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1 Introduction

1.1 This Planning Summary has been prepared on behalf of the applicant, Commercial Estates Projects Limited and Mr A J Pochin and The Trustees of the Pochin 1997 Accumulation and Maintenance Settlement. It provides an overview of the hybrid planning application for residential-led mixed use development at land to the north east of Leicester. This statement meets the requirement for major planning applications to provide a Planning Application Summary (The Development Management Policy Annex, March 2010).

1.2 CEG and Charnwood Borough Council’s joint vision is to create a locally distinctive, sustainable and thriving new community, well integrated and connected to the surrounding area, providing high quality housing, diverse employment opportunities, vibrant centres and an excellent network of green infrastructure. An investment of £445m will result in a transformational project for the area, providing 4,500 new homes and over 3,000 job opportunities on site. To achieve this, six objectives were agreed with Charnwood Borough and Leicester City Councils.

1.3 The application site straddles the administrative areas of Charnwood Borough Council (CBC) and Leicester City Council (LCiC) and each authority will determine that part of the application which is within its administrative boundary. Full details of the hybrid planning application can be found in the (duplicate) documents and plans submitted to CBC and LCiC. These documents are also available online and via CEG’s planning consultant. Page 20 provides sources of information and a list of the application documents.

Objectives Agreed with CBC and LCiC

1. Ensuring quality of place
2. Having regard to the environment
3. Addressing transport and movement
4. Delivering high quality housing and distinctive neighbourhoods
5. Promoting a variety of economic and employment opportunities
6. Realising social, community and cultural benefits.
2 Background

Context

2.1 Charnwood needs to allocate land for new homes to house a growing population, set to reach 190,700 by 2028. There is also housing pressure given Charnwood’s role as part of the sub-regional housing market, influenced by net migration from Leicester, and other pressures such as smaller household sizes and increased life expectancy.

2.2 CBC demonstrates an objectively assessed need for 790 new homes per year, with a total for 2006 – 28 of 17,380 units. Almost 6,000 of these new homes remain to be delivered within the Leicester Principal Urban Area (PUA).

2.3 The North East of Leicester Sustainable Urban Extension (NEoSUE) presents a major opportunity to develop a high quality and sustainable extension to the Leicester PUA. Both Councils have identified the area as a suitable location for an SUE. With 4,500 homes it is key in meeting CBC’s strategy to address the housing needs.
3 Principle of Development

3.1 There is a significant evidence base that NEoL is the most appropriate location for an SUE. It is the only location capable of accommodating an SUE adjacent to the Leicester PUA.

3.2 The proposal for development here has been assessed over several years throughout the production of the (now revoked) Regional Strategy and the emerging Charnwood Local Plan (2013).

3.3 The site has been allocated within Charnwood’s emerging CSLP and the application complies with the objectives of this allocation, providing a comprehensive, masterplan-led approach to realising the vision for the NEoLSUE.

3.4 This coordinated approach to a complex development will secure a wider range of facilities and benefits, that could not arise from a piecemeal approach to development.

3.5 A vision for the NEoLSUE has been agreed in partnership with CBC and LCiC.

Vision Agreed with CBC and LCiC

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 The Proposal

The Site

4.1 The site covers approximately 360 hectares. On the edge of the urban area, it is a very sustainable location with access to existing services and facilities such as health, education, jobs and open space, encouraging sustainable travel patterns.

4.2 It is close to the communities of Hamilton and Thurmanston to the south and west. Areas of open countryside and the villages of Barkby and Barkby Thorpe are located to the east and north.

4.3 The East Midlands Mainline runs alongside part of the western boundary.

4.4 The majority of the site is in agricultural use and the southern part, adjacent to Hamilton and the industrial/business park, includes Hamilton Country Park.

4.5 Various lanes run through the site as well as a designated bridleway and several footpaths/cycleways.
The Application

4.6 CEG appointed a team of leading consultants to review the various issues, liaise with key organisations including LCiC, CBC and Leicestershire County Council (LCoC) and advise on the key components of the scheme. This has included workshops and meetings to help inform the scope of the planning application as well as the site’s allocation within the emerging CBC LPCS. The design and parameters to apply to the development are of particular importance in ensuring any that the scheme is sited and functions well in relation to its surrounding such as Hamilton Medieval Village, Hamilton Country Park and the villages of Barkby and Barkby Thorpe.

4.7 The outline part falls within Charnwood Borough and the detailed part within Leicester City.

The hybrid planning application seeks:

i. 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).

ii. Outline 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).
5 The Masterplan

5.1 The masterplan has evolved from a design concept which identified the design objectives for the site balancing the context and topography, the agricultural landscape setting of Barkby and Barkby Thorpe, the relationship and links to the urban fringe of Leicester and the need to deliver housing, community and leisure facilities, open spaces and employment.

5.2 The concept connects to Hamilton Country Park and draws the open spaces through the site, connecting with the existing urban fringe. A green infrastructure network defines three areas for development to provide walkable neighbourhoods and distinct yet integrated communities of varying character.

5.3 As part of the preparation of the masterplan a thorough study was undertaken of local towns and villages.

5.4 Whilst the application for the SUE is in outline, it has been tested to ensure that the development can accommodate all the required infrastructure, services and facilities as well as the 4,500 dwellings.

5.5 The masterplan iterations have developed through design review with ATLAS and OPUN and in consultation with the councils, statutory consultees and the local community. The design process is explained in the Design and Access Statement.
6 Housing

6.1 Providing up to 4,500 dwellings within the SUE accords with the site’s emerging allocation in the CBC CSLP.

6.2 The SUE will provide a mix of tenures with up to 30% affordable housing subject to economic viability, market conditions and other infrastructure requirements which will be calculated as detailed elements of the scheme are progressed.

6.3 A mix of dwelling sizes will be provided. The final mix and type will respond to market research and reflect the existing character. For example, bungalows are proposed along the eastern edge of Thurmaston.

<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>1350 - 2025</td>
</tr>
<tr>
<td>3 – 4 Bed</td>
<td>45 – 65</td>
<td>2025 - 2925</td>
</tr>
<tr>
<td>5+ Bed</td>
<td>5 – 10</td>
<td>225 - 450</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100</td>
<td>4500</td>
</tr>
</tbody>
</table>

6.4 Specialist housing is also proposed to meet the needs of an ageing population. A site for gypsies and travellers could be provided on land reserved for this purpose adjacent to the A607.

6.5 The density of development will be varied across the site. This will enable a variety of house types to be provided and lower density areas created on the edge of development, creating a transition to the open countryside.

6.6 In summary, the SUE will provide the mix of housing types and tenures required to create mixed neighbourhoods and meet the varying needs of the community. The SUE will create high quality homes in an attractive environment. The range of housing units (tenure and size) will ensure that the SUE can flexibly meet a wide variety of needs in both the short and longer term.
7 Employment

7.1 The Economic Statement sets out the economic context and benefits of the proposal, including construction and operational impacts.

7.2 The masterplan identifies nearly 13 hectares of employment land. The possible quantity and type of employment floorspace which could be developed has been informed by Charnwood’s evidence base and NLP’s economic assessments.

7.3 The SUE will be an important source of new employment land for high quality premises, increasing the range and choice of stock available locally.

7.4 In addition, jobs will be created through the provision of schools, retail space, an hotel, health centre and community facilities on the site.

7.5 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.

7.6 The main employment site will provide for a range of B-class uses with the main opportunity likely to be for light industrial uses with ancillary offices. There is an opportunity for design and build schemes to meet bespoke occupier requirements. The scale is likely to be similar to the smaller units at Hamilton Business Park. The scale of units decrease towards the adjacent housing areas. Boulevard tree planting will assist in screening the buildings on the highest part of the site (see sketch to the left).

Indicative layout of employment area (railway line to the west) (Source: NLP)

Indicative sketch view within employment area (Source: NLP)

Headline economic benefits of the NEoLSUE (Source: NLP)
8 Retail and Community Facilities

8.1 A centre which acts as a focal point for the community, providing goods and services close to where they live, is an essential part of a sustainable community. To promote sustainable patterns of activity and movement, which reduce the need to travel, the Retail Assessment demonstrates a requirement for a district centre and two local centres in accessible locations within the SUE. These are illustrated on the masterplan and the proposed floorspace is set out in the table to the right.

8.2 The retail provision proposed meets the needs and demands of the new population and is accessible to existing communities, improving the range and choice of services available to them locally.

8.3 In addition, provision has been made for health and dental care, an hotel, along with facilities such as a library and sports facility which could function as a community leisure centre.

<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>
<tr>
<td><strong>District Centre Sub-Total</strong></td>
<td><strong>17,000</strong></td>
</tr>
</tbody>
</table>

<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>
<tr>
<td><strong>Local Centres Sub-Total (combined)</strong></td>
<td><strong>3,000</strong></td>
</tr>
</tbody>
</table>

| Overall Total | **20,000** |
9 Education Facilities

9.1 The education needs of the SUE can also be fully met by the proposals. There is no surplus capacity in existing primary school provision so it is proposed to provide for up to three primary schools within the NEoLSUE to meet the anticipated needs of the new population.

9.2 There is some existing capacity at secondary school level in the local area. A reserve site has therefore been included within the SUE for a secondary school, should it be required in later phases of the development for a new facility or possibly a relocation. The potential to expand an existing school could meet the needs and this issue will be discussed further to ensure the most appropriate provision is made.

Indicative layout plan of District Centre (Source: NLP)
10 Transport and Access

10.1 The traffic impacts of the SUE have been of particular interest to local residents.

10.2 A Transport Assessment (TA) and Framework Travel Plan (FTP) are included within the Environmental Statement. Key features are described below.

10.3 An important aspect of the masterplan is the inclusion of sustainable transport options. The masterplan provides a pedestrian and cyclist friendly environment and a high level of permeability within the site. The SUE provides for walkable neighbourhoods; residents are generally within 400m of district/local centres, which are accessible via high quality, safe and direct walking, cycling and public transport routes.

10.4 The high street through the district centre, the heart of the NEoLSUE, has been designed to a pedestrian scale with the opportunity for a 20mph limit on vehicular traffic.

10.5 Additional and improved pedestrian and cycle links to Hamilton, the City Centre and Thurcaston are also proposed, further improving accessibility and integration between the communities.

10.6 A bus route will also run through the NEoLSUE serving all residents and connecting them with the wider area. A ‘bus only’ link at the northern end of Colby Drive will help facilitate this.

10.7 To promote opportunities for everyone to pursue travel modes other than the private car, the FTP sets out a package of measures (which will be secured by legal agreement) including:

1. Bus service provision from first occupation
2. Free travel pass per household (first 1700 dwellings)
3. Travel packs for all new staff and households
4. A community website
5. Car share scheme
6. Pool bike scheme and cycle training/maintenance workshops

Access points and connections with Thurcaston (Source: NLP)
10.8 To adequately serve this SUE, road links are required to the north west and south. These have been discussed in detail with various Councils.

10.9 The southern link will provide road, cycle and footpath connections to Hamilton and the City. As part of this an extension to the existing Green Wedge in the form of accessible open space, is provided.

10.10 The scheme will enhance the existing Country Park and create a high quality and safe access routes to and from the SUE. Dynamic landscaping forms a key part of this proposal, screening views of the industrial estate and increasing biodiversity and visual interest. To the west of the road ecological improvements will be provided. To the east will be a significantly enhanced community space, focused on improving the quality of useable informal recreation space. To the north of the industrial estate new community pitches will be provided.

10.11 A new link road to the north-west will provide road connections to the A607, limiting impacts on Barkby Thorpe Road and the ‘Asda’ roundabout.

10.12 These new access points, along with the new spine road of the SUE ‘main street’ will relieve ‘rat-running’ on some of the minor rural roads and through local villages.

10.13 Improvements are also proposed to the wider network to secure integration and address the impact of development.

10.14 The SUE establishes an opportunity to shift travel by private car to walking, cycling and public transport by integrating routes and funding sustainable travel improvements. As a strategic development it delivers an appropriate and comprehensive package of transport improvements to mitigate against impacts.

Southern access landscape proposals
(Source: Tyler Grange)
11 Environment and Green Infrastructure

11.1 The SUE seeks to create a place that has good access to a variety of green spaces and facilities, known as “green infrastructure”.

11.2 The masterplan includes significant provision for open space in accordance with Charnwood’s standards, as set out below.

<table>
<thead>
<tr>
<th>Open Space Category</th>
<th>CBC Requirement (approx.)</th>
<th>Masterplan Provision (approx.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks</td>
<td>3.6ha</td>
<td>48.61ha</td>
</tr>
<tr>
<td>Natural and semi-natural green space</td>
<td>23.0ha</td>
<td>61.43ha</td>
</tr>
<tr>
<td>Amenity green space</td>
<td>5.0ha</td>
<td>5.99ha</td>
</tr>
<tr>
<td>Facilities for children</td>
<td>22 sites</td>
<td>0.28ha (7 sites*)</td>
</tr>
<tr>
<td>Facilities for young people</td>
<td>22 sites</td>
<td>0.28ha (7 sites*)</td>
</tr>
<tr>
<td>Outdoor sports including playing pitches and tennis courts</td>
<td>29ha including 13ha of playing pitches and around 5 tennis courts</td>
<td>29ha including 13ha as community use pitches and tennis courts</td>
</tr>
<tr>
<td>Indoor courts</td>
<td>4 courts</td>
<td>4 courts</td>
</tr>
<tr>
<td>Allotments</td>
<td>4.0ha</td>
<td>4.11ha</td>
</tr>
</tbody>
</table>

* Provision for children and young people has been based upon Policy CS15 and the qualitative objectives of guidance within Fields In Trust.

11.3 There will be a considerable improvement in public access to quality open space for leisure and recreational purposes for existing residents.

11.4 LCiC requires the SUE to be integrated to the City. Whilst the application does affect Hamilton Country Park, the scheme significantly increases the amount of accessible open space for existing residents. At present open space in Hamilton, including the Country Park, extends to about 35ha - in the future an additional 137ha will be available.

11.5 The ES assesses ecology and biodiversity. In addition to the benefits of extending the existing green network, there are overall gains to ecology by converting farmland into a more diverse green-space, which can be managed for greater biodiversity.
11.6 A number of management options for this open space are currently under consideration and will be worked up as the application progresses. However, the provision of this public open space and its subsequent management will be required within the S106 legal agreement.

11.7 The ES assesses the proposals in relation to heritage and archaeology, concluding there are no adverse impacts which cannot be mitigated against by considered design and siting and existing and new landscaping.

11.8 The development will implement sustainable design and construction principles and provide for renewable energy. A sustainable approach will be taken to waste management. Overall, the NEoLSUE represents a sustainable development which responds effectively to environmental considerations. The SUE seeks to deliver low and ultimately zero carbon development, minimise environmental pollution, tackle social inequalities, protect natural habitats and make efficient use of resources whilst at the same time enabling economic growth.

11.9 The entire site falls outside the floodplain, with little or no flood risk, with the exception of a small area in the northern part of the site which falls within Flood Zone 2 and has been allocated for open space facilities. A Flood Risk Assessment shows the development can be mitigated against flooding and a drainage strategy ensures there is no increase in the run-off rate of surface water.
12 Consultation and Community Involvement

12.1 CEG recognises the importance and value of pre-application discussions and consultation. Extensive pre-application consultation has been undertaken, starting in 2008. A Working Protocol (April 2012) was agreed with CBC and LCIC, followed by a Planning Performance Agreement (PPA).

12.2 Consultation has been undertaken with interest groups, public bodies and local residents and includes two major public exhibitions. A Liaison Group was set up in September 2013. Full details are set out in the Statement of Community Involvement (SCI).

12.3 CEG has spent considerable time and effort discussing the proposals and seeking comments. The feedback from the exhibitions has informed the proposals now submitted.

12.4 Some of the key findings from the July 2013 consultation are:

**Are you aware of the urgent need for new homes in Leicestershire?**

66% of respondents were aware of the urgent need for new homes in Leicestershire and the majority supported the range of local facilities proposed.

12.5 Respondents also supported the provision of public open space and new walking and cycling routes.

12.6 The feedback received, along with comments from specialists during Design Review and council workshops, has been an important influence on the emerging design of the development and numerous changes have been made to the masterplan as a result.

12.7 It is CEG’s intention to continue to engage with local interest groups, residents and other interested parties during the Council’s consideration of the proposal and subsequent stages, of the development process.
13 Environmental Assessment

13.1 The planning application is accompanied by an Environmental Statement (‘ES’) which sets out the findings of an Environmental Impact Assessment (‘EIA’) of the proposal.

13.2 EIA is a process undertaken in respect of certain type of development as part of the planning process. It provides a means of analysing the effects of an emerging project and, depending on the outcomes, informs the design. The ES draws together the findings of the analysis of the likely significant environmental effects. This assists the local authorities, statutory consultees and other stakeholders in the understanding of impacts arising from the development.

13.3 The NEoL SUE EIA has considered effects during the construction and after completion of the SUE. The ES includes a Transport Environmental Assessment, Framework Travel Plan, Flood Risk Assessment, Historic Travel Appraisal, Air Quality Assessment and various ecology surveys.

13.4 The analysis starts by establishing the existing situation – the “baseline” – and then explores whether there are any significant effects arising from the proposed development. The degree of significance is also considered and whether the impact is positive/neutral/negative. Where significant adverse effects on the environment are identified, mitigation measures to prevent, reduce and offset these effects are specified.

13.5 The main conclusions from the EIA, on a topic by topic basis are summarised below.

<table>
<thead>
<tr>
<th>Environmental Topic</th>
<th>Summary of Effects from the scheme once mitigation measures are in place</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>During Demolition &amp; Construction</td>
</tr>
<tr>
<td>Landscape and Visual Impact</td>
<td>Varying from moderate to minor short term adverse impacts for different views as construction proceeds</td>
</tr>
<tr>
<td>Ecology and Nature Conservation</td>
<td>Short term adverse on breeding and wintering birds, brown hare and grassland. Neutral/positive for other receptors</td>
</tr>
<tr>
<td>Water Environment</td>
<td>Neutral/negligible</td>
</tr>
<tr>
<td>Transport</td>
<td>Short term negligible adverse effects</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Negligible/short term adverse effects for some locations with 10m of construction works</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>Neutral/negligible</td>
</tr>
<tr>
<td>Socio-economics</td>
<td>Moderate beneficial on construction jobs</td>
</tr>
<tr>
<td>Heritage</td>
<td>Minor beneficial on archaeological recordings, minor short term adverse when construction activity is nearby on the setting of nearby conservation area effects</td>
</tr>
<tr>
<td>Agricultural and Land Use</td>
<td>Moderate adverse due to loss of some agricultural land</td>
</tr>
<tr>
<td>Cumulative Effects</td>
<td>No effects</td>
</tr>
</tbody>
</table>
14 Planning Obligations / Conditions

14.1 Planning permission will include planning conditions and a S106 agreement to ensure the required infrastructure and mitigation measures are implemented. Heads of Terms for the s106 are likely to include the following commitments:

1 Transport: Contributions to highways and public transport improvements, both on and off site. A Travel Plan setting out a package of measures.

2 Affordable Housing: Up to 30% of the total number of residential units, subject to market conditions and economic viability.

3 Education: Sites for up to three primary schools and a reserve site for a secondary school.

4 Medical Facilities: Contribution towards the cost of new medical facilities within the district and/or local centres.

5 Green Infrastructure Management: To cover the provision, maintenance and management of all green infrastructure e.g. formal and informal open space, allotments, sports pitches and play areas.

6 Surface Water: Land for Sustainable Drainage Systems (SuDs) and provision for its management.

7 Community Liaison Group: A forum to be established for the duration of the project.

8 Phasing Schedule: Triggers and delivery for the provision of these obligations.

14.2 Planning conditions will refer to parameter plans. These create a framework within which the detailed design will be prepared. There are six parameters, three of which are shown on this page. The others address:

- extent of built development (plan 1)
- building heights (plan 3)
- access (plan 4).
15 Conclusions

1 The principle of development of 4,500 dwellings and up to 13ha of employment land, along with associated facilities and infrastructure, is supported by the emerging Charnwood Local Plan. Leicester City identified this area as a suitable area for search.

2 The proposals make a significant contribution to meeting the objectively assessed housing need, for the Borough.

3 Public consultation has been extensive and has helped to shape the masterplan. It will continue over the duration of the development (15-20 years).

4 The masterplan has also been informed by a thorough analysis of local urban areas and villages, resulting in the creation of a scheme that is firmly based on the character and pattern of development in Leicestershire.

5 The design principles and important aspects of the site’s context have been positively responded to, creating an attractive and diverse development which relates well to and contributes to its surroundings.

6 Sustainability considerations — social, economic and environmental — are the main drivers of the design and operation of the development.

7 The essential aspects of the masterplan have been captured in a series of parameter plans which provide a framework for the detailed design stages.

8 A £445m construction investment will transform the area and once operational the site alone will provide 3,000 jobs.

9 The residential-led mixed use development will be accessible to all and well connected to existing communities.

10 High quality employment land will provide important opportunities for existing and new businesses.

11 Transport related opportunities to reduce congestion and pollution on local roads and link into and improve high frequency bus routes. The design incorporates a high quality network of cycleways and pedestrian routes.

12 Community benefits will include job provision, training programmes, affordable housing, education and medical provision and usable open space.

13 Biodiversity benefits through extending the existing green network and converting low value farmland into a more diverse green-space with appropriate management.

14 The open space and community facilities, including the district centre, will be accessible and of benefit to existing neighbours. Convenient links have been deliberately incorporated into the scheme.

15 A S106 legal agreement will ensure the infrastructure, facilities and services set out in this proposal are established and managed appropriately.

Overall, the proposed development provides a comprehensive, masterplan-led approach to the realisation of the vision and six objectives that have been agreed for the NEoLSUE. The proposed development will bring significant benefits to the area, including the delivery of housing to meet local needs and a significant increase in accessible open space.
Sources of Information

Documents submitted with the planning application:

1. Planning Application Form, Certificate C and Agricultural Holdings Certificate
2. Design and Access Statement
3. Planning Statement
4. Economic Statement
5. Retail Assessment
6. Appendix to Retail Assessment
7. Statement of Community Involvement
8. Sustainability Statement
9. Outline Energy Statement
10. Ground Conditions Statement
11. Green Infrastructure Study
12. Utilities and Wastewater Statement
13. Waste Strategy
14. Landscape Framework Plan
15. Application Drawings & Parameter Plans (detailed and illustrative)
16. Environmental Statement comprising:
   - Volume 1: Non-Technical Summary
   - Volume 2: Technical Studies
   - Volume 3: Appendices including Transport Assessment and Framework Travel Plan

Sources of Information

Council Sources:
A full copy of the planning application and Environmental Statement can be viewed in the following locations:

Charnwood Borough Council,
Development Control, Southfields,
Loughborough, Leicestershire LE11 2TN

Leicester City Council,
Planning Management and Delivery,
Welford Place, Leicester LE1 6ZG

The documents will also be available on the council websites at the following links:

www.portal.charnwood.gov.uk/Northgate/PlanningExplorerAA/Home.aspx
www.rcweb.leicester.gov.uk/planning/onlinequery/mainsearch.aspx

CEG Sources:
A full copy of the planning application and the Environmental Statement can be viewed at:

www.thurmastonurbanextension.co.uk

DVD copies can be purchased for £5 through CEG’s planning consultant:

Nathaniel Lichfield & Partners
14 Regent’s Wharf
All Saints Street
London, N1 9RL

T: 020 7837 4477
Client
Commercial Estates Group

Planning Consultant
Environmental Impact Assessment Co-ordination
Retail Planning and Economics
Nathaniel Lichfield & Partners

Project Manager
Hawksmoor

Masterplanning
Nathaniel Lichfield & Partners and Civic Studio

Landscape and Visual Impact
Tyler Grange

Ecology and Nature Conservation
Baker Consultants

Water Environment
Weetwoods

Transport
WYG and Steer Davies Gleave

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

Education
EFM

Heritage
CgMs

Agriculture and Soils
SES Ltd

Community Engagement
Beattie Communications

Viability
Brookbanks

Legal Advisor
King & Wood Mallesons SJ Berwin