

**General Comments**

| <b>Contributor</b>                      | <b>Summary of Comments</b>  |
|---|---|
| RN45/5<br>CPRE - Charnwood              | <p>The emphasis appears to be on 'development' rather than 'sustainable'. The employment section needs to focus and tease out the deeper sustainability issues:</p> <ul style="list-style-type: none"> <li>• Type of economic growth, quality or quantity of growth;</li> <li>• Encouragement of 'environmentally friendly' businesses;</li> <li>• Location, design and construction of new employment development should generate energy on site;</li> <li>• Balance between recycling old employment sites for new employment or housing;</li> <li>• New employment sites on greenfield sites;</li> <li>• Criteria for identifying employment sites;</li> <li>• New employment sites should have secure cycle storage as part of a Section 106.</li> </ul>                          |
| RN50/3 Highway Agency                   | <p>Current focus for employment development in Loughborough at Dishley Grange is likely to be dependent on access via A6. Development of this area should be accompanied with proposals to encourage sustainable modes of transport.</p>  |
| RN64/4<br>Ms Humphreys                  | <p>Sites in Loughborough for science park or strategic employment need to be readily accessible by a range of transport modes. Should include a covered cycle storage area with capacity 20% of allocated car parking, to be implemented in first phase of any development. To be laid out so pedestrians can access safely.</p>  |
| RN63/9<br>Action for a Better Charnwood | <p>The emphasis appears to be on 'development' rather than 'sustainable'. The employment section needs to focus and tease out the deeper sustainability issues:</p> <ul style="list-style-type: none"> <li>• Type of economic growth, quality or quantity of growth;</li> <li>• Strategy of building on research of local universities developing environmental innovation as a feature;</li> <li>• Encouragement of 'environmentally friendly' businesses;</li> <li>• Location, design and construction of new employment development should generate energy on site;</li> <li>• Balance between recycling old employment sites for new employment or housing;</li> <li>• New employment sites on greenfield sites;</li> <li>• Criteria for identifying employment sites.</li> </ul> |
| RN69/3 Ms Youngs                        | <p>LDF states need more employment land and that certain Loughborough wards have high unemployment, but textile and manufacturing skills would seem to be unrelated to those needed in science and technology. This seems to indicate a need for other types of units; start up units, small workshops, which could be based in residential areas where there have been factory closures.</p>   |
| RN69/4 Ms Youngs                        | <p>Loughborough is a town, not a city, thus should not compete with the three cities. People's quality of life should be considered when thinking about whether further development is desired. What about the Borough's larger villages/small towns, do they have facilities to retain their vitality?<br/>Desirable to have more community groups in Loughborough, like Burder Street and Storer Road, so they can participate in consultation in their own area.<br/>Need to promote local services in rural localities and small villages, such as post offices, banks, and grocery store as a</p>  |

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|                                  | minimum. They have employment benefits, so travel is reduced. It would benefit elderly and those without cars.   |
| RN83/4<br>S Bradwell             | Provide local employment in Loughborough and other principal settlements – these should not become dormitory towns as this is contrary to the notions of sustainability.<br>Within Loughborough the main existing sites and new site tend to be located on the edge of town away from residential areas – essential that they are well served by public transport to discourage the use of private cars. |
| RN91/2<br>AstraZeneca            | Request reference is made to AstraZeneca in the Framework to recognise the significant role the company plays in the local economy and that sufficient flexibility is afforded to continue operations and expansion in Loughborough.   |
| RN110/4 Hoton Parish Council     | Old gas experimental plant near Burleigh Court or area off Snells Nook Lane.   |
| RN112/5 Wymeswold Parish Council | The council is committed to have a thriving farming and cottage industry within the Parish. Industrial development should be on the airfield. Need cycle paths to the airfield, Hoton and Loughborough.  |

### Question 7: Are there any brownfield or greenfield sites in Charnwood that would be suitable for:

#### a) a substantial science park of up to 50 hectares close to the university in Loughborough?

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|------------------------------------|--|
| RN03/7 Andrew Granger & Co         | Wymeswold Airfield.  |
| RN19/7 Mr Porter                   | Rothley or Woodhouse- they are not in a floodplain.  |
| RN24/6<br>Thorpe Acre 2000         | Land that would be able to deliver a District Level Country Park at Garendon.  |
| RN34/5<br>T Birkinshaw             | Probably not brownfield. Greenfield will eat into the Countryside and fail the sustainability test.  |
| RN37/6<br>Woodhouse Parish Council | Effects of construction of Welbeck College in Woodhouse should be monitored over time before any further development in this location is considered.   |
| RN44/2 Mr Seager                   | Object to large science park on a greenfield site. There are several brownfield sites that could be used to distribute science park/small industrial estate. Site is too large for close proximity to a large housing estate. It would mean the demise of a nature reserve and the animals and plants therein.   |
| RN56/2 GVA Grimley (University)    | On land immediately to the west of the existing campus, in the vicinity of the former Gas Research Centre. It is an integral part of the University's expansion of business partnerships, innovation, knowledge transfer and research activities.  |
| RN54/4<br>A Kay                    | There is no brownfield 50-hectare site close to the University! The least damaging greenfield site near the University is south of A512 between university and motorway but will still have a huge negative impact, eliminating the area of separation between Loughborough and Shepshed and urbanising one of main approaches to Loughborough, and views from Charnwood Forest.<br>Requirement for such a large development within the timescale of the LDF questionable considering slow rate of |

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|  | development of the existing Science Park. Unrealistic to expect there to be a need for 50 hectares of land within 15 years. This is Loughborough, not Cambridge! Make sure the need for 50 ha is realistic and that greenfield land is only used after all other options have been exhausted; eg. some high-tech enterprises are accommodated on the campus. Science Park should be a showcase and incorporate highest standards of sustainable design.  |
| RN50/6 Highway Agency  | Located near University Campus would encourage new development related traffic to use the A512 and M1, rather than the A6. Issues paper suggests this is an ideal location, close to the University.   |
| RN71/3 William Davis Ltd   | Land in the area of Snells Nook Lane, adjacent existing science park and a natural extension to the campus, would fulfil size requirement. This area extends to circa 50 ha. A mixed use, incorporating residential would be more appropriate in this area. It would require redefinition of Charnwood Forest Policy Area, although otherwise would not have an adverse impact.  |
| RN63/15<br>Action for a Better Charnwood                                     | Sites for a science park should be readily accessible by a range of transport modes, include a covered cycle storage area of more than 20% of allocated car parking implemented in first phase of development and be laid out so pedestrians can access it safely.   |
| RN69/2 Ms Youngs   | A potential brownfield site maybe the former Brush, Ladybird Books and Morris sites. They seem to offer access by public transport as not far from rail station and served by South Notts bus route.   |
| RN82/4<br>Pegasus Planning Group (David Wilson Estates/ Wilson Bowden Devts) | Land to west of Loughborough at Snells Nook Lane (under David Wilson Estates/Wilson Bowden Devts control): close to the University, existing employment development and the strategic road network. Well located to meet sustainable development objectives in terms of public transport and close proximity to existing housing areas.  |
| RN85/7<br>Leicestershire County Council                                      | Allocations for development should follow the sequential approach – the County Council cannot recommend any particular site. Any new development will have transport implications that will need to be addressed.  |
| RN86/1 FPDSavills (Grace Dieu & Garendon Estates)                            | Land at Snells Nook Lane – the site lies close to the university, fronts the A512 and easy access to J23 of the M1 motorway. (Map included)  |
| RN92/3 Mr Pickford   | Wymeswold Airfield- the area on which the racetrack is sited and adjacent to the industrial estate would be more suitable for a science park. A brownfield site for which current use is unsatisfactory and contentious. Advantages of a science park are the little employment in the east side of the railway at Loughborough and north east of the Borough. It would provide sustainable employment and development, and regenerate existing site. Areas around Loughborough University and some parts of town are saturated with students, causing problems as reported in Ashby corridor. Development near University would exacerbate these problems. Airfield a little further away would not exacerbate problems and may reduce them. In a parkland setting the Science Park through careful landscaping and planting could match in with existing countryside. It would have social and economic advantages to local area and give some hope and opportunity for employment of youth in the villages. Those employed at science park may find the local housing meets their social aspirations. |

### b) a strategic employment site of some 20 hectares close to Loughborough?

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| RN03/8 Andrew Granger & Co   | Wymeswold Airfield.  |
| RN19/7 Mr Porter   | Rothley or Woodhouse they are not in a floodplain.   |
| RN24/7 Thorpe Acre 2000  | Land that would be able to deliver a District Level Country Park at Garendon.  |
| RN34/6 T Birkinshaw  | Probably not brownfield. Greenfield will eat into the Countryside and fail the sustainability test.  |
| RN42/1 Marcus Bates Development Consultants                              | Lodge Farm, Quorn Fields is an excellent opportunity because an employment site located to the south side of Loughborough would present a sustainable pattern of development, linking in with existing housing area on the south side of town and new housing at Grange Farm. It would redress the imbalance where a majority of the town's employment areas are located north of the town centre. In this area there would be opportunity to offer park and ride facility to serve the town from the hinterland to the south. Part of the overall development could provide an extension to the Loughborough cemetery which is understood to be nearing capacity. Well located to connect into A6 and Leicester Northern Bypass/A46. Provide an important gateway to the town from the south. |
| RN56/3 GVA Grimley (University)  | May find that additional land to the west of Loughborough is required for some form of strategically related employment development.   |
| RN54/5 A Kay   | Unsure what a "strategic employment site" is, but there is brownfield land on the north-east of Loughborough, close to the railway, which should a priority for employment development. However, land close to the railway should be reserved for industries requiring substantial movement of goods, for which the railway could be used. 20 hectares would make it worthwhile building new railway sidings for this purpose. Any major employment development should follow principles of sustainable design as set out in RN54/4.   |
| RN50/7 Highway Agency  | Most favoured locations are the west side of town, or the south side near the A6, which would benefit from proximity to residential development, off Epinal Way.   |
| RN71/4 William Davis Ltd   | Rear of Shepshed lorry park on northern side of Ashby Road East. Offers excellent links to strategic highway network, unaffected by physical or environmental constraints (landscape or floodplains), and would not have a significant landscape or visual impact.<br>Land adjacent Dishley Grange should be reassessed for inclusion within the existing employment allocation. It was originally identified as part of the Loughborough-Hathern Green Wedge but removed in later modifications in the local plan.  |
| RN63/16 Action for a Better Charnwood                                    | Sites for a large strategic employment site should be readily accessible by a range of transport modes, include a covered cycle storage area of more than 20% of allocated car parking implemented in first phase of development and be laid out so pedestrians can access it safely.  |
| RN82/5 Pegasus Planning Group (David Wilson Estates/Wilson Bowden Devts) | Land to west of Loughborough at Snells Nook Lane (under David Wilson Estates/Wilson Bowden Devts control): close to the University, existing employment development and the strategic road network. Well located to meet sustainable development objectives in terms of public transport and close proximity to existing housing areas.  |
| RN85/8 Leicestershire County   | Allocations for development should follow the sequential approach – the County Council cannot recommend any particular site. Any new development will have transport implications that will need to be addressed.  |

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| Council  |  |
| RN86/2 FPDSavills<br>(Grace Dieu & Garendon Estates) | Land at Snells Nook Lane – the site lies close to the university, fronts the A512 and easy access to J23 of the M1 motorway. (Map included)  |
| RN91/3<br>AstraZeneca                                | Support allocation of Dishley Grange, Hathern for employment in the adopted Local Plan and request the allocation is carried forward into the Framework. The associated highway improvements will bring significant benefits to the area and the dedicated access road to AstraZeneca is vitally important to provide flexibility for the long term development of the AstraZeneca site for research and development. Dishley Grange, at 20 hectares it is a significant employment allocation meeting the objective of strategic employment site close to Loughborough. |
| RN93/2<br>Network Rail                               | Land at the EWS freight site near Loughborough station has development potential for commercial uses. The site is allocated in the adopted Local Plan as (Burder Street) 'opportunity site'.   |

### c) a strategic employment site of some 30 hectares close to Leicester?

| Contributor  | Summary of Comments   |
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| RN03/9 Andrew Granger & Co   | Land at Anstey.   |
| RN24/8<br>Thorpe Acre 2000   | Land that would be able to deliver a District Level Country Park at Garendon.   |
| RN34/7<br>T Birkinshaw   | Probably not brownfield. Greenfield will eat into the Countryside and fail the sustainability test.   |
| RN50/8 Highway Agency  | Most favoured locations given current restraints on A46 and A6 is in vicinity of A46/A5630 junction near Anstey. Alternatives around Syston and Thurmaston would benefit from less congested radial routes into Leicester, although should be considered in relation to the resolution of capacity constraints at the A46/A607 Hobby Horse Roundabout.  |
| RN71/5 William Davis Ltd   | Options are restricted due to landscape and floodplain issues. Potential sites with good highway options are in exposed areas of open countryside where visual and landscape issues are significant, or sit in floodplains of Soar and Wreake Valleys. The expansion of Rothley Lodge site adjacent A6 would present an alternative, although slightly smaller than 30 ha on its own. It would relate well to the proposed development and have limited landscape and visual impact. Well placed along A6 offering a choice of transport modes. Would compliment our proposals for residential development on land off Mountsorrel Lane, Rothley, and associated link road to Walton Way. |
| RN63/16<br>Action for a Better Charnwood   | Sites for a large strategic employment site should be readily accessible by a range of transport modes, include a covered cycle storage area of more than 20% of allocated car parking implemented in first phase of development and be laid out so pedestrians can access it safely.   |
| RN82/6<br>Pegasus Planning Group<br>(David Wilson Estates/<br>Wilson Bowden Devts) | Land at Thurmaston offers excellent transport links with Leicester, would be an extension to the Leicester urban area and is in Central Leicestershire Policy Area.   |

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| RN85/9<br>Leicestershire County Council | Allocations for development should follow the sequential approach – the County Council cannot recommend any particular site. Any new development will have transport implications that will need to be addressed.                            |
| RN93/3<br>Network Rail                  | Land north of Syston - unused strategic freight site, has potential for commercial development but there would be a need for access improvements which could be provided from funds unlocked by any development of the site. (Map included). |
| RN108/2 Cllr Edwards                    | Should not be on the only remaining green wedge in Birstall, i.e. north of A46, it is certain any such development along with the other southern (city) and western (Ashton Green) developments we would be merged with the city.            |

### Question 8: Which of the existing employment areas in the Borough do you think are most important and should be retained?

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| RN09/2 Mr Strachan   | Most brownfield sites may be limited in size, but suitable for strategic employment sites. In Loughborough the area around Windmill Road, and Bottleacre Lane/Railway Station may be suitable employment sites.  |
| RN11/7 Anstey Parish Plan Group                                | All employment sites in Anstey, unless totally impractical.  |
| RN19/8 Mr Porter   | Build up the Brush site, skilled jobs are needed not more Uni-pen pushing jobs.  |
| RN34/8<br>T Birkinshaw   | All areas in Shepshed and Loughborough due to recent losses in employment areas.   |
| RN53/3 Smith Stuart Reynolds (George Wimpey East Midlands Ltd) | Concerned that the protection of 'key' existing employment sites will restrict the supply of brownfield sites. If this is the case then there must be alternative sites made available to enable the provision of the requisite number of dwellings.   |
| RN70/4<br>GOEM   | Council will have to provide justification for the protection of 'key' existing employment sites.  |
| RN85/10 Leicestershire County Council                          | Employment Policy 5 sets out the criteria for protecting key existing and proposed employment sites.   |
| RN94/11<br>Countryside Agency                                  | Support recognition of need to support new business in rural locations – a strong local economy enhances all aspects of rural life and reduces unsustainable travel patterns.<br><br>Support re-use of existing buildings where this does not result in need for harmful development elsewhere or increase in unsustainable travel patterns. Advocate use of a new approach to planning for all types of economic development in rural areas. Set out in 'Planning for Sustainable Rural Economic Development' promotes criteria based policies. |

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| RN94/12<br>Countryside Agency | Support farm diversification where it helps maintain agriculture as the main land use through subsidising food production or schemes to protect and enhance the character of the landscape. Include policy allowing farm based businesses where negative impacts on the local landscape and buildings of the farm complex are limited and where such activities would not damage the viability of rural settlements as service centres or result in an increase in non-sustainable travel patterns.<br><br>Countryside Agency supportive of a refocusing of agriculture towards integrated land management, combining environmentally friendly food production with marketing of products emphasising quality and local distinctive qualities of produce. |
| RN110/5 Hoton Parish Council  | Belton Road area and around Dishley roundabout is a good industrial centre  |

### Question 13: Are there enough shops in the Borough? If not, what is needed and where?

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|------------------------------------|---|
| RN03/12 Andrew Granger & Co        | Expansion of Rushes development and redevelopment of Loughborough to help niche shops.  |
| RN04/3 New Life Financial Planning | Attract large good stores to town   |
| RN11/11 Anstey Parish Plan Group   | Currently good range in Anstey. To maintain them need to keep local and resist large out-of-town developments accessed by cars.   |
| RN20/1 Mrs Taylor                  | Loughborough town centre is becoming less attractive. It competes with Leicester and Nottingham and is becoming tatty, we do not want to be like these cities. The selling points are Queens Park, Wards End and Churchgate, which should be developed to their advantage. Loughborough should be marketed as a place where people come for a day out. Queens Park and Carillon need to be promoted so people can easily access when in town. Granby St car park retained to provide parking close to park. Big-named shops do not stop people driving to Fosse Park, etc. need small specialist shops. Rushes development should be better integrated in Churchgate, it is uninviting and gives impression of dereliction. Hospital should be developed as a bus station. Links made between Baxtergate and Churchgate to enhance the area of Baxtergate. Idea of 'themed' streets is tacky. |
| RN22/3 Mr Merrick                  | Not enough small shops in Loughborough, and too many licensed premises and food take away shops.  |
| RN19/13 Mr Porter                  | Look how can attract more shops when it is a student led town i.e. drinking   |
| RN24/12<br>Thorpe Acre 2000        | Existing main shopping centres backed by a policy to encourage quality, diversity and choice.   |
| RN31/3<br>M Charlesworth           | The Rushes Centre is an eyesore and a bad retail experience. Pull it down and build a real Mall.  |
| RN34/13<br>T Birkinshaw            | Yes, certainly in Loughborough.   |

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| RN33/6 Mrs Gerrard                                   | There are too many shops in this area, that is why many businesses close and leave vacant shops.   |
| RN45/6<br>CPRE - Charnwood                           | New developments in Loughborough town centre should maximise energy efficiency and energy generation as well as contribute directly to sustainability including public transport.  |
| RN44/4 Mr Seager                                     | Have enough supermarkets and town centres. Would be nice to see traditional traders being encouraged, and the centres of towns and villages retain some of their character.  |
| RN54/9<br>A Kay                                      | Consider the following locations for shops: Valley Road, Belvoir Drive, Park Road, Atherstone Road/Woodbrook Road, Forest Road and Hazel Road/Fairmeadow estate – all Loughborough.  |
| RN64/7 Ms Humphreys                                  | The mix of shops should be protected in Loughborough. Changes of use to A3 should only be given in exceptional circumstances.  |
| RN70/2 Government<br>Office for the East<br>Midlands | When preparing the Development Plan Document, the reference to 'more local centres' should be replaced by the names of the centres that would benefit from the strategy.   |
| RN63/10<br>Action for a Better<br>Charnwood          | New developments in Loughborough town centre should maximise energy efficiency and energy generation as well as contribute directly to sustainability including public transport.  |
| RN83/5<br>S Bradwell                                 | Essential that Loughborough has a viable town centre. Need to improve links between The Rushes and Market Place/Carillon Court to prevent two centres emerging – pedestrianise Biggin Street to provide an attractive route between the two.<br><br>Local centres also need to thrive. Development in Loughborough should not be at their detriment.   |
| RN85/15<br>Leicestershire County<br>Council          | Strategic guidance on this matter is contained in the Central Areas and Shopping chapter of the Structure Plan.  |
| RN87/2<br>Charnwood CVS                              | A post office or shop in settlements.  |
| RN89/5<br>P Hubbard                                  | A6 north – south route creates a key first impression. The Rushes is a poorly integrated scheme that destroys continuity of townscape – need to repair this gash. Also, strong design statements for corner of A6/Aumberly Gap (an eyesore for years) and opposite Sainsburys dry cleaners.  |
| RN89/6<br>P Hubbard                                  | Nottingham Road needs planting, cleaning up, designated as a Conservation Area (20 <sup>th</sup> century buildings and pub) to enforce Article 4 Directions and improve signage.   |
| RN91/6<br>AstraZeneca                                | Town centre does not currently present a consistent quality environment or offer sufficient quality attractions to appeal to a wider representative section of the community. Take into account in any ongoing development to support the attraction of the quality resource needed to sustain and enhance local industry.<br><br>Gateways to Loughborough – bus and rail terminals – which establish first impressions, fall well short of image required to support the objectives outlined. Specifically, the railway station and area around it are, according to some 'enough to make people get straight back on the train'. |

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|---|---|
| RN96/5 Transport 2000   | Enough shops in Loughborough and Shepshed, but not always elsewhere. E.g. post office in Sileby is a long way from village centre, library only open part time, and recently when visited could not find a bank or cash point. Given size of Woodhouse Eaves, Quorn, Rothley and Mountsorrel are restricted in shopping opportunities. Thurmaston, apart from Asda, with a population of 7 or 8,000 has very little and it is spread out. |
| RN97/6 Mr Hill  | Apart from supermarkets most shops are empty, an indication we have enough. If there are too many begin to see many empty shops and others poorly maintained, adversely affecting streetscene, encourages graffiti and vandalism. Food shopping trend towards convenience stores by large groups like Tesco impacts on smaller shopkeepers and takes us to the sorts of problems mentioned.   |
| RN94/16 Countryside Agency                                      | LDF can make loss of local services more difficult by restricting change of use of facilities, unless there are over-riding reasons. For smaller settlements would expect to see a specific policy that seeks to adequately safeguard rural services from change of use, in addition to a suite of policies that seek to maintain vitality and viability (best practice examples included).   |
| RN98/9 Charnwood & North West Leicestershire Primary Care Trust | Give consideration to access to affordable varied food to encourage a balanced diet and consumption of 5 portions of fruit and vegetables a day.  |
| RN108/4 Cllr Edwards  | Shops abound, access is the problem. Car parking difficult, public transport deters people. Support for more farmers market site, and a mobile market van to villages.  |
| RN102/10 A Newtown Linford Parish Councillor (anonymous)        | There are enough shops within the Borough.  |
| RN110/8 Hoton Parish Council                                    | More shops are needed in rural areas and encouragement for more Post Offices.   |
| RN112/4 Wymeswold Parish Council                                | Value small businesses and shops, LDF should continue to protect and enhance these.   |