Plan by 2016.
The Application Site and Context

Location and Surroundings

3.1 The NEoLSUE is located immediately to the east of Thurcaston and to the north of Hamilton. Leicester City Centre is approximately 6km to the south and Loughborough is approximately 16km to the north-west.

3.2 The communities of Hamilton and Thurcaston, which form the southern and western boundaries of the site, have varying characters with a range of residential properties including bungalows in Thurcaston and two to three-storey semi-detached and detached homes in Hamilton, and flats in some areas such as Hamilton local centre.

3.3 The southern extent of the site includes part of Hamilton Country Park which adjoins industrial units on Hilltop Road and Waterside Road to the west and the residential area of Hamilton to the east. The southern extent of the site is Sandhills Avenue and the existing roundabout on the A563.

3.4 To the west, beyond the built up area of Thurcaston, is Watermead Country Park. The Park includes three designated local nature reserves. A non-statutorily designated Local Wildlife Site (Barkby Hall Parkland) is also located between Barkby Thorpe and Barkby.

3.5 To the north and east of the site are areas of open countryside and beyond this the villages of Barkby and Barkby Thorpe. The Barkby and Barkby Thorpe Conservation Area was designated in May 1976. The Conservation Area contains a number of statutorily listed Grade II buildings and one Grade I listed building (the Church of St Mary). To the north is open land dividing the site from Syston.

3.6 The East Midlands Mainline runs alongside part of the western boundary. The nearest railway station is Syston (approximately 3 kilometres to the north).

3.7 The buildings of Hamilton Grounds Farm are located adjacent but just outside the south-eastern boundary of the site. Beyond this are two Scheduled Ancient Monuments:-

1 the Deserted Medieval Village of Hamilton, Hamilton Lane, Barkby Thorpe (English Heritage List Entry Number: 1012557); and

2 the Roman Villa North of Hamilton Grounds Farm, East of Hamilton Lane, Barkby Thorpe (English Heritage List Entry Number: 1005073).
The Site

3.8 The majority of the site is currently in agricultural use with field boundaries marked by hedgerows, fences and tree belts.

3.9 Some of the fields are used for crop production whilst others form open meadows and livestock grazing. Abbotts Spinney falls within the site and includes a small pond.

3.10 Bordering the northern part of the site are several residential properties including Woodgate Nurseries on Barkby Lane. The north-western part of the site, the area of the proposed access route, contains land currently in use as a nursing home and the grounds of Roundhill Community College (including some playing pitches on the western side of Melton Road).

3.11 The southern part of the site, adjacent to Hamilton, the industrial/business park and a large pond, includes Hamilton Country Park. It also includes land between Melton Brook and Hamilton’s urban edge which contains some drainage/SUDs features.

3.12 There are three watercourses in the vicinity of the site; Barkby Brook, Melton Brook and Thurcaston Dyke. Melton Brook runs east-west in the southern part
of the site whilst Barkby Brook runs east-west along the northern site boundary. Thurmaston Dyke is a small channel that runs from the railway at Thurmaston to the River Soar (Grand Union Canal) near Watermead County Park.

3.13 Various lanes run through the site as shown in Figure 3.1 below. The main route is Barkbythorpe Road which runs from the A563 (south-west of the site) to Barkby Thorpe where it then travels north-west as Barkby Thorpe Lane towards Thurmaston and Syston, crossing the railway line and joining the A607 adjacent to the Asda store and Thurmaston District Centre.

3.14 Thorpe Lane connects Barkby Thorpe to Barkby and a branch of Barkby Thorpe Lane also connects to Barkby Lane. Barkby Lane, which forms the northern boundary of the site (and provides a second crossing over the railway line), travels to Syston whilst Queniborough Road connects Barkby to Queniborough.

3.15 Other routes through the site itself include Hamilton Lane which cuts into the eastern corner of the site before continuing north to Barkby Thorpe.

3.16 The site includes a designated bridleway and several designated footpaths. A cycle path also runs through Hamilton Country Park.

3.17 As shown in Figure 3.2 below, the highest point of the site is close to Barkby Thorpe on the eastern boundary. The site gently slopes down to low points along the southern and south-western boundaries towards Melton Brook/Hamilton and Thurmaston. The steepest gradients are immediately to the west, away from Barkby Thorpe. Given the site’s topography, it is almost entirely screened from Barkby, sitting below a ridge to the south. The site also slopes gently upwards to meet the railway line to the west.
3.18 The site itself does not include listed buildings, Scheduled Monuments or Conservation Areas.
Figure 3.2 NEoLSUE Site Contours
4.0 The Proposed Development

Vision and Objectives

4.1 The vision for the NEoSUE, agreed between CEG, CBC, LCiC and LCoC and set out within Charnwood’s Pre-Submission Local Plan Core Strategy (June 2013) is:

“The North East of Leicester Sustainable Urban Extension will be a locally distinctive, sustainable and thriving new community that is well integrated and has excellent connections with Thurmaston and Leicester. It will assist in realising regeneration opportunities for Thurmaston and north east Leicester and create a new focus for the community east of the railway line but maintain a physical separation from Syston, Barkby and Barkby Thorpe.

It will provide a balanced mix of high quality housing as well as diverse employment opportunities and an excellent network of green infrastructure which connects into existing areas of environmental value and includes an extension of the Leicester Hamilton Green Wedge. It will have vibrant centres that provide a heart to the community and accessible community, shopping and business facilities.

Growth will be planned in a sustainable manner and have regard to the protection and enhancement of valuable built and natural resources. Design will be locally distinctive and create attractive, usable and adaptable development that meets high environmental standards, is resilient to climate change and optimises opportunities for sustainable transport choice. Development will deliver a place that is well connected with safe and attractive neighbourhoods that provide opportunities and benefits to existing communities and stimulate investment by new residents, visitors and businesses.”

4.2 To deliver the vision, all parties agreed, through Steering Group/Sub Groups and the Planning Performance Agreement, that proposals for the NEoSUE will meet the following objectives (set out in further detail at Appendix 1):

1. Ensuring quality of place by providing excellent connections with Thurmaston and Hamilton, respecting the identity of surrounding villages/open countryside and planning strategically for public space;
2. Having regard to the environment by protecting/managing biodiversity, promoting green living and designing-in resilience to climate change;
3. Addressing transport and movement to ensure appropriate highway connections, a safe environment for pedestrians/cyclists and sustainable transport options;
4. Delivering high quality housing to meet a range of needs and create distinctive neighbourhoods;
5. Promoting a variety of economic and employment opportunities which support growth as well as opportunities for regeneration in Thurmaston and Leicester; and
6 Realising social, community and cultural benefits to create a place that is inclusive, safe and welcoming.

4.3 The proposed development will be assessed against these objectives in the context of relevant planning policy in sections 6 to 13 of this report.

Description of Development

4.4 The description of development, which meets the above vision and objectives, of the hybrid planning application, part in outline, part in full:

1 The outline part of the planning application: permission for a mixed use residential-led development, to be developed in phases, including: preparatory works including demolition as necessary; approximately 4,500 residential units (Use Class C3, including affordable homes); Class C2 (specialist) housing; up to 13 hectares of employment land (Use Classes B1(a), (b) and (c), B2 and B8); two local centres and one district centre (including uses in Use Classes A1 - A5, B1, C1, D1 and D2 and including a food-store (up to 4,500sqm gross) with associated car parking); provision for school facilities (including a ‘reserve’ site for secondary school); healthcare facilities; a reserve site for gypsies and travellers; open space including allotments; parks; natural and semi natural green space; amenity green spaces; facilities for children and young people; outdoor sports provision including playing pitches and tennis courts; associated infrastructure including footpaths/cycleways, a north west link road between Barkby Lane and the A607 with a bridge across the railway line; and associated engineering and landscaping works (including SUDs).

2 The detailed part of the planning application for the construction of the southern link road connecting in to Sandhills Avenue including footpaths/cycleways, landscaping and associated engineering works (including SUDs).

The Outline Part of the Planning Application

4.5 The outline part of the application is accompanied by parameter plans which set a framework for the detailed design of the scheme. The parameters have been established following an iterative process of testing different design options and masterplan layouts and analysis of the associated impacts via the Environmental Impact Assessment process.

4.6 The Design and Access Statement explains how the site’s environment, constraints, opportunities and other influences have informed the proposals and describes the finalised parameter plans and illustrative masterplan.

4.7 A full description of the parameter plans is not repeated within this statement, but in summary the plans establish the following:

1 Building heights;
2 Built densities;
3 Maximum extent of built development;
4 Access;
5 Land use; and
6 Landscape infrastructure.

4.8 In addition, an illustrative phasing plan is also included with the submission.

The Detailed Part of the Planning Application

4.9 The detailed part of the application, the southern access route, is accompanied by detailed highway drawings which set out site sections and finished levels and demonstrate how the new road will relate to the existing landscape. The submission also includes a landscape plan and framework plan which includes details of planting and SUDs.

4.10 This is also addressed in more detail in the Design and Access Statement.

Land Uses & Floorspace

4.11 The land uses and floorpsace/areas of the outline proposals, based on the illustrative masterplan, are set out in Table 4.1 below.
Table 4.1  Proposed Land Uses and Site Area/Floorspace

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Use Class</th>
<th>Site Area/Floorspace</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approximately 4,500 residential units (including affordable housing) and specialist housing</td>
<td>C3 and C2</td>
<td>133.2ha</td>
</tr>
<tr>
<td>Employment Land</td>
<td>B1, B2 and B8</td>
<td>Up to 13ha</td>
</tr>
<tr>
<td>District Centre</td>
<td>A1-A5, B1, C1, D1 and D2</td>
<td>Site area of 5.5ha including up to 17,000 sqm of A Class uses (which includes a foodstore of up to 4,500 sqm)</td>
</tr>
<tr>
<td>Two Local Centres</td>
<td>A1-A5, B1, C1, D1 and D2</td>
<td>Combined area of 1.2ha</td>
</tr>
<tr>
<td>Primary schools</td>
<td>D1</td>
<td>Total site area of 6.2ha (including playing fields)</td>
</tr>
<tr>
<td>A reserve site for a secondary school</td>
<td>D1</td>
<td>Site area of 7.8ha</td>
</tr>
<tr>
<td>Open Space including:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allotments</td>
<td>N/A</td>
<td>4.11ha</td>
</tr>
<tr>
<td>Parks</td>
<td>N/A</td>
<td>48.61ha</td>
</tr>
<tr>
<td>Natural and Semi-Natural green space</td>
<td>N/A</td>
<td>61.43ha</td>
</tr>
<tr>
<td>Amenity green space</td>
<td>N/A</td>
<td>5.99ha</td>
</tr>
<tr>
<td>Facilities for children/young people</td>
<td>N/A</td>
<td>0.56ha</td>
</tr>
<tr>
<td>Outdoor sports provision (playing pitches/tennis courts etc.)</td>
<td>D2</td>
<td>29ha (approximately 13ha is community use pitches)¹</td>
</tr>
<tr>
<td>Site for gypsies and travellers</td>
<td>Sui Generis</td>
<td>Site area of 1.1ha</td>
</tr>
<tr>
<td>Associated infrastructure including a north-west link road</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Associated engineering, infrastructure and landscaping works</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

¹. Subject to detailed analysis/provision of artificial surfaced pitch

Further Detail

4.12 A short summary of each of the above elements is provided in the following section. Further detail is set out in the Design and Access Statement and the other accompanying reports.

Housing

4.13 The proposed 4,500 new homes will include a variety of dwelling types, sizes and tenure. The site will provide up to 30% affordable housing (subject to viability) and will include extra care provision.

4.14 In relation to density and heights, in general it is proposed that smaller units will be provided close to the local and district centres with larger houses in the
outer areas, reducing the impact of built development towards the edge of the SUE where it adjoins the countryside.

4.15 The following indicative housing trajectory (Figure 4.1) was prepared in agreement with CBC and LCIC to inform completions. It has regard to the Local Plan requirement for at least 3,750 new homes by 2028.

Figure 4.1 NEoLSUE Indicative Housing Trajectory

<table>
<thead>
<tr>
<th>Phase</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3a</th>
<th>Phase 3b</th>
<th>Phase 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Annual Housing Completions</td>
<td>190</td>
<td>380</td>
<td>330</td>
<td>330</td>
<td>260</td>
</tr>
<tr>
<td>Maximum Total by End of Phase</td>
<td>575</td>
<td>1725</td>
<td>2725</td>
<td>3725</td>
<td>4500</td>
</tr>
</tbody>
</table>

Employment Land

4.16 Across the SUE just under 13ha of B-Class employment land has been provided. This includes a dedicated employment site adjacent to the railway (in the north-western part of the site) which covers an area of 7.5ha with adjacent employment land covering an additional 2.3ha. The District Centre also contains some employment floorspace covering an area of 0.5ha, with the employment area adjacent to the southern local centre covering 0.9ha.

4.17 The proposal is to provide a commercially viable and sustainable mixture of light industrial uses, some warehousing development and small scale office uses.

4.18 Alongside the allocated employment land there will be other facilities provided within the SUE which will create employment opportunities such as the foodstore, shops and services, specialist housing (a care home for example), schools and health and fitness facilities.

District Centre

4.19 The district centre (area of approximately 5.5ha and total floorspace of 17,000sqm gross) could provide:

1. Food store - 4,500 sqm gross (3,000sqm net)
2. Small convenience stores - 1,200 sqm gross
3. Comparison stores - 6,000 sqm gross
4. Service (non-retail Class A1, plus Class A2, A3, A5 and A5 uses) - 5,300 sqm gross
5. A GP practice with up to 7 GPs
6. A dentist surgery with up to 6 dentists
7. Library/Community Centre (a shared facility)
8. Built sports facility (with a private health and fitness club)

4.20 The purpose of providing a district centre, anchored by a foodstore and supported by other shops and services, is to meet the shopping and service
needs of the local community, ensuring it is as self-sufficient as possible without providing a centre which competes with other higher order centres such as Leicester City Centre.

4.21 In addition, it is anticipated that there may be demand for some hotel accommodation (Class C1) to support the employment and other uses within the SUE. This could be accommodated adjacent to the district centre or the northern local centre.

Local Centres

4.22 The two proposed local centres will provide shops and services on a smaller scale for a more localised catchment, supporting customers (in the majority) who carry out day to day shopping on foot.

4.23 It is proposed that each local centre will provide around 700 – 900 sqm (gross) of convenience floorspace (which could include a small convenience store, greengrocer, newsagent, off licence, baker etc.) as well as a number of comparison goods and service units totalling around 700sqm (gross). The local centres may also include complementary community uses.

4.24 The combined requirements for the two local centres (site area of 1 - 1.5ha combined and total floorspace of 3,000sqm gross) are as follows:

1. Small convenience stores - 1,600 sqm gross
2. Comparison stores - 700 sqm gross
3. Service (non-retail Class A1, plus Class A2, A3, A5 and A5 uses) - 700 sqm gross
4. GP practice - optional with up to 3 GPs
5. Dentists - optional with up to 2 dentists

Primary Schools

4.25 Assessments have demonstrated a requirement for 5-6 forms of entry at primary level to meet the education needs of the SUE.

4.26 The exact provision is still under discussion, and the expected needs will change over the construction life of the SUE. However, three primary schools, each with two forms of entry, have been illustrated on the masterplan adjacent to the local and district centres and at the centre of each of the three residential neighbourhoods to ensure sufficient land for the required provision. The illustrative locations front onto parks (northern site), green corridors (southern site) and the playing pitches adjacent to the district centre.

4.27 Each site has a land take of 2 - 2.1ha which includes two playing fields.

Reserve Site for Secondary School

4.28 The NEoLSUE includes a ‘reserve site’ (approximately 8ha) which could accommodate a secondary school in the future, should it be required on-site. It is proposed that this land will be retained as open space, with the adjacent
playing pitches provided, until it is known how the secondary school facilities will be provided. There are two main options for secondary education provision:

1. The secondary school is developed on-site, adjacent to the primary school; or
2. The requirements for secondary school provision arising from the SUE are met off-site by expanding and developing existing facilities.

4.29 Designating a reserve site has been agreed with the Officers from the local planning authority and education authority as an appropriate solution given the uncertain need which will not be clarified until later phases of the development.

**Open Space**

4.30 Approximately 150ha of open space and structural open space will be provided on site, the details of which are as follows:

1. Parks: 48.6 ha
2. Natural and semi-natural open space: 61.4 ha
3. Amenity green space: 6 ha
4. Provision for children and young people: 0.56ha (see DAS for justification)
5. Outdoor sports facilities: 29 ha (13 ha of which is community use pitches)
6. Allotments: 4.1 ha

**Gypsy and Traveller Site**

4.31 A reserve site of approximately 1.1ha has been allocated for gypsies and travellers. As required by the travelling community, the site has been located close to main transport routes and within easy reach of local services.

4.32 The site will require further design work at the detailed design stage to ensure the required pitch measurements and layout based on particular needs are provided.

**Infrastructure/Access**

4.33 In addition to the new southern access route, which forms the detailed part of the planning application, secondary connection points from the south will include the existing Barkbythorpe Road (to be upgraded and improved) and Hamilton Lane (from the south-east). A new loop will also be added to the northern end of Hilltop Road, linking it to the new southern access route and allowing access north into the SUE.

4.34 It is also proposed to create a ‘bus only’ access link from the northern end of Colby Drive and a ‘restricted access’ link from Colby Road into the development, principally to provide access to the new district centre for the existing residents of Thurmaston. There will also be pedestrian and cycle links from Thurmaston.
4.35 Vehicular access will also be provided to connect to the A607 Newark Road. Initially this will be via the existing Barkby Thorpe Lane (which will be subject to improvements) and later it is anticipated a new connection will be required to the north of this route (the ‘north-west access’).

4.36 A new vehicular spine road will also run through the site, linking the three communities and connecting the southern access point to the north-west access. Secondary routes and residential streets will then be created across the SUE to connect into the spine road.

4.37 Additional infrastructure will include underground and above ground services and utilities, as set out in the accompanying reports.

**Landscaping**

4.38 A comprehensive landscaping strategy accompanies this planning application and includes a strong network of green spaces; it is not repeated in detail here.

4.39 In summary, it relates to the open space provision noted above (para. 4.30) and provides descriptions of the landscape types, their characteristics/elements, their function and the treatment and management details.

4.40 The landscaping proposals cover the following typologies:

1. Parks
2. Natural and Semi-Natural Open Space
3. Provision for Children
4. Provision for Young People
5. Amenity Green Space
6. Formal and Informal Outdoor Sports Facilities
7. Allotments
8. Woodland
9. Hard Landscaping

**Construction and Phasing**

4.41 The above development will be constructed in phases across a build period of at least 15 years. The housing trajectory is set out above and on the indicative phasing plan for the SUE.

4.42 Table 4.2 below summarises the possible phasing of the development.
## Table 4.2  Indicative Phasing for the Development of the NEoLSUE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Employment</th>
<th>Residential</th>
<th>Local Centre</th>
<th>District Centre/mixed use</th>
<th>Primary School</th>
<th>Reserve Site Review</th>
<th>Gypsies and Travellers Site</th>
<th>Southern Access</th>
<th>North West Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2015 - 2017</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2018 - 2020</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3a</td>
<td>2021 - 2023</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3b</td>
<td>2024 - 2026</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>2027 - 2029</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: NLP
Policy Context and the Principle of Development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise.

The Statutory Development Plan

The Statutory Development Plan for Charnwood Borough comprises the saved policies of the Borough of Charnwood Local Plan (2004, as saved 2007). The Local Plan is to be replaced by the new Charnwood Local Plan Core Strategy (LPCS). The Pre-Submission LPCS June 2013 (published for consultation 10 June – 22 July 2013 and approved for submission to the Secretary of State by Full Council on 28 October 2013) forms part of the emerging Development Plan and is a material consideration in the assessment of this proposal. Weight can be applied to the policies of this document given the evidence base, the stage of its production and the timescales for determination of this application and adoption of the LPCS.

The current anticipated programme for the Charnwood LPCS, which will need to be formalised through further revisions to the LDS, is set out in Table 5.1.

Table 5.1  Anticipated timescale for preparing the Charnwood Local Plan Core Strategy

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre Submission LPCS published for a six week consultation period</td>
<td>10 June – 22 July 2013</td>
</tr>
<tr>
<td>Submission version approved by Full Council</td>
<td>28 October 2013</td>
</tr>
<tr>
<td>Submission to the Secretary of State</td>
<td>December 2013</td>
</tr>
<tr>
<td>Examination</td>
<td>April 2014</td>
</tr>
<tr>
<td>Inspector’s Report published</td>
<td>Summer 2014</td>
</tr>
<tr>
<td>Adoption</td>
<td>December 2014</td>
</tr>
</tbody>
</table>

The Statutory Development Plan for Leicester City comprises the Leicester City Core Strategy (2010) and the saved policies of the City of Leicester Local Plan (2006, as saved 2010). The Council is preparing for the adoption of the New Local Plan by 2016 and the review of policies began in July 2013.

The East Midlands Regional Plan (EMRP) i.e. the ‘Regional Strategy’ was revoked in April 2013. The policies of the Regional Strategy therefore no longer apply.
National Planning Policy Framework

5.6 The National Planning Policy Framework (NPPF) (March 2012) sets out the Government’s planning policies for England and how they are expected to be applied. It is a material consideration in planning decisions.

5.7 Given the absence of an up-to-date Local Plan, we are relying on the principles of the NPPF given it should be used as a framework to inform the preparation of local plans, and is a material consideration in planning decisions.

5.8 At the heart of the NPPF is the ‘presumption in favour of sustainable development’, seen as the ‘golden thread’ running through plan-making and decision-taking (NPPF para. 14). For plan-making this means meeting objectively assessed needs; for decision-taking this means approving development where it accords with the development plan, or where the Plan is absent, silent or out-of-date, granting permission unless adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the NPPF indicate development should be restricted.

5.9 The following core principles of the NPPF are of relevance to this proposal:
1. Policy 1: Building a Strong, Competitive Economy
2. Policy 2: Ensuring the Vitality of Town Centres
3. Policy 4: Promoting Sustainable Transport
4. Policy 5: Supporting High Quality Communications Infrastructure
5. Policy 6: Delivering a Wide Choice of High Quality Homes
6. Policy 7: Requiring Good Design
7. Policy 8: Promoting Healthy Communities
8. Policy 10: Meeting the Challenge of Climate Change, Flooding and Coastal Change
9. Policy 11: Conserving and Enhancing the Natural Environment
10. Policy 12: Conserving and Enhancing the Historic Environment

5.10 The NPPF will also be supported by the emerging National Planning Practice Guidance (NPPG). The draft was available for comment until 14 October 2013 and remains in draft until it is issued by the Secretary of State.

Charnwood Borough

Adopted Charnwood Local Plan

5.11 The Local Plan was adopted in January 2004. In September 2007, the Secretary of State issued a direction to ‘save’ a number of policies meaning that they will remain part of the development plan and continue to form the basis for decisions CBC makes on planning applications. The saved policies listed below are relevant to the proposals for the NEoLSUE:
1. Policy ST/3: Infrastructure
2 Policy EV/1: Design
3 Policy EV/2: Nationally Important Archaeological Sites
4 Policy EV/8: Buildings of Local Historic or Architectural Interest
5 Policy EV/20: Landscaping in New Development
6 Policy H/16: Design and Layout of New Housing Developments
7 Policy CT/3: Development in Green Wedges
8 Policy TR/6: Traffic Generation from New Development
9 Policy TR/7: Improving Bus Services and Facilities
10 Policy TR/13: Access for Cyclists and Pedestrians
11 Policy TR/17: The Impact of Traffic on Minor Rural Roads
12 Policy RT/3: Play Spaces in New Development
13 Policy RT/4: Youth/Adult Play in New Development
14 Policy RT/5: Amenity Open Space In New Development

Emerging Charnwood Local Plan Core Strategy

5.12 The Pre-submission draft of the Charnwood Local Plan Core Strategy was approved by Full Council on 28 October 2013 for submission to the Secretary of State in December 2013. This follows public consultation in June and July 2013. Views were sought principally on the ‘soundness’ of the Plan. The document sets out where and how development should take place in Charnwood through to 2028. It sets out the importance of planning positively to address housing need to ensure there are homes available for the future generation. This aligns with the principles set out in NPPF.

5.13 Until the whole new Local Plan has been prepared (to include site allocations, development management policies, CIL and others), the Core Strategy should be read alongside the saved policies of the Local Plan 2004.

5.14 The following emerging policies are of relevance to the proposed development:

1 A Vision for Charnwood 2028
2 CS1: Development Strategy
3 CS2: High Quality Design
4 CS3: Strategic Housing Needs
5 CS5: Gypsies, Travellers and Travelling Showpeople
6 CS6: Employment and Economic Development
7 CS9: Town Centres and Shops
8 CS11: Landscape and Countryside
9 CS12: Green Infrastructure
10 CS13: Biodiversity and Geo-diversity
11 CS14: Heritage
12 CS15: Open Spaces, Sports and Recreation
Policy CS19 is of particular relevance to this planning application as it allocates the site for the development of an SUE to include approximately 4,500 homes (3,750 within the Plan period to 2028). The requirements of Policy CS19 are not repeated here as they inform the following assessment sections of this report.

Supplementary Planning Documents and Guidance

The Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs) listed below will be considered in relation to the proposals and in the light of emerging policy:

1. Leading in Design (2005)
3. Affordable Housing SPD (2005)

Other Documents

A number of documents which form the evidence base for CBC’s LPCS are also of relevance and have been reviewed in the context of this proposal (see Appendix 2).

Leicester City

The Leicester Core Strategy

The Leicester Core Strategy was adopted in November 2010. The policies listed below will be relevant to the determination of the planning application for the NEoLSUE:

1. CS Policy 1: Location of Development
2. CS Policy 2: Addressing Climate Change and Flood Risk
3. CS Policy 3: Designing Quality Places
4. CS Policy 6: Housing Strategy
5. CS Policy 8: Existing Neighbourhoods
6. CS Policy 10: Employment Opportunities
7. CS Policy 13: Green Network
The City of Leicester Local Plan

The City of Leicester Local Plan was adopted in January 2006. A number of policies have been saved and so remain part of the development plan. Those listed below are relevant to the proposals for the NEoLSUE:

1. Policy UD06: Landscape Design
2. Policy AM01: The Impact of Development on Pedestrians and People With Limited Mobility
3. Policy AM02: Cycling and Development
4. Policy BE20: Flood Risk
5. Policy GE06: Protection of Green Wedges
6. Policy GE09: Green Space

Other Documents

A number of other documents are also of relevance as follows:

1. Statement of Community Involvement (September 2006)
2. Biodiversity in Leicester (October 2003)
3. Tree Protection (October 2003)
4. Guidance on Developer Contributions and Section 106 Agreements (September 2008)
5. Green Space SPD (April 2011)

Policy Framework for Assessment

The following key planning policy issues have been identified as relevant to the assessment of the proposal, with particular regard to the Charnwood LPCS Policy CS19.
Table 5.2  Key Planning Policy Issues for Assessment

<table>
<thead>
<tr>
<th>Issue</th>
<th>Relevant Policy</th>
<th>Charnwood Adopted Local Plan</th>
<th>Charnwood LPCS</th>
<th>Leicester City Core Strategy</th>
<th>Leicester City Local Plan</th>
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</thead>
<tbody>
<tr>
<td>Principle of development</td>
<td>6, 14</td>
<td>CS19, SC1</td>
<td>CS1</td>
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<td>Housing</td>
<td>47, 52, 173, Core Principle 6</td>
<td>CS1, 3, 19, 5</td>
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<td>CS6, 1, 19</td>
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<td>24, 26, Core Principles 2 &amp; 8</td>
<td>CS9, 19</td>
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</tr>
<tr>
<td>Transport and Access</td>
<td>Core Principle 4</td>
<td>TR/6, 7, 13, 17,</td>
<td>CS19, 17, 18, CS13</td>
<td>14+15 CS1</td>
<td>AM01/02, GE06</td>
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<tr>
<td>Environment</td>
<td>Core Principles 7, 10, 11 &amp; 12</td>
<td>EV/2, EV/8, CT/3, EV/20, RT/3, RT/4, RT/5</td>
<td>CS2, 11, 12, 13, 14, 15, 16 &amp; 19</td>
<td>CS5, 13, 17 &amp; 18</td>
<td>BE20, GE06, GE09, UD06</td>
</tr>
<tr>
<td>Consultation</td>
<td>188</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Planning Obligations and Conditions</td>
<td>203 – 206</td>
<td>ST/3</td>
<td>CS25, 3, 15, 17, 19</td>
<td>CS19</td>
<td></td>
</tr>
</tbody>
</table>

Source: NLP

5.22 Each of these topics (and the relevant sub-topics) is considered and addressed within sections 6 to 13 of this report.

1 NPPf Para Nos.
6.0 **Issue 1: Principle of Development**

6.1 The NPPF sets out the purpose of the planning system; to contribute to the achievement of sustainable development (para. 6). The three dimensions of sustainable development – economic, social and environmental – are considered in further detail in the following sections of this report.

6.2 Significantly, for plan-making, the NPPF states that “local planning authorities should positively seek opportunities to meet the development needs of their area…” and “…meet objectively assessed needs…” (para. 14). In turn, for decision-taking, this means “…approving development proposals that accord with the development plan without delay…” and “…where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted”.

6.3 Charnwood’s emerging LPCS sets out its objectively assessed needs (and its relationship with the Housing Market Area), including the requirement for 10,000 new homes between now and 2028 (accounting for completions and commitments). To address this, in accordance with the NPPF, it is proposed to undertake ‘urban concentration’ by linking new development to the Borough’s existing urban areas and the Leicester PUA to facilitate sustainable development, including easy access to services, facilities and employment.

6.4 The LCiC Core Strategy also sets out the requirement to identify housing sites adjoining the PUA, outside of the City boundary, to meet sub-regional housing targets. CS Policy 1 (part 8) specifically states that housing and employment development in the area of search for an SUE (which includes the application site), adjoining the PUA, will be supported “…where it integrates with city communities and infrastructure” (pg. 32).

6.5 To achieve these requirements, CBC is proposing two sustainable urban extensions, one of which is the NEoLSUE.

6.6 The application site and the proposed development have been assessed throughout the production of both the Regional Strategy (now revoked) and the new Charnwood Local Plan. There is a significant evidence base that demonstrates this is the most appropriate location for an SUE (and in fact the only location capable of accommodating an SUE adjacent to the Leicester PUA). It is well connected to the City, in particular Hamilton, and Thurcaston, forming an ‘urban concentration’, and allows access to jobs and services, integration with existing communities and the ability to link into and improve existing sustainable travel routes and options.

6.7 The Pre-submission draft of the CBC Local Plan Core Strategy (June 2013) allocates the application site for a comprehensively planned SUE, including 4,500 homes, new jobs and the delivery of significant community facilities. This allocation has been supported by a comprehensive evidence base and
independent studies commissioned by the Council(s). It has also been informed by the on-going discussions between the applicant, CBC, LCiC and LCoC through the Steering Group, specialist Sub Groups and design review workshops.

6.8 The principle of development in this location is supported by current and emerging planning policy (see SCI for more details of these).
7.0 **Issue 2: Housing**

7.1 As set out in the NPPF, local planning authorities should use their evidence base to ensure their Local Plan meets the full, objectively assessed needs for housing including the identification of key sites whose delivery is crucial to the delivery of their housing strategy (para. 47).

7.2 In addition:

“The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities...” (para. 52)

7.3 Section 2 of this Statement sets out in more detail the housing requirement in Charnwood and the wider Housing Market Area. To summarise, CBC has to deliver (accounting for completions and commitments) almost 10,000 new homes by 2028, with almost 6,000 of these within the Leicester PUA.

7.4 The NEoLSUE’s allocation within the emerging Charnwood LPCS for approximately 4,500 homes (at least 3,750 within the Plan period) is in accordance with the aims of the NPPF and will be significant in achieving the housing requirement and meeting the needs of the local and regional communities.

7.5 In accordance with emerging policies CS3 and CS19, the SUE will provide a mix of tenures with up to 30% affordable housing on the application site. This will be based upon economic viability, market conditions and other infrastructure requirements and calculations as the detailed elements of the scheme are progressed (in accordance with emerging policy CS3), reflecting the mix of other benefits offered by the scheme. This is in accordance with the NPPF (para. 173) which states that to ensure viability, the costs of any requirements likely to be applied to a development should, when taking into account the normal cost of development and mitigation, provide competitive returns to a willing landowner and willing developer to enable the development to be deliverable.

7.6 The size and type of affordable housing will be informed by the Strategic Housing Market Assessment and the requirements of the local area as each phase is progressed. At present the greatest need identified is for 2 and 3 bed houses. The SUE has capacity to provide this type of housing.

7.7 In addition to tenure, policy CS19 requires a mix of housing types and size of homes, having regard to the character of the area and housing needs. Table 7.1 below sets out an indicative mix of dwelling size for the NEoLSUE. This will be determined at the detailed design stage but this provides the broad range being considered.
### Table 7.1  Indicative Range of Unit Sizes

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>%</th>
<th>No. of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – 2 Bed</td>
<td>30 – 45</td>
<td>1845</td>
</tr>
<tr>
<td>3 – 4 Bed</td>
<td>45 – 65</td>
<td>2340</td>
</tr>
<tr>
<td>5+ Bed</td>
<td>5 – 10</td>
<td>315</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>4500</td>
</tr>
</tbody>
</table>

Source: NLP

7.8 The majority of smaller units are proposed within close proximity to the District and Local Centres with larger family units in the outer areas, reflecting the proposed density patterns.

7.9 In addition, the needs and requirements of the local population have been considered and it is, for example, proposed to develop bungalows along the edge of Thurmaston to respond to market research and reflect the existing development character, providing an appropriate transition between the existing urban area and proposed new housing.

7.10 It is also proposed to provide specialist housing as part of the scheme and this will also be influenced by viability. There is a need to meet the needs of an ageing population, including through the provision of specialist support, and the SUE will include provision in response to this need.

7.11 In addition, the SUE masterplan identifies a reserve site for gypsies and travellers. As set out in the representations submitted on emerging LPCS policies CS19 and CS5, the evidence base does not justify the provision of plots for travelling show people within or close to the SUE.

7.12 In summary, the SUE, a comprehensively planned large-scale housing led development, will provide the mix of housing types and tenures required as part of mixed neighbourhoods to meet the varying needs of the community and contribute to the creation of high quality homes and an attractive environment. The range of housing units (tenure/size) will ensure that the SUE can meet a wide variety of needs both in the short and longer term. It will provide flexibility allowing people to move homes within this area as their needs change. The proposals are fully in accordance with current and emerging planning policy.
8.0 Issue 3: Employment

8.1 One of the three dimensions to sustainable development, as set out in the NPPF, is economic. The economic role is:

"Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure" (para. 7).

8.2 The first principle set out in the NPPF in relation to delivering sustainable development is “Building a strong, competitive economy”. This includes securing economic growth to create jobs and prosperity, acting to encourage and not impede sustainable growth, and proactively meeting the development needs of business, supporting an economy fit for the 21st Century.

8.3 The emerging Charnwood LPCS policy CS6 reflects the aims of the NPPF and sets out the requirement to meet the economic needs of the community and support the economy of Leicester by delivering land for strategic employment purposes and providing opportunities for manufacturing, small-scale high quality business units and offices and encouraging high technology and knowledge based businesses. Significantly, major employment opportunities will be supported in locations where they reduce journeys to work by car.

8.4 The supporting text notes that Charnwood has a strong relationship with Leicester and the south of Charnwood is noted to be home to many businesses that wish to be close to the City. Reference is also made under para. 6.14 that many of the communities in the south of Charnwood close to the City boundary have a short journey to work but the scale of commuting has an impact on congestion on the main roads into the City.

8.5 Charnwood’s evidence suggests they will need 13,400 new jobs between 2010 and 2031, partly due to the growing population but also due to changes in the economy. The strategy seeks to make it easier for people to travel between their work and home, integrating new employment land with new homes, and ensuring “Charnwood is open for business” (para. 6.23), securing sustainable economic growth.

8.6 The provision of employment land within the NEoLSUE is referred to frequently within the emerging Charnwood LPCS, with reference under policy CS1 and CS19 to “…up to 13 hectares of employment by 2028…”

8.7 The supporting text to CS19 also sets out that employment development should be provided within the SUE so that people living there and nearby can live close to their place of work, encouraging sustainable travel and reducing commuting. The mix of business uses should reflect the needs of the local economy.

8.8 The quantity and type of employment development within the NEoLSUE has been informed by CBC’s evidence base and NLP’s economic assessments.
The application is accompanied by an Economic Statement which sets out the economic context and the economic benefits, including construction and operational impacts, of the proposed development. This is summarised in Figure 8.1 below. It also considers employment space trends in Charnwood and Leicester, a property market overview and the potential role the NEoLSUE will play. In addition, Chapter J of the ES fully addresses the socio-economic effects of the proposed development.

Figure 8.8.1 Headline Economic Benefits of the NEoLSUE
8.10 The masterplan identifies up to 13 hectares of employment land, in accordance with emerging policy, to provide for B-class space requirements. The SUE will be an important source of new employment land for high quality premises, which will allow relocation of firms in older premises, helping improve their competitiveness, as well as providing opportunities for new businesses.

8.11 The SUE will also provide opportunities for Charnwood to attract higher value businesses to help increase its employment growth and help diversify local employment opportunities in line with the objectives of the Leicester and Leicestershire Enterprise Partnership Economic Growth Plan.

8.12 In addition, a number of jobs will be supported through the provision of schools, retail, health centres and community facilities on the site. Overall, the proposals will create a substantial amount of direct new employment in Charnwood, with a mix of full-time, permanent jobs, and flexible part-time opportunities spanning a range of sectors and job types.

8.13 In summary, the proposed employment land and employment-generating uses are in accordance with policy and the SUE’s allocation is based on a comprehensive evidence base. The NEoLSUE will generate a wide range of direct, indirect and catalytic economic effects.

8.14 The likely economic effects set out within the accompanying Economic Statement and Chapter J of the ES (and summarised in Figure 8.1) align with a wide range of national, sub-regional and local policy objectives, in particular, enhancing economic prosperity through creating employment opportunities for local people.
9.0 **Issue 4: Community Facilities**

9.1 The community facilities proposed as part of the NEoLSUE meet a range of needs for the new and existing population, provided in accessible locations. The key elements include a district centre and two local centres which provide services including retail and health and other facilities such as a library and sports facility. In addition, the SUE proposes education facilities which are positioned adjacent to these centres.

**Service Centres**

**Retail**

9.2 The NPPF sets out the sequential approach and impact tests to apply to retail projects (para. 24 and 26) and these are considered in detail in the accompanying Retail Assessment. Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on town centre vitality and viability or existing/ planned investment in a centre, it should be refused.

9.3 The Borough of Charnwood Local Plan policy CA/1 (retail) has not been saved as it was replaced by national planning policy guidance. However, para. 8.83 notes that where major residential developments are proposed, any new shopping proposal should be of a scale necessary to serve local needs so as to avoid any detrimental impact upon the vitality and viability of Loughborough Town Centre or any district centre.

9.4 The emerging LPCS expects that any town centre floorspace that is not directed to Loughborough Town Centre should be accommodated in district and local centres to aid their vitality and viability (para. 6.87). Policy CS9 requires a retail impact assessment for proposals over 500 sq.m gross in edge of district centre locations and 200 sq.m gross for other locations in Charnwood, in order to ensure retail proposals support the vitality and viability of Loughborough Town Centre and the network of district and local centres.

9.5 Draft Policy CS19 (the NEoLSUE) advocates providing one main accessible Local Centre including local shops and a supermarket (up to 1,000 sq.m net) with a range of other non-retail and community facilities and services and including opportunities, where appropriate, for additional smaller centres.

9.6 LPCS recognises that an essential part of a sustainable community is to have a centre that acts as a focal point for the community, providing goods and services close to where they live (Para. 9.19). The supporting text further notes that any smaller centres proposed within the SUE to complement the main centre should be well related to a school to provide a community focus and reduce the need to travel by car.

9.7 The level of provision in the draft LPCS is insufficient to promote a sustainable pattern of activity and movement.
9.8 Significant evidence has been submitted to CBC and commented through the public consultation process (as set out in further detail within the Retail Assessment) demonstrating that the retail floorspace requirements for the proposed SUE results in a district centre (that meets the main shopping requirements of new residents as well as some existing residents, thus reducing the need to travel) and two local centres. An impact assessment has been prepared that clearly concludes the appropriateness of the scale of development proposed. These centres should be provided at the heart of each of the three communities.

9.9 Based on the evidence base and impact assessment, and to support the new population of the SUE, it is proposed to provide the following on site:

<table>
<thead>
<tr>
<th>District Centre</th>
<th>sq.m gross</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large Convenience Store</td>
<td>4,500</td>
</tr>
<tr>
<td>Small Convenience Stores</td>
<td>1,200</td>
</tr>
<tr>
<td>Comparison Stores</td>
<td>6,000</td>
</tr>
<tr>
<td>Service (non-retail Class A1, plus Class A2, A3, A4 and A5 uses)</td>
<td>5,300</td>
</tr>
</tbody>
</table>

**District Centre Sub-Total** 17,000

<table>
<thead>
<tr>
<th>Local Centres (combined total)</th>
<th>sq.m gross</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Convenience Stores</td>
<td>1,600</td>
</tr>
<tr>
<td>Comparison Stores</td>
<td>700</td>
</tr>
<tr>
<td>Service (non-retail Class A1, plus Class A2, A3, A4 and A5 uses)</td>
<td>700</td>
</tr>
</tbody>
</table>

**Local Centres Sub-Total (combined)** 3,000

**Total** 20,000

9.10 The need for the proposed retail floorspace is principally generated by the new residential population of the SUE. The scale of the proposed floorspace is considered appropriate to provide for residents’ day-to-day shopping needs, while not competing with Leicester City Centre and other larger centres, particularly in terms of higher order comparison goods shopping. The intention is to secure sustainable shopping patterns and reduce the need to travel to alternative retail facilities.

9.11 The Retail Assessment considers the extent to which the forecast retail turnover of the proposed development will impact upon the vitality and viability of existing centres and facilities within the Study Area. Based on the forecast levels of trade diversion there is no predicted significant adverse effect on any existing centre (or food store) as a result of the retail element of the proposed SUE development. This is in accord with NPPF policy which seeks to ensure the vitality and viability of centres and promote competitive town centre environments.
9.12 Whilst the floorspace in the district centre is principally intended to serve the requirements of the new community, the facilities will also benefit nearby existing residents. The area of Thurmaston immediately adjacent to the application site (and to the east of the railway line) has poor access to retail provision (and other facilities such as open space). The masterplan has been designed to deliberately provide access to the SUE, for the existing residents. A footpath/cycle route and road is shown extending from the eastern end of Colby Drive to the district centre. This will provide residents with convenient access, via a variety of modes of transport, to access new facilities. It may therefore reduce the need for travel, by some of those residents, by car to other shops further improving the sustainability credentials of the new development.

9.13 NPPF policy also recognises that a town centre is the heart of a community, and requires local planning authorities to plan to meet the full range of needs for all town centre uses as part of the town centres first approach.

9.14 In addition to the above uses it is proposed to provide an hotel (Use Class C1) within the district centre or northern local centre given it is likely to serve the business market rather than a tourist destination. It is envisaged this will provide budget accommodation with approximately 120 beds.

9.15 In addition to the important sustainability benefits, the proposed retail element of the SUE development will also create significant positive economic development benefits which should be accorded significant weight in the decision making process.

9.16 The proposed retail element of the SUE accords with relevant national retail planning policy guidance.

Health

9.17 For healthcare provision, Charnwood falls within a wider area administered by the NHS West Leicestershire Clinical Commissioning Group (CCG) while Leicester is covered by the Leicester City Clinical Commissioning Group. The national standard of care is one GP for every 1,800 patients, which is a reasonable standard for assessing adequacy of provision.

9.18 Given the gross increase in the resident population resulting from the proposed 4,500 new dwellings could amount to some 11,200 people, at a typical provision rate of 1,800 patients per GP, this would imply a need for 6 more GPs in the local health authority area. Similarly, a typical provision rate of 1,800 patients per dentist would indicate a need for 6 more dentists in the local area.

9.19 Provision has therefore been made within the proposed SUE district centre to accommodate a medical centre of up to seven GPs and a dentist surgery with up to six dentists. This would fully mitigate any impacts on primary health care. It is also noted that an optional GP practice could be provided across the two local centres with up to three GPs, and a dentist surgery with up to two dentists.
Other Community Facilities

9.20 The estimated increase in local population as a result of the proposed development will give rise to some increased pressure on other existing community facilities, such as libraries, places of worship, nurseries, community halls and emergency services. As indicated in the Retail Assessment, there is very little provision within close proximity to the SUE.

9.21 In terms of library provision, in the absence of specific Council standards, a benchmark requirement of 30sqm per 1,000 residents has been applied. This implies a need for a facility of some 340sqm. For community halls, a national standard of provision of 100sqm per 1,000 residents has been applied. This would imply a need for a facility of some 1,120sqm. A shared facility is therefore proposed to be accommodated within the SUE district centre.

9.22 In addition, the district centre may accommodate an indoor sports facility as a community leisure centre. This will meet the demands of the new population.

9.23 This mix of uses within the service centres to include retail, employment and non-retail and community facilities and services accords with emerging LPCS policy CS19 and CS9.

Education Provision

9.24 Emerging CSLP policy CS19 requires three primary schools and one secondary school, as appropriate to meet the need for school places. These should be located as a focal points for the new community and should be in accessible locations for the new and existing population. This is due to the effects of the proposed residential element of the SUE on local education requirements, with the main focus likely to be fairly local to the development site and within both Charnwood and Leicester.

9.25 Research undertaken indicates there is no surplus capacity in existing school provision in the area at primary level, but some capacity at secondary levels to accommodate a modest increase in pupil numbers from the SUE.

9.26 Actual school requirements to accommodate this potential level of additional pupils will need to take account of any existing surplus capacity in the area, the LEA’s own proposals and sizes of schools it requires and the potential for some pupils to attend private schools or to travel to existing schools outside the SUE. On this basis, the work undertaken on behalf of the applicant has demonstrated a maximum demand resulting from the proposals for the equivalent for up to three new primary schools of 1-2 Forms of Entry (FE, 210-420 places). It is also possible that these school places and the necessary forms of entry could be accommodated within two primary schools and this is to be determined.

9.27 The proposed primary schools within the SUE will mitigate the impacts of the proposed development with regard to primary school provision and fully meet the emerging policy and supporting evidence base. One or more of these primary school sites may also potentially accommodate a children’s nursery facility to address demand arising for early years provision.
9.28 For secondary school provision, there is current surplus capacity of 148 places in the nearby Roundhill Community College, broadly equivalent to 1 FE, and a further 219 spare places at Hamilton Community College but a deficit in the next closest secondary school, Wreake Valley. Also, based on discussions with the LEA, secondary pupil numbers are anticipated to fall by 40% from the peak level so that in the longer term, taking account of surplus capacity, the secondary school provision to be provided by the proposed development would be equivalent to 4 FE (600 places).

9.29 A site has been reserved within the SUE for a secondary school, should it be required. There is some uncertainty as to its provision given it will not be needed until later phases of the development and the nature of the facilities will need to be agreed at that time. There is also the potential to provide the secondary school places by expanding an existing facility adjacent to the site and this needs to be discussed further at the appropriate time.

9.30 There are therefore appropriate measures in place to ensure that all the education needs of the SUE population are met, providing schools on site in focal locations and ensuring all facilities are accessible to the new and existing communities.

9.31 Overall, the application provides for a range of community facilities, including retail that will meet the needs of the new residents and will also be accessible to existing, neighbouring residents.
10.0 Issue 5: Transport and Access

10.1 The NPPF (paras 29 – 41) recognises that effective transport policies are important to underpin sustainable development and contribute to wider sustainability and health objectives.

10.2 In particular, the NPPF encourages local authorities to support a pattern of development which, where reasonable to do so, facilitates the use of sustainable transport modes and gives people real choice about how they travel (para 30). Similarly, the NPPF also recognises the role of balancing land uses to encourage people to minimise journey lengths (para 37) and, for larger scale residential development, providing opportunities for people to undertake day-to-day activities on site (para 38). The need to consider the location of key facilities such as primary schools and local shops is specifically identified. Travel Plans are also identified as a key tool to facilitate the use of sustainable transport modes.

10.3 The NPPF requires local authorities to work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development (para 31).

10.4 CBC has responded to this important national policy by allocating land in the emerging LPCS to promote a sustainable pattern of development and, working with LCiC and LCoC, to secure the delivery of development which is accessible by a choice of modes of transport.

10.5 LPCS Policy CS19, alongside more general policies CS17 (Sustainable Transport) and CS18 (Local and Strategic Road Network), is consistent with the NPPF and applies these principles locally in the context of the SUE allocation. Together, these policies seek to secure sustainable development and promote modal shift by requiring new major developments (including the NEoL SUE) to provide:

1. walking, cycling, and public transport access to key facilities and services;
2. safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network;
3. new and enhanced bus services; and
4. improvements to public transport corridors (into Leicester City).

10.6 CS18 and CS19 require the NEoL SUE to deliver an appropriate and comprehensive package of transport improvements.

10.7 LCiC CS policy is relevant to the proposed Southern Access, as this element of the development is located within LCiC’s administrative area and it provides one of a number of important links to the City’s existing communities, facilities and services. Policy 1 promotes sustainable transport objectives and, in particular, supports the location of a SUE which integrates with the City. Policy 14 promotes development which maximises accessibility (from within the City and the wider sub-region) by alternative means of transport and seeks to
develop and maintain a transport network which also maximises accessibility, manages congestion and air quality, and accommodates the impact of new development. Policy 15 relates to managing demand for car use and supports opportunities to manage congestion.

10.8 In accordance with policy, this application is accompanied by a comprehensive Transport Assessment (TA) and Framework Travel Plan (FTP) (appended to the ES), which include an analysis of existing conditions, the proposed development and associated travel patterns (including traffic impacts), the phasing of the development and opportunities to promote sustainable travel patterns. Reference should be made to the TA and FTP for detail on transport and access, as well as the Design and Access Statement (DAS), as only the key planning policy principles required to secure sustainable development and transport patterns identified above are considered below.

Access to Key Facilities and Services

10.9 The SUE provides well connected and walkable neighbourhoods with high quality, safe and direct walking, cycling and public transport routes that provide direct and convenient links to the main facilities including shops, schools and open space. The majority of new residents will be within 400m of the district/local centres. This is set out comprehensively within the DAS. The pattern of streets and spaces provides a permeable network connecting the various residential areas with community facilities and open spaces.

10.10 The DAS explains that the access strategy creates a network of safe and convenient routes for new residents and provides the opportunity to travel by modes other than the private car. A new bus route runs through the site with accessible bus shelters close to the strategic footpath and cycle routes.

Routes to Promote Active Travel Choices

10.11 The DAS explains that the masterplan focuses on providing pedestrian and cycle routes as the most efficient and direct routes to all facilities within the site as well as to Hamilton, Thurmaston, the City and the surrounding villages and the green infrastructure network. These routes are provided throughout the development, including alongside the Southern Access to assist the integration of the development with the City. They are also crucial for safe routes to the proposed education facilities, in particular the primary schools.

10.12 The existing footpaths and bridleways have been retained as far as possible and integrated within the structure of the SUE layout. New pedestrian and cycle links are proposed between the SUE and Thurmaston to the west of the site and between the SUE and Hamilton/the City to the south, via improvements to Hamilton Country Park.

10.13 The new routes will be well lit as appropriate, having regard to location, residential amenity, biodiversity and highway safety considerations. Within the SUE there are several routes but two of particular importance are placed at the core of the western development (on a north/south alignment) and via the villages area, to the east, along a west/east open corridor.
Integration with Existing Facilities and Communities

10.14 In addition to the network of footpaths and cycle routes, and in accordance with policy requirements and further to discussions with CBC, LCiC and LCoC, new road connections are proposed with the surrounding area, linking the proposed new ‘main street’ through the SUE to the City, Thurmaston and Syston.

10.15 The main street will form the most important vehicular route through the SUE and will also accommodate the proposed bus route. Its characteristics are set out in the DAS. Importantly, it will perform the function of a ‘high street’ where it passes through the district centre. As required by emerging policy CS19, it runs from Sandhills Avenue to the south of the site to Barkby Thorpe Lane to the north. A new southern link (see below) will provide new road, cycle and footpath connections to Hamilton and the City. A new road link to the north-west will provide new road connections with Syston and Thurmaston, whilst providing relief to Barkby Thorpe Road and the ‘Asda’ roundabout. These links, along with the internal road network which is directly linked to the main street, fully integrate the SUE with existing and proposed local employment opportunities, supporting sustainable living.

Bus Services and Public Transport Corridors

10.16 The new and enhanced bus service will run throughout the SUE and serve the residential areas, the service centres and the employment area, connecting with Thurmaston, Syston, Hamilton and the City.

10.17 It is proposed to provide a ‘bus only’ link to the northern end of Colby Drive and a restricted access route via Colby Road to enable existing Thurmaston residents to make use of the proposed facilities and services in the district centre.

10.18 Details of all measures are set out within the FTP and the TA, and the proposals are in accordance with policy requirements and have been informed by discussions with the councils and relevant parties. ‘First Bus’ has provided its support for the proposals. In addition to the opportunity for service improvements within the public transport corridors, detailed discussions will consider the need for other improvements to the corridors in due course.

Integration with the Road Network

10.19 In accordance with CBC CSLP policy, the proposal has been the subject of a transport assessment. The TA and ES Chapter G set out the detail on the capacity improvements required to existing junctions, such as Barkby Thorpe Lane and the A607, and identify the improvements required to the wider network to secure integration and address the impact of development including possible congestion and traffic impacts.

10.20 The new access points to the south and north west and the new ‘main street’ will have regard to existing ‘rat-running’ on some of the minor rural roads and through villages such as Barkby and Barkby Thorpe.
New Southern Access

10.21 In relation to the southern access route, the detailed part of the planning application within LCiC’s boundary, CS Policy 1 (point 8) specifically refers to LCiC’s support for housing and employment development in the SUEs outside the City boundary where “…it integrates with city communities and infrastructure”.

10.22 The proposal for the southern link road and the associated access improvements across Melton Brook meet the requirements set out by LCiC, and will connect existing City residents and residents of the new SUE through a coordinated approach. These links provide critical integration which is necessary to achieve a sustainable community.

10.23 In relation to the SUEs, there is recognition within paras. 4.4.15 and 16 of LCiC’s Core Strategy that an area of search has been identified to the north of Leicester and, although the SUEs should be as self-contained as possible, they also need to function effectively with the City ensuring that any infrastructure (including green infrastructure) requirements are “…planned in a co-ordinated and comprehensive way”.

10.24 Para. 4.4.17 supports the opportunity to extend green wedges as part of the SUE developments to meet the needs of both existing and new communities. LCiC CS Policy 13 specifically states that the Council will seek to maintain and enhance the quality of the green network to ensure access to good quality green space, sport and recreation provision for residents and visitors that meets their needs.

10.25 The route of the Southern Access has been carefully assessed, and a number of possible options given detailed consideration. The alternative access options assessed will not optimise the integration of communities and infrastructure or manage possible congestion and air quality effects to the same extent as the preferred and proposed route. This is given detailed consideration in the accompanying Environmental Statement.

10.26 The proposed route and appropriate mitigation measures have been discussed and agreed through comprehensive pre-application consultation with CBC, LCiC and LCoC. The proposals will result in a moderate loss of green wedge within Leicester City’s boundary. However, this loss is offset by the connection into a wider network of green spaces. Across the wider site the development will provide a significant enhancement to accessible green space and maintain the purposes of the Green Wedge. There will be a considerable improvement in access to, quantity and quality of open space for leisure and recreational purposes for existing and new residents; the existing Country Park is of low ecological value and there will be numerous wider ecological benefits; and the Green Wedge will continue to provide separation between settlements and this purpose will be extended through the SUE.

10.27 As set out in Section 11 below, the provision of an extension to the Green Wedge in the form of accessible open space more than compensates for the
area lost to facilitate this access, and the improvements proposed to Hamilton Country Park provide a further net gain for the existing local community.

10.28 The proposed Southern Access is in accordance with LCiC CS policy (and CBC LPCS policy), and following mitigation there are no other material considerations or impacts associated with its construction which will outweigh the sustainable travel, integration, and open space access improvements the new route will provide.

10.29 In terms of sustainable transport and accessibility considerations, the proposed SUE fully accords with NPPF policy and the requirements of the relevant CBC and LCiC CS policies, specifically CBC LPCS Policies CS17, CS18 and CS19, CBC LP saved policies TR/6, TR/7, TR/13 and TR/17, and LCiC CS Policies CS1, CS14 and CS15. The development includes transport measures and improvements identified by a TA and is accompanied by a FTP, in accordance with policy requirements. It will promote a shift from travel by private car to walking, cycling and public transport by funding sustainable travel improvements, and as a strategic development delivers an appropriate and comprehensive package of transport improvements.

10.30 The proposed development, by virtue of its location, the mix and distribution of uses proposed, and the provision of a comprehensive package of infrastructure to promote sustainable transport choices will make a significant contribution to wider sustainability and health objectives. A piecemeal development of the SUE or the provision of the new homes in several locations (although this opportunity does not exist) would not deliver the same package of transport benefits and the opportunity to create a sustainable development would fail.

10.31 The Southern Access forms an essential part of this comprehensive package of travel and transport improvements. Together with other measures, it will secure integration with the City that LCiC expects, strengthen the transport network, improve access to local employment opportunities, facilities and services in the City and the enhanced network of open space, and help to manage the effects of the development.

10.32 Overall the development provides the framework for the use of sustainable transport modes and gives people real choice about how they decide to travel.

10.33 The linkages with the city and existing urban areas have been carefully developed. The policy requirements related to transport and travel have been met by the scheme.
11.0 Issue 6: Environment

Introduction

11.1 National and local planning policies seek to conserve and enhance the character, diversity and local distinctiveness of the natural environment whilst ensuring flood risk is taken into account and climate change is planned for over the life of the development. This section considers:

1. ecology and biodiversity;
2. open space and the Green Wedge;
3. heritage/archaeology and climate change;
4. energy and hydrology.

Ecology and Biodiversity

11.2 The NPPF states that the planning system should contribute to and enhance the natural and local environment. This includes minimising impacts on biodiversity and providing net gains where possible, protecting and enhancing valued landscapes and soils and preventing pollution (para. 109). New developments such as the NEoLSUE should conserve and enhance biodiversity by mitigating or compensating for any harm. Local policy is set out in CBC LPCS Policy 13 and LCiC CS Policy 17.

11.3 The Environmental Statement assesses Ecology and Biodiversity. The mitigation measures result in the potential adverse effects on the ecology of the site being reduced or eliminated and, in some cases, a positive residual effect is likely to occur. Any adverse effects are outweighed by the gains from converting ecologically low value farmland into a more diverse green-space, which can be managed for greater biodiversity.

11.4 This approach accords with emerging CBC LPCS policy and LCiC CS policy. The NEoLSUE proposal provides greater biodiversity value and potential than the existing situation.

Green Infrastructure

11.5 The objectives for the SUE seek to create a place that has good access to a variety of green spaces and facilities: “green infrastructure”. This access is for new and existing residents.

11.6 Draft CBC LPCS Policy CS12 seeks to protect and enhance green infrastructure assets for their community, economic and environmental values, and recognises the role of strategic developments, including the NEoLSUE, in enhancing green infrastructure. The policy also addresses the identified need for open space provision and supports development in Green Wedges that:

a. Retains the open and undeveloped character of the Green Wedge;
b Retains and create green networks between the countryside and open spaces within the urban areas; and

c Retains and enhances public access to the Green Wedge, especially for recreation.

11.7 LPCS Policy CS19 requires the NEoLSUE to provide an extension of the Hamilton Green Wedge as part of an accessible, comprehensive and high quality network of multi-function green spaces. The policy also sets out a detailed schedule of green space areas.

11.8 The LCiC Core Strategy states that although the SUEs should be as self-contained as possible, they need to function effectively with the City ensuring that any infrastructure (including green infrastructure) requirements are “…planned in a co-ordinated and comprehensive way” (Para. 4.4.16). Further, and specifically, the LCiC CS supports extending Green Wedges as part of the SUE developments to meet the needs of both existing and new communities (Para. 4.4.17).

11.9 LCiC CS Policy 13 specifically states that the Council will seek to maintain and enhance the quality of the green network to ensure access to good quality green space, sport and recreation provision for residents and visitors that meets their needs.

11.10 The value of the Green Wedge, as noted at para. 4.4.88 of the LCiC CS, is as:

1 Open space for leisure or recreational purposes;

2 Land of ecological significance; and

3 Land providing separation between settlements.

11.11 While the detailed application for the southern access route results in some loss to the existing designated Green Wedge within Leicester City’s boundary, the development as a whole will provide a significant enhancement to green space and maintain the purposes and value of the Green Wedge as Figure 11.1 below illustrates. The accessible green space will increase by approximately 137 ha.

11.12 There will be a considerable improvement in public access to, and the quantity and quality of, open space for leisure and recreational purposes for existing and new residents, including within Leicester City’s boundary.

11.13 The proposed green infrastructure will extend and improve the existing Country Park, which is of low ecological value, resulting in ecological benefits and greater opportunities for biodiversity.

11.14 The Green Wedge will continue to provide separation between settlements, with the new green infrastructure serving this purpose within the SUE.

11.15 The proposed green infrastructure therefore accords with CBC and LCiC policy in relation to the value, role and function of green infrastructure, including the Green Wedge.
Open Space Provision

11.16 The masterplan has been shaped by significant open space provision. This is fully in accordance with Charnwood’s emerging LPCS (policy CS19) which requires:

“...an extension to the Leicester Hamilton Green Wedge including access to and long term management of a formal parkland as part of an accessible, comprehensive and high quality network of multi-functional green spaces in accordance with our open space standards in accordance with Policies CS15 and CS12” (pg. 105).

11.17 CBC LPCS Policy CS15 requires new developments to meet the standards set out in CBC’s Open Spaces Strategy (2013). Table 11.1 below sets out the masterplan provision against the CBC requirements (informed by CBC’s ‘Open Spaces, Sports and Recreation Study’, FIT standards, The Woodland Trust and the 6Cs ‘Green Infrastructure Strategy’). Detailed justification is set out in the accompanying Design & Access Statement in relation to the provision of LEAPs and NEAPs and the ability of the masterplan to accommodate the range of facilities required.

11.18 Given the standards which have been used to inform this provision, and the ability of the masterplan to more than accommodate this, it is concluded that the proposals for the NEoLSUE are fully in accordance with relevant guidance and policy.

11.19 A number of management options for this open space are currently under consideration. These will be discussed further with LCiC and CBC and the agreed option worked up as the application progresses to determination.
### Heritage and Archaeology

11.20 The NPPF, CBC’s adopted and emerging policy and the LCiC Core Strategy all seek to protect and enhance the historic environment. Emerging CBC LPCS policy CS14 requires development proposals to protect heritage assets and their setting and seeks to secure improvements to ‘at risk’ heritage assets, including the Medieval Village and Roman Villa in Hamilton. Further to this, saved policy EV/2 of the adopted Charnwood Local Plan (2004) states that planning permission will be refused for a development which would adversely affect a scheduled ancient monument or its setting.

11.21 In addition, emerging CBC LPCS policy CS19 sets out that the SUE must protect the Conservation Areas of Syston, Barkby and Barkby Thorpe and protect historic and archaeological features including the setting of Hamilton Medieval Village and the Roman Villa (in accordance with CS14).

11.22 As set out in the NPPF, when considering a development proposal the Local Authority must identify and assess the significance of any heritage asset that may be affected by a proposal, giving great weight to its conservation.

11.23 There is also a requirement to submit an archaeological assessment with an application where it is known, or thought likely, that the site contains below ground and low level archaeological remains (LCiC CS Policy CS18). This is consistent with NPPF policy.

11.24 The ES (Chapter K) assesses the proposals in relation to heritage and archaeology.

11.25 This ES chapter and other supporting documents fully address the requirements of national and local policy. The University of Leicester, which has been involved in the analysis, has confirmed that the scope of work undertaken is sufficient for the purposes of this application.
11.26 It is concluded that neither designated nor undesignated heritage assets of high significance are present within the application site and there are no designated archaeological assets adjacent to the application site that would be adversely affected by the development.

11.27 The archaeological surveys and fieldwork have identified three areas of archaeological occupation activity within the development site. None of these sites are considered to be of such archaeological significance as to require preservation in situ and thereby prevent development.

11.28 It is also concluded that through considered design and siting, and existing and introduced natural screening, the impact of the proposed development would represent less than substantial harm to the setting and significance of the Barkby and Barkby Thorpe Conservation Area, and the settings and significance of the Grade II listed property no. 32 Main Street (list entry no. 1074504) and its barn (1307501). The impacts on other built heritage assets would be negligible.

11.29 The proposals are fully in accordance with policy.

**Climate Change, Energy and Hydrology**

11.30 The NPPF sets out comprehensive guidance on climate change, flooding and coastal change. This includes reducing greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting renewable and low carbon energy and associated infrastructure.

11.31 This guidance is reiterated within the emerging Charnwood LPCS and the LCiC Core Strategy.

**Flooding**

11.32 In accordance with policy requirements, a Flood Risk Assessment (FRA) has been prepared to accompany this submission and is appended to the Environmental Statement. This document comprehensively sets out the relevant planning policy.

11.33 In summary, the proposals, which respond to existing watercourses and features and include the provision of SuDS and other mitigation measures, meet policy requirements at a national and local level by directing development to locations at the lowest risk of flooding. The sequential approach has been applied to the masterplan and the extent of development is entirely within Flood Zone 1. A small area in the northern part of the site falls within Flood Zone 2 and will comprise of open space facilities (i.e. no built development). In accordance with the NPPF and emerging local policy, the FRA considers the vulnerability of flooding from other sources and the effect of the new development on surface water runoff.

11.34 The FRA concludes that development can be appropriately mitigated against the risk of flooding from surface water and ground water sources. It also establishes the strategy for dealing with surface water drainage across the whole site to ensure there is no net increase in the rate of run off. It therefore
accords with CBC’s adopted and emerging policy, LCiC’s Core Strategy and the requirements of the NPPF.

**Sustainable Construction, Energy and Climate Change**

11.35 Emerging policy CS16 of the Charnwood LPCS sets out the Council’s approach to sustainable construction and energy. In addition, Policy 2 of LCiC’s Core Strategy addresses climate change.

11.36 The approach with the NEoLSUE is set out in detail within the Design & Access Statement, the Waste Strategy and Energy Statement and is not repeated here. However, in summary the development proposes to meet the requirements of CS16 through sustainable design and construction and the provision of renewable energy (as far as is viable). However, updates to the Outline Energy Statement will be needed at the detailed design stage and viability will need to be considered at that time. The Waste Strategy submitted also sets out the sustainable approach to construction waste management and specifies that a Site Waste Management Plan will be prepared for each development phase. It also considers sustainable municipal waste management upon completion of each development phase.

11.37 The information submitted to accompany this application therefore provides an estimate of the energy and carbon dioxide emissions and investigates options for how carbon emissions can be reduced. In addition, it addresses sustainable waste management in relation to the NEoLSUE both during construction and upon completion.

11.38 The strategy proposed accords with relevant policy for the SUE.

11.39 Overall, the NEoLSUE responds effectively to environmental considerations and accords with relevant national and local policy, including in relation to ecology and biodiversity, green infrastructure and accessible open space, heritage and archaeology, and climate change.
Issue 7: Consultation

Introduction

12.1 Consultation is a key part of the planning process and Government guidance clearly expects serious consultation to be undertaken with Councils, statutory bodies, and community as part of development projects:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community” (NPPF para. 188).

12.2 The Localism Act 2011 emphasises local inputs to town planning. Section 122 identifies that an applicant must publicise an application in such a manner as to reasonably bring it to the attention of the majority of persons who live in, or otherwise occupy the vicinity of the land. The applicant should have regard to any responses to this consultation.

12.3 CBC’s Statement of Community Involvement (2006) relates in the main to how CBC will consult with the local community and key organisations in preparing the LDF (Local Plan). However, it also outlines arrangements for consultation on planning applications and, in relation to pre-application engagement, strongly advises developers to consult with the local community before submitting an application. CBC’s SCI is currently being updated and public consultation was carried out on the draft document in November 2013.

12.4 The LCiC SCI (2006) states that the Council expects developers to undertake pre-application discussions, including consultation with the public and other interested bodies.

12.5 The Statement of Community Involvement (SCI) and ES submitted with this application set out in detail the community consultation which has been undertaken by CEG and its team. The Design and Access Statement also provides a commentary on the evolution of the design following community consultation and Design Review with OPUN. A summary of the consultation process is set out below.

Consultation to Date

12.6 A thorough consultation exercise has been undertaken over a period of several years (since 2008), in accordance with the advice set out above. Consultation includes entering a PPA, establishing a Steering Group and Sub Groups, a number of public exhibitions and numerous pre-application meetings with Council officers and others, including statutory consultees.
Engagement with Local Planning Authorities

12.7 Significant engagement has been undertaken with LCiC, CBC and LCoC through various working groups. This is on-going and, as set out in the PPA, will continue after the submission of the planning application.

Steering Group

12.8 Further to various meetings with CBC officers since 2008, a Steering Group and various Sub Groups were established in April 2012.

12.9 The purpose of the Group - which continues - is to manage the overall planning application process, bringing together key representatives from CBC, LCiC, the applicant and other key stakeholders (including ATLAS, LCoC and Mather Jamie, who represent the Trustee of the Pochin 1997 Accumulation and Maintenance Settlement). Other parties are invited to Steering Group as required to address specific issues as they arise.

12.10 The Steering Group has overseen the pre-application process including agreement on a project programme for the actions leading up to submission and resolution of key issues. It will continue to meet beyond the submission date to discuss and resolve any issues which arise during the determination period.

Sub Groups

12.11 The Sub Groups include representatives from CBC, LCiC, the applicant and other key stakeholders according to their specialism. The Groups met and explored specific issues and commented on draft reports as and when necessary. Topics covered include:

1. Transport and Highways
2. Environment
3. Education and social infrastructure
4. Retail and Employment
5. Urban Design/Landscaping

Workshops and Design Review

12.12 A comprehensive workshop was held on 14 June 2012 with the applicant’s consultant team and representatives from CBC, LCiC, LCoC and ATLAS, as well as the landowner’s representatives and other interested parties. The purpose of this meeting was to inform the development of the masterplan. Comments from all parties were incorporated into later versions of the masterplan.

12.13 Further to this, a joint Design Review with OPUN and Design Council Cabe was undertaken on 18 March 2013. This was attended by representatives from CBC, LCiC, LCoC and ATLAS and included a site visit. The comments were then incorporated into the masterplan evolution.
Engagement with Statutory Consultees

12.14 During the preparation of the planning application, in addition to meetings with specialist officers at CBC, LCiC and LCoC and discussions with consultees in relation to the ES Scoping (including revised flood mapping for the site in agreement between Weetwoods and the Environment Agency), meetings have been held with English Heritage (EH) and Sport England (SE) to address particular aspects of the proposal.

12.15 A meeting was held with EH on 5 November 2012 to present the initial concept masterplan. This was an opportunity for EH to raise any initial concerns/requirements for the evolving development framework. The majority of this discussion related to the Hamilton Medieval Village and associated views, traffic modelling and buffer planting. Further to this, a follow-up meeting was held on 21 June 2013 where EH indicated certain aspects to be addressed within the planning application submission including key views for the heritage impact assessment (see ES chapter K and the DAS).

12.16 A meeting was also held with SE on 17 June 2013. The number and type of pitches and sports facilities to be provided within the NEoLSUE were discussed and agreed. It was also agreed that further meetings would be held with SE during the detailed design phases of the development.

Engagement with the Community and Councillors

12.17 The applicant held its first formal public consultation events on 6, 7 and 9 May 2009, informed by, and followed by, presentations to stakeholders and Parish and Ward Councillors.

12.18 Meetings with BABTAG have been on-going, and presentations have been made to CBC and LCiC Councillors, most recently in March, May, June and July 2013.

12.19 Public exhibitions were held on 2, 4 and 5 July 2013 in Barkby, Hamilton and Thurcaston and feedback from these events is set out in detail within the SCI. This has informed various amendments to the masterplan as detailed in the DAS.

12.20 Further to this, all of the comments received were reviewed by the applicant’s consultant team and feedback on the main issues raised was set out within a brochure which was circulated to residents, Parish Councils, Ward Councillors and other stakeholders (7,500 copies) with a new annotated masterplan.

12.21 Material changes have been made to the scheme during the course of its evolution as a result of these consultation events and through engagement with consultees and the local community.

12.22 It is the applicant’s intention to continue to engage with local groups, residents and other interested parties during the Council’s consideration of the application proposal and the subsequent detailed design stages of the development. Regular liaison group meetings with community representatives from the surrounding area and local Councillors have been established, with meetings held in September, October and November 2013 to date. These will
be ongoing throughout the application process and subsequently the detailed design stage.

Publicity of the Planning Application

12.23 In accordance with national requirements, and as set out in the CBC SCI (2006) (and the emerging draft SCI, November 2013) and the LCiC SCI (2006), the application will be publicised in the Leicester Mercury and site notices posted to notify all parties that the application has been formally submitted.

12.24 The SCI and DAS which accompany the application demonstrate that the expectations of local and national planning policy have been met.
13.0 **Issue 8: Planning Obligations and Conditions**

**Introduction**

13.1 Government guidance on planning conditions and obligations is set out in the NPPF and relevant Circulars, notably 11/95.

13.2 The NPPF states that LPAs “…should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition” (para 203).

13.3 The NPPF also notes that sufficient flexibility should be built into planning obligations to take into account changes in market conditions over time to prevent planned development being stalled.

13.4 In relation to planning conditions, these should be “…necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects” (NPPF para. 206). In relation to obligations, these should only be sought where these are:

1. Necessary to make the development acceptable in planning terms;
2. Directly relevant to the development; and
3. Fairly and reasonably related in scale and kind to the development (NPPF para. 204).

13.5 Charnwood’s “Section 106 Developer Contributions” SPD (2007) sets out general S106 requirements. However, the contributions in relation to the proposed SUEs are detailed in the Infrastructure Schedule appended to the Pre-Submission LPCS (June 2013) which includes specific reference to the NEoLSUE. Reference to this Schedule is made under emerging LPCS policy CS25 which states that the type, timing and amount of infrastructure required should be related to the scale of development and viability and promoters of major sites should enter into an ‘open book viability appraisal’ with the Council.

13.6 The Leicester City “Guidance on Developer Contributions and Completing Section 106 Agreements” (2008) pre-dates the LCiC Core Strategy. It states that developers should contribute towards the infrastructure and services that the Council believes necessary to allow developments and these may be either financial or direct works. Reference is also made to the requirement for a viability appraisal should a scheme not be able to support the required provision/contributions.

13.7 In addition, various policies within the adopted and emerging policy documents make reference to infrastructure requirements and developer contributions. Specifically, in reference to the NEoLSUE, the emerging CBC LPCS policy CS3 refers to affordable housing, CS15 to open space, sports and recreation provision, CS17 to sustainable travel, CS19 to the NEoLSUE and CS25 to
delivering infrastructure. CS Policy 19 of the LCiC Core Strategy details infrastructure and developer contributions.

**Community Infrastructure Levy (CIL)**

13.8 The Community Infrastructure Levy came into force in April 2010 (and has subsequently been amended). It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area by introducing a Charging Schedule.

13.9 Charnwood Borough and Leicester City have not, however, adopted charging schedules and CIL payments are therefore not relevant at the time of submission.

**Conditions**

13.10 It is anticipated that the planning permission will be subject to a number of conditions and the applicant welcomes the opportunity to discuss these with CBC and LCiC as consultee responses are received and the application progresses. A very important matter relates to the wording and structuring of the conditions to enable the development to proceed in phases over an extended period of time, and to separate the conditions attached to the full and outline parts of the planning permission.

**Obligations**

13.11 The draft Heads of Terms, informed by the above policies, the Infrastructure Schedule appended to the Pre-submission LPCS and the Framework Travel Plan, have been presented to the Steering Group for discussion and an Infrastructure Sub Group has been established to discuss these further. It is anticipated that the Heads of Terms will be subject to further discussions with CBC and LCiC as the application progresses and consultee responses are received before a formal S106 agreement is prepared.
Conclusion

14.1 This Planning Statement, and the documents that accompany the application, demonstrate that the proposed sustainable urban extension has been informed by a thorough analysis of the application site and its context, both physical and socio-economic, and the planning policy framework. Extensive consultation has also been undertaken with statutory consultees, local residents and the councils (CBC, LCiC and LCoC). This analysis concludes the application site is the most suitable location for an SUE to meet CBC’s urgent housing need close to the Leicester PUA. Key benefits include:

1. A sufficient scale to accommodate a significant number and range of new homes and associated facilities, including extensive open space
2. Well connected to the City by a choice of means of transport
3. Ability to link into, and improve, high frequency bus routes
4. Access to jobs, services and community facilities
5. Opportunities to integrate with existing communities whilst protecting amenity and setting
6. Support for the regeneration of Thurmaston
7. Opportunities to reduce congestion and pollution on local roads
8. Attraction of new businesses to the area
9. Opportunities for a mix of uses to serve the new and existing communities
10. Significant potential to enhance ecology, biodiversity and the green infrastructure network
11. Significant opportunities for improved access to useable green open space for existing residents
12. Protecting the setting of heritage assets

14.2 Given the above benefits, and the comprehensive illustrative masterplan, the application meets the six objectives that have been agreed for the SUE (as set out at Appendix 1). The NEoSUE will:

1. Provide a quality of place through excellent connections and integration with the surrounding area and communities; respect local character; a comprehensively planned green infrastructure network including an extension to the Green Wedge; and a phased development with the required infrastructure and community facilities.
2. Ensure that regard is had to the environment by protecting biodiversity and creating new habitats; promoting green living through energy efficient, sustainable and resilient building design and sustainable transport; and managing waste and resources efficiently.
3. Address transport and movement by focusing on travel by foot and bike and optimising opportunities for public transport; ensuring new community facilities are at the heart of the development; creating and maintaining

sustainable links with the surrounding area; and enhancing highways connections with a functional street hierarchy.

4 Deliver high quality housing, with distinctive neighbourhoods of varying characters, informed by the surrounding area and provide a mix of housing size, type and tenures to meet the range of needs and demands.

5 Provide significant and varied economic and employment opportunities which support growth and complement the local area; provide opportunities for new and developing businesses; encourage diversity through, for example, live work units; and facilitate a sustainable development where employment opportunities are available within walking distance of where people live.

6 Ensure social, community and cultural benefits by supporting social inclusion in a place that is safe and welcoming with key arrival spaces; providing community facilities that meet the needs of the new community and integrate the development with existing provision in the area; seeking involvement of local communities in planning for these centres; preserving and enhancing local heritage assets; and ensuring the open space and other assets provided are managed and maintained in the long term.

14.3 Table 14.1 below summaries the findings of the planning assessment against each of the key issues identified in section 5.0, including the requirements of emerging LPCS policy CS19 and LCiC CS Policy 1.

<table>
<thead>
<tr>
<th>Key Issue</th>
<th>Summary of Conclusions</th>
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<tbody>
<tr>
<td>1. Principle of Development</td>
<td>There is a significant evidence base that supports the site as the most appropriate location for an SUE. The site has been allocated as such within the emerging CBC LPCS.</td>
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<tr>
<td></td>
<td>The proposed development provides a comprehensive, masterplanned, approach to the realisation of CBC’s vision for the NEoLSUE site.</td>
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<td></td>
<td>This coordinated approach will secure a wider range of facilities and benefits compared to a piecemeal approach to development, distributed across several sites.</td>
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<tr>
<td></td>
<td>The illustrative masterplan shows that the design principles and important aspects of the site’s context can be positively responded to and an attractive and diverse development created which relates well to its surroundings.</td>
</tr>
<tr>
<td></td>
<td>The essential aspects of the illustrative masterplan have been “captured” in a series of parameter plans. These plans set the framework for the detailed design that will follow at the reserved matters stage.</td>
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<tr>
<td>2. Housing</td>
<td>The proposals for 4,500 dwellings make a significant contribution to meeting the objectively assessed housing need.</td>
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<tr>
<td></td>
<td>There is provision for a mix of tenures, including affordable housing (up to 30%), and a range of housing types/ sizes.</td>
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<td></td>
<td>Specialist housing is also proposed.</td>
</tr>
<tr>
<td></td>
<td>A reserve site for gypsies and travellers has been identified.</td>
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</tbody>
</table>
3. Employment | Provision is made for up to 13ha of high quality employment land.
| The proposal will create additional, significant and permanent employment opportunities above those directly related to the employment land through the provision of facilities and services on site such as schools and retail uses.
| The construction period will also generate further temporary jobs.
| There will be additional expenditure in the local economy including Council Tax payments and business rate receipts.

4. Community Facilities | The proposed centres meet a range of needs for the new and existing population in accessible locations.
| The retail provision responds to the needs and demands of the new population without a significant adverse impact on other centres.
| Provision has been made for health and dental care as well as other facilities such as a library and sports facility.
| The education needs of the SUE can be fully met by the proposals.

5. Transport and Access | The proposed development can be accommodated on the highway network subject to several improvements and the provision of new connections.
| The proposed southern access route can be accommodated with appropriate mitigation.
| Provision is made for well-connected and walkable neighbourhoods, integrating cycling and public transport routes both within the site and to the surrounding area.
| A new and enhanced bus service will be provided.
| A key feature is the spine road: able to accommodate significant traffic but managed in terms of speed.
| The access routes proposed are essential to the creation of an integrated and sustainable development.

6. Environment and Green Infrastructure | The proposed development creates ecological and landscape enhancements.
| Significant net increases in accessible green space. The open space provision exceeds the Council’s standards. The minor loss of Green Wedge is more than compensated for by the new areas identified.
| The landscape strategy creates variety within an overall unifying concept.
| Green infrastructure including a sustainable network of footpaths and cycleways and SUDs.
| The development conserves surrounding heritage assets and has no archaeological implications.
| Carbon emissions will be reduced and waste sustainably managed.

7. Consultation | The masterplan has been developed with regard to consultation responses received from the local community since 2008.
| Consultation has been undertaken over several years with numerous parties including CBC, LCiC, LCoC, ATLAS, Environment Agency, English Heritage and Sport England.
| Working groups with the councils have ensured the key issues have been discussed prior to submission of this application.
8. Planning Obligations and Conditions

A full set of conditions will be discussed and agreed as the application progresses.

Draft Heads of Terms are being discussed with CBC and LCiC, informed by the Infrastructure Schedule prepared by CBC, and will be agreed with input from the Infrastructure Sub Group and in response to consultation responses.

There are significant benefits to be gained for the local area.

14.4

The proposed southern access road, the detailed part of the hybrid application, follows an assessment of a range of access options and a number of meetings with Officers from LCiC and CBC which concluded, in agreement with Officers, that the proposed route is the most suitable and sustainable and should therefore be progressed. The identified benefits of the southern access route include:

1. No impact on existing businesses or occupiers and the land is immediately available without the requirement for CPO;

2. The route runs through the Green Wedge but has been aligned to its western edge to ensure minimal loss of green space within Leicester City’s boundary and to allow for a continuous and much extended accessible open space - by 135ha - running through the Country Park, across the ‘arrival’ green and into natural open space beyond. This brings considerable opportunities for existing Hamilton residents to access significant areas of usable green open space and integrates the existing and new communities and their infrastructure, in accordance with LCiC policy;

3. A number of links are provided across Melton Brook to connect existing residents to the SUE and allow new residents access to Hamilton, providing essential integration;

4. There will be minimal impact on existing road users and the new link road will be designed to provide safe and secure routes for all, with attractive pedestrian and cycle routes and dedicated crossing points;

5. Access points to provide an enhanced bus service with routing through the industrial estate for existing and new residents and business occupiers;

6. Considerable landscaping enhancements with screening against the industrial estate, providing ecological benefits and visual improvements for existing Hamilton residents as well as opening up views to the north;

7. Providing an attractive and dedicated access route will deliver a high quality development and maximise value, which will assist in delivering wider benefits;

8. Enhanced surveillance of the Country Park which is currently “hidden away”, including by improved access and facilities;

9. There are opportunities to mitigate against ecological impacts and improve the ecological value of the SUE and the Country Park through the
inclusion of new ponds, planting and increased biodiversity, including on land west of the link road; and

10 The proposals include valuable recreation space north of the paper mill within Leicester City’s boundary, along with additional car parking provision, within easy reach of existing and new residents.

14.5 The detailed proposal accords with adopted LCiC Core Strategy policy that rightly demands that the SUE is integrated with the City; there are no material considerations which, with the appropriate mitigation proposed, prevent the proposed southern access route from proceeding.

14.6 The Environmental Statement that accompanies this application considers the likely significant effects arising during the construction and operation of the scheme. Where significant adverse effects on the environment are identified, the assessment process establishes mitigation measures to prevent, reduce, and where possible, off-set the effects.

14.7 The benefits that the proposed development will bring to the area, importantly the delivery of housing which is necessary to meet local needs and the provision of accessible open space, are significant. The proposals are in accordance with policy and are acceptable in all other respects. Planning permission should therefore be granted without delay to enable this comprehensive and sustainable development to address the urgent and unmet housing need.
Appendix 1  Objectives for the NEoLSUE

Objective 1: Ensuring quality of place

1. Provide excellent connections with Thurmaston and Leicester which will encourage opportunities for regeneration and access to services/facilities that will serve the wider community.

2. Provide development that respects the adjoining countryside and the settlement identity of surrounding villages.

3. Comprehensively plan green infrastructure (including multi-functional green spaces) so they are integrated, flexible and highly accessible from residential areas. Include an extension to the Green Wedge to provide a large area of open space incorporating wildlife corridors, space for recreation and accessible footpaths/cycle-ways. Provide links with adjoining green leisure opportunities including to Watermead Park, Hamilton Country Park, SUD corridors and the surrounding countryside.

4. Locate neighbourhood centres to maximise accessibility for new residents and also provide good links to existing communities.

5. Phase development alongside the appropriate delivery of infrastructure, services and facilities that are required to sustain and support the growth of the new communities whilst also taking into account the needs of existing communities.

6. Provide a network of connected routes including footpaths and cycle-ways.

7. Clearly define private and public space with public areas benefitting from natural surveillance.

8. Ensure the density/scale of buildings/distinctive features/design creates a legible place and define character areas that are informed by the character of the local neighbourhoods including Thurmaston.

Objective 2: Having regard to the environment

1. Ensure that important biodiversity assets and landscape characteristics are protected and managed in a positive way and that wildlife corridors across the landscape are enhanced. The development should create new habitats, especially in the large areas of natural/semi-natural green space.

2. Promote green living through design that meets high environmental standards and incorporates a site wide strategy for energy efficiency/renewable energy measures as well as maximising opportunities for travel by means other than the private car and providing opportunities for home working.
Achieve a place that is resilient to climate change and resource efficient by reducing and managing waste and pollution and improving water efficiency.

**Objective 3: Addressing transport and movement**

1. Facilitate a modal shift in transport choice by creating a place that is designed for people travelling on foot and by bike rather than by cars and optimising high quality opportunities for travel by public transport.

2. Ensure that new community facilities and services can be accessed by high quality and safe routes for walking and cycling as well as appropriate public transport networks in order to reduce the need to travel by car.

3. Create, maintain and enhance sustainable linkages (by public transport, cycling, walking) within the development and to surrounding areas, including to existing and proposed employment sites, central Leicester, Syston train station, established local centres and the Green Wedge.

4. Enhance and create highways connections within the site and to surrounding areas to provide for appropriate vehicular access. Design roads to reflect their function within the street hierarchy.

**Objective 4: Delivering high quality housing**

1. Ensure housing is of a high quality and contributes to the creation of distinctive neighbourhoods.

2. Provide a balanced mix of high quality housing to meet a range of identified demands and needs with appropriate provision for affordable housing that is indistinguishable from open market housing.

**Objective 5: Economic and employment opportunities**

1. Promote a variety of employment opportunities that will sustain growth and assist in realising both opportunities for the regeneration of Thuramaston/north east Leicester and economic growth in the Leicester PUA. Ensure that any office provision complements that in Leicester City centre.

2. Support opportunities for new and developing business by planning for smaller scale employment uses including start up and incubator units which can be integrated with residential areas.

3. Encourage diversity in employment options by making provision for home working and flexible/adaptable work space.

**Objective 6: Social, community and cultural benefits**

1. Develop a place that supports and promotes social inclusion, encourages well-being, respects cultural diversity and creates a place that is safe and welcoming.
2 Provide social and community facilities that meet the recognised needs of the community and integrate with existing provision in the surrounding area.

3 Seek to involve local communities in planning for ‘neighbourhood’ centres that provide a diverse range of accessible community facilities and services which will support and sustain growth and meet the needs of a diverse population.

4 Preserve and enhance acknowledged heritage assets within the area.

5 Ensure that appropriate mechanisms are put in place for the successful long term maintenance and management of the place, including open space.
Appendix 2  CBC Evidence Base Documents

1  CBC Five Year Land Supply 2014 to 2019
2  Leicester and Leicestershire Strategic Housing Market Assessment 2007/8 (December 2008)
3  CBC Affordable Housing Economic Viability Assessment (April 2010)
4  Leicester & Leicestershire Housing Requirements Project (September 2011) prepared by GL Hearn
5  CBC Residual Housing Strategic Market Testing (July 2012) prepared by BBP Regeneration
6  CBC Strategic Housing Land Availability Assessment (2012)
7  CBC Housing Requirements Study (October 2013) prepared by jgconsulting
8  Sustainable Urban Extensions – Housing & Employment Land Study (March 2010) prepared by Prospect Leicestershire
9  Leicester and Leicestershire HMA Employment Land Study (January 2013)
10  Leicester & Leicestershire HMA Authorities: Growth Infrastructure Assessment (April 2009) prepared by Roger Tym & Partners and URS
11  Charnwood Sustainable Community Strategy (2008)
12  Setting a Strategic Direction – Transport Assessment for CBC Stage 1 (May 2012), prepared by MVA
13  Setting a Strategic Direction – Transport Assessment Stage 2 (February 2013), prepared by MVA
14  The Charnwood Landscape Character Assessment (July 2012)
15  CBC Service Centre Capacity Assessment (December 2011)
16  CBC PPG17 Open Spaces, Sport and Recreation Study (2010)
17  CBC Retail and Town Centre Study Update (February 2013) prepared by Peter Brett Associates
18  CBC Strategic Flood Risk Assessment (April 2008) prepared by ENTEC
19  CBC Extended Phase 1 Habitat Survey (August 2008), prepared by White Young Green
20  CBC Sustainable Urban Extensions and Directions of Growth Delivery Evidence (December 2012), prepared by DTZ
   Leicester and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2013) and Leicestershire, Leicester and Rutland Gypsy and Traveller Needs Assessment Refresh (May 2013) prepared by De Montfort University Leicester
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Transport
WYG and Steer Davies Gleave

Air Quality, Noise and Vibration
Sustainability, Utilities, Energy and Waste
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Heritage
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