

Decision under Delegated Powers

Officer Requesting Decision

Local Plans Team Leader

Officer Making the Decision

Head of Planning and Regeneration

Recommendation

That the attached Statements of Common Ground relating to joint work with key partners in the preparation of the Draft Charnwood Local Plan and in the delivery of key strategic sites be agreed to and signed.

Reason

On The Draft Charnwood Local Plan is now subject to examination by an independent inspector appointed by the Secretary of State with hearings due to commence on 28th June.

The National Planning Policy Framework places a duty on local planning authorities to cooperate with each other to address strategic issues relevant to their areas. The duty requires ongoing constructive engagement on the preparation of the local plan and other activities related to the sustainable development of land. A Statement of Common Ground is an agreed written record which demonstrates how the duty to cooperate has been fulfilled.

Statements have also been prepared for key strategic sites to show the commitment of developers to bring forward sites for development in accordance with certain agreed parameters. This will demonstrate the deliverability of the plan at examination.

Previous delegated decisions relating to the statements are as follows:

-) On 2nd December 2021 the Head of Planning and Regeneration agreed and signed 8 statements with partner bodies (DD208 2021) which were submitted as key supporting documents alongside the Draft Charnwood Local Plan.
-) On 28th April 2022 the Head of Planning and Regeneration, agreed a first batch of three site specific Statements of Common Ground as authorised by Delegated Decision (DD081 2022).

- J On 31st May 2022 the Chief Executive agreed and signed a second batch of six statements as authorised by Delegated Decision (DD095 2022).

This report seeks approval for 4 Statements of Common Ground. Two of these statements were previously agreed on 2 December 2021 and have been updated to reflect ongoing work:

1. Education Statement of Common Ground signed by Leicestershire County Council as the Local Education Authority.
2. Supplemental Transport Statement of Common Ground signed by the relevant transport authorities: National Highways, Leicestershire County Council and Leicester City Council.

And a further two statements of common ground for:

3. Charnwood Local Plan Site LUA3, North of Birstall Sustainable Urban Extension, and
4. Charnwood Local Plan Site HA43, Land west of Anstey.

The Local Plan Examination Programme Officer has been informed that these documents will be forthcoming. They will be added to the Examination Library and will inform discussion at the Examination Hearings. The statements will enable the Examination Inspector to understand how policy formation has resulted from effective joint working with key partners who have statutory responsibility for specific work areas and demonstrate that the plan can be effectively delivered.

Authority for Decision

On 10th June 2021 Cabinet approved the publication of the Pre-Submission Draft Local Plan (Regulation 19) and its supporting documents for public consultation and recommended that the Council submit the Local Plan and its amended supporting documents to the Secretary of State for an Examination in Public. Delegated authority was given to the Head of Planning and Regeneration to submit additional background documents to support the examination of the Local Plan (Minute 7, 1 and 7 refer).

On 21st June 2021 Council resolved to approve the Pre-Submission Local Plan for consultation and submit it to the Secretary of State for an Examination in Public and that delegated authority be given to the Head of Planning and Regeneration to submit additional background documents to support the examination of the Local Plan (Minute 24, 1 and 4 refer).

Decision and Date



10 June 2022

Comments from HR

The report has no HR implications

Financial Implications

There are no financial implications associated with this decision.

Risk Management

No specific risks have been identified with this report.

Key Decision: No

Background Papers: DDs 208 21/22; DD 081 22/23; DD 095 22/23

CHARNWOOD LOCAL PLAN 2021-2037

Supplemental Statement of Common Ground
between:

-) Charnwood Borough Council
-) National Highways
-) Leicestershire County Council
-) Leicester City Council

June 2022

CHARNWOOD LOCAL PLAN

SUPPLEMENTAL STATEMENT OF COMMON GROUND BETWEEN NATIONAL HIGHWAYS, LEICESTERSHIRE COUNTY COUNCIL, LEICESTER CITY COUNCIL AND CHARNWOOD BOROUGH COUNCIL

1. INTRODUCTION

- 1.1 This supplemental Statement of Common Ground (SoCG) identifies further areas of common ground between National Highways (formerly Highways England) as the Strategic Road Network Highway Authority, Leicestershire County Council as the Local Highway Authority for Leicestershire, Leicester City Council as the Highway Authority for the neighbouring City of Leicester, and Charnwood Borough Council as the local planning authority; hereafter referred to as 'the Parties'. It has been prepared as an update in respect of transport and highways matters relating to the Pre-Submission Draft Charnwood Local Plan 2021 – 2037, hereafter referred to as 'the Plan'. It also identifies those matters that will be the subject of continued further work.
- 1.2 This supplemental statement should be read alongside the original SoCG between the parties dated November 2021 (as attached at Appendix A for ease of reference). It is made without prejudice to the participation in the formal examination of any participant and the views that may then be expressed. Nevertheless, this supplemental SoCG reflects the further agreed position between the Parties for submission to the Inspectors for the Examination of the Plan, based on cooperation and joint working.

2. JOINT WORKING

- 2.1 The Parties have continued to work closely together since November 2021, in accordance with the National Planning Policy Framework (NPPF) and the Department for Transport Circular 02/2013. The further main meetings which have been held since November 2021 are identified in a record of further engagement set out in Appendix B, along with the updated evidence base developed as a result of these meetings.

3. FURTHER MATTERS OF AGREEMENT SINCE NOVEMBER 2021

- 3.1 The Parties agree that the requirements for the Duty to Cooperate process with respect to the Plan have continued to be complied with and there has been effective ongoing engagement in terms of transport and highways matters, as evidenced by the record of further engagement set out in Appendix B.
- 3.2 It is agreed that the ongoing transport modelling work undertaken since November 2021 is fit for purpose. This is presented in the Jacobs Charnwood Local Plan – Transport Evidence – Options Assessment Report (OAR), dated 18th May 2022. The Parties are currently undertaking a detailed technical review of the OAR and the outcomes of the review will be agreed in advance of the Examination. Notwithstanding, it is also agreed in principle that it is sufficient to define the approach to the overall Plan/Borough wide transport

mitigation requirements (but see 3.10 and Section 4 about further work required). It is further agreed that that the overall package consists of three main elements:

- a) Improvements to sustainable modes of travel: By reducing the need to travel, in turn this will help to minimise the traffic impacts of growth on the Borough's Strategic, Major and Local road networks.
- b) Targeted improvements to the Major Road Network (MRN): Enhancement of sustainable transport alternatives help to mitigate the impacts of growth, but evidence suggests that this will not be sufficient in and of itself. Focused investment will be required at key points on the MRN in and serving the Borough. This will be required in order to ensure that as much traffic as possible is able to use the MRN as effectively, efficiently and safely as possible, thereby reducing impacts on much lower standard routes in the Borough (e.g. across the Charnwood Forest).
- c) Targeted improvements to the Strategic Road Network (SRN) (see also 3.3): Evidence demonstrates that works to (or affecting) the SRN will also need to form part of the overall mitigation package. Once again, this is to seek to ensure, so far as is reasonably possible, that journeys across the Borough (and beyond) take place on the most appropriate networks for their purpose.

3.3 The Parties agree that delivery of the Plan cannot rely on the delivery of 'RIS3 Pipeline schemes' currently being explored by National Highways through Road Investment Strategy (RIS) 2. These include the (M1 North Leicestershire Extra Capacity and M1 Leicester Western Access). The commitment from National Highways at this stage is for scheme option development and securing funding and progress to delivery will be subject to the RIS3 process. As such, there is currently no certainty about the timescales for and of their delivery and, as national, strategic scale schemes, they are likely to be of a cost beyond and disproportionate to that which the Plan/developments could afford.

3.4 The Parties agree that the further transport modelling work shows that these 'RIS3 Pipeline schemes', if delivered, would bring further benefits (i.e. above and beyond the overall Plan/Borough wide package) in managing the impacts of growth across the Borough's road network at 2036. The impact of these schemes have been tested to coincide with the end of the Local Plan period, to test their effectiveness against the full delivery of the Plan.

3.5 It is agreed by the Parties that taking forward the delivery of the mitigation package should be via Transport Strategies for:

- The Loughborough Urban Centre and Shepshed Urban Area
- North of Leicester
- The Soar Valley

3.6 The Parties give their commitment to these Strategies, their development and to their delivery through seeking to secure public and private funding (with routes/sources as identified in the original SoCG between the Parties). The Parties will cooperate and support each other with any future funding bids to Government when they arise to secure the required highways and transport

investment. A proportionate approach to agreeing development and delivery funding arrangements will need to be agreed and adopted by all parties.

- 3.7 The Parties agree that a primary purpose of the Transport Strategies is to address cumulative and cross-boundary highways and transport impacts of growth (within and without the Borough of Charnwood).
- 3.8 The Parties have agreed a number of identified main modifications to the Plan to reflect the position that has now been reached since November 2021. These are included at Appendix C. The Parties agree that these will be introduced at the Examination in Public by Charnwood Borough Council, with the other Parties providing support should that be required or necessary.
- 3.9 The Parties agree that on the basis of the foregoing agreements and on the basis that the identified main modifications are eventually incorporated in the Charnwood Local Plan as adopted, there would be a structured, coordinated and strategy-led approach which would continue beyond the Plan's adoption to address the transport challenges identified in Charnwood. Such an approach was agreed as being required in the original SoCG.
- 3.10 The Parties agree that more granular development and refinement of the Plan/ Borough wide mitigation package, its individual components, including their costs and phasing, is required. In this regard, there is commitment from all Parties to support this work. The focus of this work now will be through the development of the area Transport Strategies. All Parties would need to review and agree each Transport Strategy as they are developed.

4. FURTHER WORK WHERE PARTIES WILL CONTINUE TO COOPERATE

- 4.1 The Parties have identified that beyond the Plan's adoption, a continued programme of work is required (building upon the Plan's evidential work) to inform the development of the area Transport Strategies. This work includes, but not exhaustively:

-) *Representative* sustainable measures have been tested for the purposes of transport modelling. The measures that will be delivered in reality, particularly for passenger transport, will:
 - o Be refined during the development and delivery of area Transport Strategies, covering the Loughborough Urban Centre and Shepshed Urban Area; the North of Leicester; and the Soar Valley;
 - o For cycling and walking also be refined as part of work already being undertaken by Leicestershire County Council to develop and deliver Local Cycling and Walking Infrastructure Plans for Loughborough/Shepshed and the north of Leicester; and
 - o Be informed by other current relevant work including:
 - Leicester City Council has received Transforming Cities Fund monies that is delivering projects to improve sustainable transport links to jobs, services and facilities in the City.

As measures are delivered in reality this will enable their impacts on modal choice and travel behaviours to be monitored and their impacts assessed relative to modelled predictions.

- J Further development of the highways elements of the mitigation package, which will at least be informed by:
 - o Further transport modelling work as required
 - o Current relevant work, including:
 - The County Council is in the process of investigatory work to examine issues, conceptual solutions and to build a strategic narrative for investment in the A6/A6004 MRN corridor; and
 - National Highways is undertaking study work on the A46 and on M1 Junction 23.
 - J Transport assessments for new development, as required under Plan Policy INF1 (as per identified Main Modifications); these are particularly likely to identify potential improvements affecting the Local Road Network.
 - J Evidential work being undertaken by other Local Plan making bodies in adjoining areas, most notably by Leicester City Council at present but also by Blaby District Council in the future, that will further inform understanding of cross-boundary and cumulative impacts and influence the content of at least the North of Leicester Transport Strategy.
- 4.2 The Parties recognise that they will need to work with adjoining Local Plan making bodies to seek to ensure that neighbouring Local Plans include, as appropriate, policies that require developers to contribute to the reasonable costs of measures required to mitigate cumulative traffic impacts and/or cross-boundary impacts either through a financial contribution or scheme delivery.
- 4.3 The Parties recognise that developments are likely to come forward ahead of the delivery of the overall Plan/Borough wide mitigation package and that short term impacts may occur. In this case, further discussions will be needed to establish acceptability to ensure that in the longer term the highway network functions in the best manner possible.

5 GOVERNANCE

- 5.1 In terms of governance arrangements the Parties continue to agree to:
- J remain committed to working closely together to deliver a transport network which can successfully deliver growth in the Borough;
 - J review and update the delivery assumptions in light of any material change in circumstance, such as additional evidence provided by the continuing work programme; and
 - J adopt positive principles of cooperation.

6 SIGNATORIES TO THE STATEMENT

Signed on behalf of National Highways	Signed on behalf of Charnwood Borough Council
	
Name: Eri Wong	Name: Richard Bennett
Position: Spatial Planning Manager - Midlands	Position: Head of Planning and Regeneration
Date: 31/05/2022	Date:
Signed on behalf of Leicester City Council	Signed on behalf of Leicestershire County Council
	
Name: Andrew L Smith	Name: John Sinnott
Position: Director of Planning, Development and Transportation	Position: Chief Executive
Date: 09/06/2022	Date: 01/06/2022

Appendix A

Copy of original Statement of Common Ground between the Parties:

[SCG/5 - Statement of Common Ground - Transport Authorities \(December 2021\)](#)

Appendix B

Record of further engagement since November 2021

DtC Partner	Date	Purpose of meeting
Leicestershire County Council, Leicester City Council, and National Highways	11/11/2021	Meeting to present first stages of transport evidence and discuss scope and focus of next steps of the options assessment report.
Leicestershire County Council, Leicester City Council, and National Highways	08/02/2022	Discussion on the approach to the examination, possible main modifications and evidence to date.
Leicestershire County Council, Leicester City Council, and National Highways	03/03/2022	Mitigation options workshop to discuss the list of all “possible” schemes for the identified scenarios.
Leicestershire County Council, Leicester City Council, and National Highways	25/04/2022	Presentation of modelling results for testing of all option scenarios and discussion on report format.
Leicestershire County Council and National Highways	12/05/2022	Discussion regarding approach to MIQs, additional transport evidence, main modifications and the examination.
Leicester City Council	18/05/2022	Discussion on response to MIQs.
Leicestershire County Council	18/05/2022	Discussion on response to MIQs and examination.
Leicestershire County Council	23/05/2022	Discussion on response to MIQs and main modifications.
Leicestershire County Council	26/05/2022	Discussion on response to MIQs and main modifications.

Evidence base addition since November 2021

1. EXAM 31a – Charnwood Local Plan – Transport Evidence – Options Assessment Report (with appendices)
2. EXAM 31b – Charnwood Preliminary Design Estimate Assurance

Appendix C

Agreed Identified Main Modifications

The following table sets out a series of proposed main modifications to transport for the Pre-submission Draft Charnwood Local Plan 2021-2037 published in July 2021.

The suggested modifications are shown using the following formatting: items to be deleted are shown ~~struck through~~ and items to be added are shown **in bold and underlined**.

Matter 3: Climate Change and the Natural and Built Environment

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
Main 3d		174	7.47	We will expect major developments in the Borough to make provision for improving and extending our walking and cycle networks and ensuring priority is given first to pedestrians and cycle movements. We will also explore opportunities for improved signage, safe well-lit routes and increased connectivity between urban and rural areas. We will promote the health benefits of walking and cycling for healthier lifestyles and	<u>As set out in Chapter 9, a key element of the mitigation package that we have identified to support the Borough's future growth is to improve sustainable modes of travel.</u> We will expect major developments in the Borough to make provision for improving and extending our walking and cycle networks and ensuring priority is given first to pedestrians and cycle movements. We will also explore opportunities for improved signage, safe well-lit	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				improved well-being. More people walking and cycling will also mean less congestion and emissions on our roads, improving air quality for our local communities.	routes and increased connectivity between urban and rural areas. We will promote the health benefits of walking and cycling for healthier lifestyles and improved well-being. More people walking and cycling will also mean less congestion and emissions on our roads, improving air quality for our local communities.	
Main 3e		175	7.51	Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 hub in Toton to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from Charnwood, particularly those within the Leicestershire International Gateway, to these destinations are frequent, efficient and reliable.	Major growth in housing, employment and jobs is planned at the East Midlands Enterprise Gateway and at the HS2 hub in Toton <u>East Midlands Freeport</u> to the north of the Borough. A priority for the local plan will be ensuring that bus and rail services from <u>settlements in the north of Charnwood Borough</u> (particularly those <u>settlements located</u> within the Leicestershire International Gateway <u>such as Shepshed</u>) to these destinations are frequent, efficient and reliable.	
Main 3f			7.54	New Paragraph 7.54	<u>Policy INF2 commits us to working with Leicestershire County Council, National</u>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<u>Highways, Leicester City Council, wider Housing Market Area authorities and other stakeholders to deliver Transport Strategies for Loughborough Urban Centre and Shepshed Urban Area; the Leicester Urban Area; North of Leicester; and the Soar Valley. These will be key to seeking to secure public and private funding for improvements to sustainable travel modes in these areas.</u>	
Main 3g		176	Policy CC5	<p>We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that:</p> <ul style="list-style-type: none"> • provides excellent accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility; 	<p>We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport. We will support major development that:</p> <ul style="list-style-type: none"> • provides excellent good accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility; • is informed by a robust transport assessment and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none"> • is informed by a robust transport assessment and travel plan which considers sustainable travel options at the outset so that they form an integral part of the development; • provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters; • secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop; • ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; • contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where 	<p>travel plan which considers sustainable travel options at the outset so that they form an integral part of the development;</p> <ul style="list-style-type: none"> • provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters; • secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop; • ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places; • contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where appropriate, bus gates, bus priority measures and bus links; and 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>appropriate, bus gates, bus priority measures and bus links; and</p> <ul style="list-style-type: none"> reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11. <p>We will work with our partners to secure funding for and delivery of sustainable transport improvements</p> <p>We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.</p>	<ul style="list-style-type: none"> reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11. <p>We will work with our partners to secure funding for and delivery of sustainable transport improvements, <u>including through delivery of Transport Strategies for the Loughborough Urban Centre and Shepshed Urban Area; the Leicester Urban Area; the North of Leicester; and the Soar Valley under Policy INF2.</u></p> <p>We will support neighbourhood plans in identifying sustainable travel opportunities suitable for their local area.</p>	

Matter 6: Urban Area Policies, Site Selection, Strategic Urban Extensions and Housing Site Allocations

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.a		75	Para 3.7	The Leicester Urban Area also holds a significant proportion of	The Leicester Urban Area also holds a significant	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>the Borough's population with over 20% of people in Charnwood living around the edge of Leicester. 51% of people living in Birstall, Syston, Thurmaston and Anstey travel to jobs in the City and benefit from the range of services and facilities that it has. Whilst there are a significant number of jobs in Charnwood., approximately 34% more people leave the Borough to work than travel in, with 84% of these heading to Leicester. Sustainable transport routes into Leicester allow relatively good access to jobs and the cultural and social opportunities provided by a large urban area.</p>	<p>proportion of the Borough's population with over 20% of people in Charnwood living around the edge of Leicester. 51% of people living in Birstall, Syston, Thurmaston and Anstey travel to jobs in the City and benefit from the range of services and facilities that it has. Whilst there are a significant number of jobs in Charnwood, approximately 34% more people leave the Borough to work than travel in, with 84% of these heading to Leicester. Sustainable transport routes into Leicester allow relatively good access to jobs and the cultural and social opportunities provided by a large urban area. <u>Our evidence shows that growth in the Borough will have cross-boundary transport impacts with neighbouring areas, including the City.</u></p>	
MAIN6.b		77	Para 3.21	Our strategy allocates a further 2,104 new homes to the	Our strategy allocates a further 2,104 new homes to	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Leicester Urban Area through smaller allocations. The growth directed to the edge of Leicester takes account of landscape constraints, including Green Wedges, and the transport infrastructure required to support growth. A key part of our strategy is the delivery of homes and jobs that are supported by the necessary infrastructure. The delivery of growth in the Leicester Urban Area will be supported by continued coordination between the Borough Council, the two Highway Authorities, Highways England and the two Education Authorities to ensure the provision of the necessary infrastructure. Our strategy includes provision for anew primary school on Land South East of Syston.</p>	<p>the Leicester Urban Area through smaller allocations. The growth directed to the edge of Leicester takes account of landscape constraints, including Green Wedges, and the transport infrastructure required to support growth. A key part of our strategy is the delivery of homes and jobs that are supported by the necessary infrastructure. The delivery of growth in the Leicester Urban Area will be supported by continued coordination between the Borough Council, the two <u>local</u> Highway Authorities <u>(City and County respectively)</u> ; Highways England <u>and National Highways to deliver a Transport Strategy for the area under Policy INF2.</u><u>We will also work with</u> the two Education Authorities to ensure the provision of the necessary <u>education</u> infrastructure. Our strategy includes provision for anew primary school on Land South East of Syston.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.c		78	Para 3.25	<p>We will seek to develop these connections and exploit the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The constrained road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in this area.</p>	<p><u>Our evidence highlights that the coordinated delivery of sustainable transport measures has benefits in terms of reducing the future traffic impacts of growth. This particularly likely to be the case in the Leicester Urban Area. Through the delivery of a Transport Strategy for the area under Policy INF2.</u> We we will seek to develop these connections and exploit the opportunities that new developments and transport projects will provide to encourage sustainable forms of transport. The constrained road network and breadth of alternatives to the private car provide a real opportunity to shift transport to walking, cycling and public transport in this area. <u>Our evidence highlights however, that over the lifetime of the Plan there will need to be some investment in this area's higher-order road network, including the Major Road Network – A50 and A6</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>corridors – and the Strategic Road Network. This is to provide for new, relatively longer trips (journeys) so as to ensure that impacts of the Borough’s growth on less appropriate routes (and on communities along such routes) are avoided as far as possible.</u></p>	
MAIN6.d		80	Policy LUA1	<p>Policy LUA1: Leicester Urban Area</p> <p>We will support Leicester Urban Area in its role as the central economic, social and cultural focus of the County. We will do this by supporting development that:</p> <p>) delivers housing and employment allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including</p>	<p>Policy LUA1: Leicester Urban Area</p> <p>We will support Leicester Urban Area in its role as the central economic, social and cultural focus of the County. We will do this by supporting development that:</p> <p>) delivers housing and employment allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>making effective use of land;</p> <p>) ensures the timely and coordinated delivery of infrastructure to support sustainable communities, including coordination across authority boundaries, in accordance with Policies INF1 and INF2;</p> <p>) improves connectivity and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, particularly by walking, cycling and public transport, capitalising on the accessibility of the Leicester Urban Area, in accordance in Policy CC5;</p> <p>) ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in accordance with Policy EV2;</p>	<p>making effective use of land;</p> <p>) ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts</u>, including coordination across authority boundaries, in accordance with Policies INF1 and INF2, <u>and including but not limited to the measures to be identified through the Transport Strategy for the North of Leicester area to be prepared under Policy IF2;</u></p> <p>) improves <u>has a particular focus on improving</u> connectivity and accessibility to Leicester city centre, Birstall and Syston District Centres and Thurmaston Local Centre, particularly by walking, cycling and public transport, capitalising on the</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>) provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Soar Valley, Wreake Valley, Charnwood Forest or High Leicestershire, in accordance with Policy EV1;</p> <p>) protects the predominantly open and undeveloped character of Areas of Local Separation, in accordance with Policy EV3;</p> <p>) protects and enhances the strategically important links in the wildlife network, including the Great Central Railway, River Soar, Grand Union Canal, Green Wedges and locations which provide connectivity between strategically important habitats, in accordance with Policies E5 and EV6;</p> <p>) protects and enhances heritage features and positively supports local</p>	<p>accessibility of the Leicester Urban Area, in accordance in Policy CC5;</p> <p>) ensures Green Wedge functions are maintained and development is co-ordinated across administrative boundaries where this is relevant, in accordance with Policy EV2;</p> <p>) provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Soar Valley, Wreake Valley, Charnwood Forest or High Leicestershire, in accordance with Policy EV1;</p> <p>) protects the predominantly open and undeveloped character of Areas of Local Separation, in accordance with Policy EV3;</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>distinctiveness, in accordance with Policy EV8;</p> <p>) responds positively to the high quality, tranquil setting of Watermead Country Park;</p> <p>) improves connectivity and accessibility between Watermead Country Park, Thurmaston Waterfront and the wider community; and</p> <p>) contributes to the regeneration of Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal.</p>	<p>) protects and enhances the strategically important links in the wildlife network, including the Great Central Railway, River Soar, Grand Union Canal, Green Wedges and locations which provide connectivity between strategically important habitats, in accordance with Policies EV5 and EV6;</p> <p>) protects and enhances heritage features and positively supports local distinctiveness, in accordance with Policy EV8;</p> <p>) responds positively to the high quality, tranquil setting of Watermead Country Park;</p> <p>) improves connectivity and accessibility between Watermead Country Park, Thurmaston Waterfront and the wider community; and</p> <p>) contributes to the regeneration of</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					Thurmaston Local Centre, the Thurmaston Waterfront and the Grand Union Canal.	
MAIN6.i		100	Para 3.113	We will work with our local partners to improve connectivity across the town and will produce a Local Cycling and Walking Infrastructure Plan for Loughborough and set out proposals for a public realm scheme that links the railway station to the town centre and the University ,making the most of our unique heritage.	We will work with our local partners to improve connectivity across the town and will produce <u>Sustainable modes of travel will be a key element of the Transport Strategy to be delivered for Loughborough Urban Centre and Shepshed Urban Settlement as set out in Policy INF2. Aspects of the Strategy are already in development; Leicestershire County Council is producing a</u> Local Cycling and Walking Infrastructure Plan for Loughborough that links the railway station to the town centre and the University, making the most of our unique heritage <u>and in Shepshed and we will work with our local partners to set out proposals for a public realm scheme .</u>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.j		102 and 103	Policy LUC1	<p>Policy LUC1:</p> <p>Loughborough Urban Centre</p> <p>We will support Loughborough Urban Centre in its role as the main economic, social and cultural heart of the Borough. We will do this by supporting development that:</p> <ul style="list-style-type: none">) delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;) ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1;) improves connectivity and accessibility within Loughborough and to 	<p>Policy LUC1:</p> <p>Loughborough Urban Centre</p> <p>We will support Loughborough Urban Centre in its role as the main economic, social and cultural heart of the Borough. We will do this by supporting development that:</p> <ul style="list-style-type: none">) delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;) ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1 <u>and INF2; including but not limited to the measures</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5;</p> <p>) provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, in accordance with Policy EV1;</p> <p>) protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3;</p> <p>) protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife networks which connect them, in accordance with Policy EV6;</p> <p>) supports measures to mitigate flood risk including contributions towards flood</p>	<p><u>to be identified through the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2.</u></p> <p>) improves connectivity and accessibility within Loughborough and to surrounding settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5;</p> <p>) provides urban form which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest, Soar Valley or Langley Lowlands, in accordance with Policy EV1;</p> <p>) protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3;</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>alleviation works in the wider catchment of the Woodbrook or other water courses flowing through or adjacent to the town;</p> <p>) secures the redevelopment of the opportunity sites, following the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; and</p> <p>) conserves and enhances the heritage and tourism value of Loughborough's Industrial Heritage Quarter and its heritage assets, including the Great Central Railway, Grand Union Canal and Taylor's Bell Foundry, in accordance with Policy EV8 including:</p> <ul style="list-style-type: none"> - proposals to reconnect the northern and southern sections of the Great Central 	<p>) protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife networks which connect them, in accordance with Policy EV6;</p> <p>) supports measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Woodbrook or other water courses flowing through or adjacent to the town;</p> <p>) secures the redevelopment of the opportunity sites, following the design principles set out in the Loughborough Town Centre Masterplan, unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme; and</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Railway and associated infrastructure;</p> <ul style="list-style-type: none"> - requiring development adjacent to the Grand Union Canal to provide an active waterfront with public access; and - supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access. <p>Loughborough Town Centre</p> <p>We will make a significant contribution to the regeneration and continued vitality and viability of Loughborough by supporting and encouraging retail, leisure, office, professional services and other town centre development in the Town Centre.</p> <p>Non main town centre uses, including homes, will be supported where they form part of a mix of uses that provide activity throughout the</p>	<p>) conserves and enhances the heritage and tourism value of Loughborough's Industrial Heritage Quarter and its heritage assets, including the Great Central Railway, Grand Union Canal and Taylor's Bell Foundry, in accordance with Policy EV8 including:</p> <ul style="list-style-type: none"> - proposals to reconnect the northern and southern sections of the Great Central Railway and associated infrastructure; - requiring development adjacent to the Grand Union Canal to provide an active waterfront with public access; and - supporting proposals that enhance the landscape and biodiversity value of the former Allsopps Lane refuse tip and provide for public access. 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>day and evening and complement the main retail attractions of the town centre.</p> <p>We will support development in the Town Centre that:</p> <ul style="list-style-type: none">) reinforces and enhances the compact, legible and walkable character of Loughborough town centre maintaining the Market Place at its heart;) maintains continuous street frontage activity within the Primary Shopping Area;) makes a significant improvement to the character and appearance of Loughborough town centre, particularly at points of arrival into the town centre;) makes a significant improvement to pedestrian and cycle connections within the town centre, including to surrounding public open spaces; 	<p>Loughborough Town Centre</p> <p>We will make a significant contribution to the regeneration and continued vitality and viability of Loughborough by supporting and encouraging retail, leisure, office, professional services and other town centre development in the Town Centre.</p> <p>Non main town centre uses, including homes, will be supported where they form part of a mix of uses that provide activity throughout the day and evening and complement the main retail attractions of the town centre.</p> <p>We will support development in the Town Centre that:</p> <ul style="list-style-type: none">) reinforces and enhances the compact, legible and walkable character of Loughborough town centre maintaining the Market Place at its heart; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>) provides improvements to the infrastructure for markets and events; and</p> <p>) is designed to address public safety and wider security, particularly in areas where large numbers of people congregate.</p> <p>Our additional need for non-food retail floor space will be met as part of a mixed-use development of allocation HA22 at Baxter Gate/Pinfold Gate. We require a coordinated and integrated approach to the redevelopment of this key opportunity site that:</p> <p>) includes a retail parade, major new car park and housing and health centre as necessary in consultation with the Clinical Commissioning Group;</p> <p>) follows the design principles set out in the Loughborough Town Centre Masterplan unless it can be clearly</p>	<p>) maintains continuous street frontage activity within the Primary Shopping Area;</p> <p>) makes a significant improvement to the character and appearance of Loughborough town centre, particularly at points of arrival into the town centre;</p> <p>) makes a significant improvement to pedestrian and cycle connections within the town centre, including to surrounding public open spaces;</p> <p>) provides improvements to the infrastructure for markets and events; and</p> <p>) is designed to address public safety and wider security, particularly in areas where large numbers of people congregate.</p> <p>Our additional need for non-food retail floor space will be</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme;</p> <p>) takes account of the Air Quality Management Area; and</p> <p>) prioritises sustainable modes of transport.</p>	<p>met as part of a mixed-use development of allocation HA22 at Baxter Gate/Pinfold Gate. We require a coordinated and integrated approach to the redevelopment of this key opportunity site that:</p> <p>) includes a retail parade, major new car park and housing and health centre as necessary in consultation with the Clinical Commissioning Group;</p> <p>) follows the design principles set out in the Loughborough Town Centre Masterplan unless it can be clearly demonstrated that an alternative high-quality design solution is needed to ensure a viable scheme;</p> <p>) takes account of the Air Quality Management Area; and</p> <p>) prioritises sustainable modes of transport.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.m		120	Policy SUA1	<p>Policy SUA1: Shepshed Urban Area</p> <p>We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:</p> <ul style="list-style-type: none">) delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;) ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1;) improves connectivity within Shepshed, particularly between new developments and the 	<p>Policy SUA1: Shepshed Urban Area</p> <p>We will support Shepshed as a settlement within the Leicestershire International Gateway and secure its regeneration. We will do this by supporting development that:</p> <ul style="list-style-type: none">) delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;) ensures the timely and coordinated delivery of infrastructure to support sustainable communities and address cumulative impacts, in accordance with Policy INF1 <u>and INF2 including but not limited to the measures to be identified through</u> 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>District Centre, and improves connectivity to community facilities, particularly by walking, cycling and public transport in accordance with Policy CC5 but also through signage, highway improvements and traffic management, and parking initiatives;</p> <p>) improves connectivity and accessibility from Shepshed to Loughborough and other surrounding settlements, and to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway, particularly by cycling and public transport, in accordance with Policy CC5;</p> <p>) provides an urban edge which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest and</p>	<p><u>the Transport Strategy for Loughborough Urban Centre and Shepshed Urban Settlement to be prepared under INF2:</u></p> <p>) improves connectivity within Shepshed, particularly between new developments and the District Centre, and</p> <p>) improves connectivity to community facilities, particularly by walking, cycling and public transport in accordance with Policy CC5 but also through signage, highway improvements and traffic management, and parking initiatives;</p> <p>) improves connectivity and accessibility from Shepshed to Loughborough <u>(including to the Railway Station)</u> and other surrounding settlements, and to East Midlands Airport and other major employment opportunities within the</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Langley Lowlands, in accordance with Policy EV1;</p> <p>) enhances biodiversity in the strategically important links in the wildlife network of the Black Brook, in accordance with Policy EV6 including addressing how water flow will be managed to enhance biodiversity and reduce flood risk in accordance with Policies CC1 and CC2;</p> <p>) mitigates impacts on air quality, taking account of cumulative effects, including those from significant industrial sources in the area, and where possible contributes to improvements in air quality, in accordance with Policy EV11;</p> <p>) contributes to improving the condition of Shepshed Conservation Area, having regard to the Conservation Area Appraisal in</p>	<p>Leicestershire International Gateway, particularly by cycling and public transport, in accordance with Policy CC5;</p> <p>) provides an urban edge which integrates with the wider landscape setting and responds positively to the relevant local landscape character area of Charnwood Forest and Langley Lowlands, in accordance with Policy EV1;</p> <p>) enhances biodiversity in the strategically important links in the wildlife network of the Black Brook, in accordance with Policy EV6 including addressing how water flow will be managed to enhance biodiversity and reduce flood risk in accordance with Policies CC1 and CC2;</p> <p>) mitigates impacts on air quality, taking account of cumulative effects,</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>accordance with Policy EV8;</p> <p>) secures financial contributions to improve the public realm, landscaping, community facilities, public art and heritage of the town and particularly for the Bull Ring, Hall Croft, Field Street and Market Place; and</p> <ul style="list-style-type: none"> - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including: - opening up links and creating new gateways between the District Centre and the rest of the town; - creating greater coherence between the different elements of the centre; - identifying new complementary uses for sites within the centre that build on its role as the town's 	<p>including those from significant industrial sources in the area, and where possible contributes to improvements in air quality, in accordance with Policy EV11;</p> <p>) contributes to improving the condition of Shepshed Conservation Area, having regard to the Conservation Area Appraisal in accordance with Policy EV8;</p> <p>) secures financial contributions to improve the public realm, landscaping, community facilities, public art and heritage of the town and particularly for the Bull Ring, Hall Croft, Field Street and Market Place; and</p> <ul style="list-style-type: none"> - provides innovative proposals for improving the vitality and viability of Shepshed District Centre including: 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>meeting place, including repurposing vacant buildings for community and commercial uses; and</p> <ul style="list-style-type: none"> - providing managed workspace and small business start-up space. <p>We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help meet the increased demands on local GP practices.</p>	<ul style="list-style-type: none"> - opening up links and creating new gateways between the District Centre and the rest of the town; - creating greater coherence between the different elements of the centre; - identifying new complementary uses for sites within the centre that build on its role as the town's meeting place, including repurposing vacant buildings for community and commercial uses; and - providing managed workspace and small business start-up space. <p>We will work with the West Leicestershire Clinical Commissioning Group and local health providers to help meet the increased demands on local GP practices.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN6.n		124	Para 3.205	<p>Between 70% and 90% of journeys to work in the Service Centres are made by the private car, but car usage is lower than in rural parts of the borough, in the Wolds and the Charnwood Forest. All Service Centres benefit from access to frequent public transport services to larger urban areas of Leicester and Loughborough. The proximity to larger centres also means that cycling can be an option, making use of National Cycle Route 6, a long-distance route passing through the Soar Valley.</p> <p>Our development strategy allocates new development within 800m of public transport which provides at least a 30-minute frequency to a larger urban area or where there is the potential to achieve this. Our evidence has also identified a need for additional off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.</p>	<p>Between 70% and 90% of journeys to work in the Service Centres are made by the private car, but car usage is lower than in rural parts of the borough, in the Wolds and the Charnwood Forest. All Service Centres benefit from access to frequent public transport services to larger urban areas of Leicester and Loughborough. The proximity to larger centres also means that cycling can be an option, making use of National Cycle Route 6, a long-distance route passing through the Soar Valley. <u>Given the broadly similar transport characteristics and geographical locations of the Service Centres, those in the Soar Valley corridor (Rothley, Mountsorrel, Quorn, Sileby and Barrow-upon-Soar) are grouped together for the purposes of Transport Strategy delivery under Policy INF1; Anstey, , has been included in the Leicester Urban Area</u></p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p><u>Transport Strategy given that its geographical location and relationship with the City is more similar to that of the other suburban settlements in the Borough on the edge of Leicester.</u> Our development strategy allocates new development within 800m of public transport which provides at least a 30-minute frequency to a larger urban area or where there is the potential to achieve this. Our evidence has also identified a need for additional off street car parking spaces in Anstey, Sileby, Barrow upon Soar and Quorn.</p>	
MAIN6.o		126	Policy SC1	<p>Policy SC1: Service Centres</p> <p>We will support Service Centres in providing for the day to day needs of their residents, seek to improve their sustainability and maintain their unique characters and separate identities. We will do this by supporting development that:</p>	<p>Policy SC1: Service Centres</p> <p>We will support Service Centres in providing for the day to day needs of their residents, seek to improve their sustainability and maintain their unique characters and separate identities. We will do this by supporting development that:</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>) delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;</p> <p>) ensures the timely and coordinated delivery of infrastructure to support sustainable communities in accordance with Policy INF1 including:</p> <p>) contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school at Cossington to serve Sileby;</p> <p>) is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres:</p> <p>) protects the predominantly open and undeveloped character of Areas of Local</p>	<p>) delivers allocations in accordance with Policy DS3 and DS4 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;</p> <p>) ensures the timely and coordinated delivery of infrastructure to support sustainable communities <u>and address cumulative impacts, with coordination across authority boundaries as necessary</u> in accordance with Policy INF1 <u>and INF2</u> including:</p> <ul style="list-style-type: none"> - contributing to new primary schools in Anstey and Barrow upon Soar with additional primary school at Cossington to serve Sileby; 	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Separation in accordance with Policy EV3;</p> <p>) protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife network which connect them, in accordance with Policies EV4 and EV5.</p> <p>) improves connectivity and accessibility within Service Centres and to higher order settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5;</p> <p>) seeks to provide new development within 800m of public transport with at least a 30-minute frequency to a larger urban area;</p> <p>) provides employment opportunities in accordance with Policy DS4 and which reduces out commuting from Service Centres;</p> <p>) contributes to the vitality and viability of the Mountsorrel, Quorn and</p>	<p>- <u>contributing to the measures to be identified through the Transport Strategies for the Soar Valley and the North of Leicester to be prepared under INF2;</u></p> <p>) is carefully planned to integrate with the unique settlement pattern and landscape setting of Service Centres:</p> <p>) protects the predominantly open and undeveloped character of Areas of Local Separation in accordance with Policy EV3;</p> <p>) protects and enhances the Charnwood Forest and River Soar and the strategically important links in the wildlife network which connect them, in accordance with Policies EV4 and EV5.</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<p>Rothley Local Centres and Anstey, Barrow upon Soar and Sileby District Centres and which builds upon the unique characteristics of these centres in terms of their heritage and their diversity of uses, in accordance with Policy T1; and EV8.</p> <p>) provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need.</p>	<p>) improves connectivity and accessibility within Service Centres and to higher order settlements, particularly by walking, cycling and public transport, in accordance with Policy CC5;</p> <p>) seeks to provide new development within 800m of public transport with at least a 30-minute frequency to a larger urban area;</p> <p>) provides employment opportunities in accordance with Policy DS4 and which reduces out commuting from Service Centres;</p> <p>) contributes to the vitality and viability of the Mountsorrel, Quorn and Rothley Local Centres and Anstey, Barrow upon Soar and Sileby District Centres and which builds upon the unique characteristics of these centres in terms of their heritage and their</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
					<p>diversity of uses, in accordance with Policy T1; and EV8.</p> <p>) provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need.</p>	
MAIN6.p		130	Policy OS1	<p>Policy OS1: Other Settlements</p> <p>We will support our Other Settlements, to meet their local social and economic needs. We will do this by supporting development that:</p> <p>) delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;</p> <p>) is small-scale and within defined Limits to Development;</p>	<p>Policy OS1: Other Settlements</p> <p>We will support our Other Settlements, to meet their local social and economic needs. We will do this by supporting development that:</p> <p>) delivers allocations in accordance with Policy DS3 or sustainable development that is in accordance with the pattern of development outlined in Policy DS1 and which supports our vision and objectives including making effective use of land;</p> <p>) is small-scale and within defined Limits to Development;</p>	

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
				<ul style="list-style-type: none">) ensures the timely and coordinated delivery of infrastructure to support sustainable communities, in accordance with Policy INF1, including contributing to expanded primary school provision in Cossington;) supports the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan;) safeguards existing services and facilities; and) contributes to local priorities as identified in neighbourhood plans. 	<ul style="list-style-type: none">) ensures the timely and coordinated delivery of infrastructure to support sustainable communities, in accordance with Policy INF1 including contributing to expanded primary school provision in Cossington <u>and, as appropriate, to transport improvements identified through the three Transport Strategies set out in Policy INF2;</u>) supports the provision of community services and facilities that meet proven local needs as identified by a neighbourhood plan or other community led plan;) safeguards existing services and facilities; and) contributes to local priorities as identified in neighbourhood plans. 	

Matter 8: Infrastructure and Transport

It is proposed that the following section of the plan be significantly redrafted to better reflect Charnwood's transport characteristics and new evidence arising from our joint work with transport authorities informed by the latest transport modelling. The proposed modifications would improve soundness of the plan by providing relevant and up to date evidence which supports policies based on effective joint working.

The entire new section is set out below for clarity (reference Main 8.e):

The Local and Strategic Road Network

- 9.14 As Chapter 3 highlights, Charnwood is a Borough of mixed geographical and settlement characteristics. Loughborough Urban Centre together with Shepshed functions as a wider urban area. The southern part of the Borough adjoins Leicester and is significantly influenced by the physical and functional relationships with the City. Between Leicester and Loughborough there are ribbons of settlements along the Soar Valley, including five Service Centres. The western and eastern area of the Borough is predominately more rural in nature, with a dispersed pattern of villages.
- 9.15 The current pattern of transport provision in the Borough tends to reflect its diverse nature. From a sustainability perspective, Loughborough/Shepshed, the suburban areas on the edge of Leicester and the Soar Valley are relatively better served by passenger transport services, especially Syston, Sileby, Barrow and Loughborough which are served by rail. Loughborough/Shepshed and the Leicester suburbs also offer the greatest range and density of facilities (relative to other parts of the Borough), providing greater opportunities for (short distance) journeys to be made on foot or by bike.
- 9.16 Charnwood benefits from good road accessibility, with the local road network connecting into the Strategic Road Network of the M1 motorway and the A46. The A6, which is part of the Major Road Network, runs through the centre of the Borough providing access to destinations north and south. The Leicester and Leicestershire Strategic Growth Plan identifies the importance of key transport corridors including the A46 Corridor which is also identified as a pan regional strategic priority by Midlands Connect.
- 9.17 Despite this good accessibility, the Borough's Road network does experience issues of congestion and delays, particularly along the A46 route around the edge of Leicester and on the A6/A6004 in Loughborough. This has an impact upon business efficiency and reduces the attractiveness of the Borough for inward investment.

- 9.18 Our evidence tells us that nearly 64% of people who live in Charnwood make their journey to work by private cars. Our evidence further shows that the future growth of the Borough (and growth in adjoining areas, including Leicester) will create significant additional travel demand; by 2037 the highway network in the Borough will be close to capacity in some areas with the development which is already committed in Charnwood and the surrounding areas. This will add further to congestion and delays, increasingly leading to displacement of traffic from the main roads connecting the Borough to lower standard alternative routes (e.g. across the Charnwood Forest), which in turn will have negative impacts on residents, business, and the quality and vitality of places.
- 9.19 Our evidence also highlights that growth within and without the Borough will result in:
-) Cumulative impacts across the Borough, i.e. where growth from sites allocated through this Plan and/or in adjoining areas combines at key points on the road network; this is most noticeable around the northern edge of Leicester.
 -) Cross-boundary impacts, i.e. where the impacts of sites allocated through this Plan are felt in adjoining areas and vice-versa.
- 9.20 To ensure that the development provided for in this plan and in other adjoining areas does not have a severe impact on the highway network our approach is twofold. Firstly, under policy DS1 (and location specific policies set out in Chapter 3) to focus the bulk of future growth (including over 80% of new housing and major employment sites) in Loughborough Urban Centre/ Shepshed Urban Settlement and the Leicester Urban Area, which are areas that are already best served by passenger transport services and/or provide best opportunities for journeys to be undertaken by foot and on bike.
- 9.21 Secondly, to adopt a coordinated approach to the development and delivery of transport measures required to mitigate the impacts of growth. We have worked in partnership with Leicestershire County Council, National Highways and Leicester City Council as highway authorities to understand the package of measures required to offset the transport impacts of the Borough's growth. Through options appraisal work, our evidence has identified an effective package consisting of three main elements:
- a. Improvements to sustainable modes of travel: Our priority is to improve the sustainable transport offer in our Borough and Policy CC5 will help achieve this. Our evidence shows that enhancements to passenger transport and to cycling and walking provision will, at a Borough-wide level, be beneficial in reducing the overall future levels of trips by car. It is, however, important to note that the greatest benefits from sustainable travel are likely to be achieved in the more densely populated and developed areas of the Borough, where passenger transport offers competitive journey times, compared to the private car) and greatest opportunities exist to encourage people to switch from car to walking or cycling in the making of shorter journeys.
 - b. Targeted improvements to the Major Road Network (MRN): Whilst the provision and enhancement of sustainable transport alternatives will go some way to supporting new development, our evidence suggest that this will not be sufficient in and of itself. Focused investment will be required at key points on the MRN in and serving the Borough. This will be required in order to ensure that as much

traffic as possible is able to use the MRN as effectively, efficiently and safely as possible, thereby reducing impacts on much lower standard routes in the Borough for example across the Charnwood Forest.

- c. Targeted improvements to the Strategic Road Network (SRN): Our evidence further demonstrates that works to (or affecting) the SRN will also need to form part of the overall mitigation package, once again to seek to ensure, so far as is reasonably possible, that journeys across the Borough take place on the most appropriate networks for their purpose. The nature of the improvements tends to focus on alterations to junctions, albeit some carriageway widening on the A46 between Birstall and Syston is likely to be required. It should be noted that the Local Plan is not relying on the delivery of so-called 'pipeline' projects currently being explored through the Road Investment Strategy 2 period to enable the Plan's delivery

9.22 The ongoing refinement and delivery of the transport measures required to support the Local Plan are being pursued through the development of Transport Strategies in partnership with the Leicestershire and Leicester City highway authorities and National Highways. These strategies are being developed around three geographic areas, which, whilst reflecting to a large degree the mixed nature of the Borough's geographic and settlement characteristics, also reflect the findings of our evidence work and the nature of the transport package identified to mitigate the Plan's impacts:

-) Loughborough Urban Centre and Shepshed: has a close functional relationship and it is appropriate for them to be considered together for the purposes of transport strategy development.
-) North of Leicester: reflecting the cumulative and cross-boundary impacts of growth with the Borough on the City and vice-versa. Additionally, whilst Anstey is identified as a Service Centre and Thurcaston as an Other Settlement, based on our transport evidence it is included in this area solely for the purposes of transport strategy development.
-) The Soar Valley: Growth has taken place in this area and the settlements within it, including five Service Centres, have important social and economic relationships with both Leicester and Loughborough.

9.23 A primary purpose of these strategies will be to address the cumulative and cross-boundary highways and transport impacts of growth (within and without the Borough). Work is already progressing that will inform the more detailed content of these Strategies.

9.24 The strategies will provide a robust, evidence-based platform for seeking to secure the delivery of the transport measures over the lifetime of the Local Plan. Funding for the delivery will come from a variety of sources, including:

-) bids to Government (current examples include LCWIP funding; National Bus Strategy funding; Levelling Up Fund)
-) future rounds of MRN funding and Road Investment Strategy periods; and
-) developer contributions

- 9.25 We will expect development to mitigate the impact of additional traffic by improving accessibility, encouraging travel by sustainable modes of transport and through the necessary highway improvements. Development should not have an unacceptable impact on highway safety, and assessment of the impacts should include consideration of the cumulative and/or cross-boundary impacts of growth and the need for pooled contributions to ensure that the network remains robust. Where applicable, the potential for co-ordinating developer contributions with those of neighbouring authorities to mitigate impacts will be investigated.
- 9.26 Notwithstanding the above, the Borough Council and Leicestershire County Council recognise that developments are likely to come forward ahead of the full delivery of the transport strategies and accept that there could be some adverse traffic impacts in the meantime. This is a pragmatic approach that will enable the growth proposed through the Plan to start coming forward as early as possible. Proportionate contributions to fund short term mitigation to minimise the interim impacts will be sought from developers whose schemes are contributing to increased traffic, but wherever possible, these funds will be spent on works that will contribute to delivering elements of the strategies.

Policy INF2: Development and delivery of Transport Strategies

We will continue to work with Leicestershire County Council, National Highways, Leicester City Council, wider HMA authorities and other stakeholders as required to mitigate the transport impacts of our development strategy through the delivery of Transport Strategies for Loughborough Urban Centre and Shepshed; the North of Leicester; and the Soar Valley. The transport strategies will be built around the following key components, to be funded and delivered by private developers and the public sector:

-) Improvements to sustainable modes of travel; i.e. walking, cycling and passenger transport (as appropriate both capital – infrastructure measures – and revenue measures, such as training and promotional activities and/or service improvements)**
-) Targeted Improvements to the Major Road Network (MRN)**
-) Targeted Improvements to the Strategic Road Network (SRN)**

Where improvements are being delivered to the MRN or SRN, we will look for these to include measures that deliver, as appropriate, improved facilities for walking, cycling and passenger transport.

We will support development that is supported by a robust travel plan and robust transport assessment of the impact of the development on the road network, including any cumulative and/or cross-boundary impacts, and that demonstrates that impacts can be mitigated.

Where a transport assessment indicates that development will add to cumulative traffic impacts across the Borough and/or indicates cross-boundary impacts, we will require that it contributes to the reasonable costs of measures required to mitigate such impacts in accordance with Policy INF1 either through a financial contribution or scheme delivery.

We will work with partners to develop bids and business cases to secure public funding of projects from Government, including through bidding opportunities or promotion of projects through the Major Road Network programme and the Road Investment Strategy process.

Where necessary, the Council and/or the highway authorities will use compulsory purchase powers to deliver elements of the strategies.

Matter 9: Viability and Monitoring

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.a			Appendix 3 – Infrastructure Schedule North East of Leicester Sustainable Urban Extension	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.b			Appendix 3 – Infrastructure Schedule North of Birstall Sustainable Urban Extension	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.c			Appendix 3 – Infrastructure Schedule West of Loughborough Sustainable Urban extension	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.d			Appendix 3 – Infrastructure Schedule Loughborough Science and Enterprise Park	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.e			Appendix 3 – Infrastructure Schedule Leicester Urban Area	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.f			Appendix 3 – Infrastructure Schedule Birstall	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.g			Appendix 3 – Infrastructure Schedule Glenfield	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.h			Appendix 3 – Infrastructure Schedule Syston	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.i			Appendix 3 – Infrastructure Schedule Thurmaston	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.j			Appendix 3 – Infrastructure Schedule Loughborough	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.k			Appendix 3 – Infrastructure Schedule Shepshed	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.l			Appendix 3 – Infrastructure Schedule Anstey	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.m			Appendix 3 – Infrastructure Schedule Barrow Upon Soar	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.n			Appendix 3 – Infrastructure Schedule Quorn	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.o			Appendix 3 – Infrastructure Schedule Rothley	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.p			Appendix 3 – Infrastructure Schedule Sileby	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport.
MAIN9.q			Appendix 3 – Infrastructure Schedule Cossington	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.r			Appendix 3 – Infrastructure Schedule East Goscote	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.s			Appendix 3 – Infrastructure Schedule Hathern	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.t			Appendix 3 – Infrastructure Schedule Queniborough	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport

Reference	Question	Local Plan Page	Paragraph/ Policy/ Table	Current Text	Revised Text	Reason Relating to Soundness
MAIN9.u			Appendix 3 – Infrastructure Schedule Rearsby	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.v			Appendix 3 – Infrastructure Schedule Thurcaston	<i>New Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport
MAIN9.w			Appendix 3 – Infrastructure Schedule Strategic Infrastructure	<i>Replace Existing Transport Row</i>	<i>See below</i>	To improve soundness and clarity in the Infrastructure Schedule for transport improvements and reflect collaborative working on transport

Appendix 3 – Infrastructure Schedule Main Modifications

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.a	<u>North of Leicester Transport Strategy.</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	-	-	-	<u>LUA1</u> <u>LUA2</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.b	<u>North of Leicester Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	-	-	-	<u>LUA1</u> <u>LUA3</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.c	<u>Loughborough and Shepshed Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	-	-	-	<u>LUC1</u> <u>LUC2</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.d	<u>Loughborough and Shepshed Transport Strategy</u>	<u>Potential further measures/contributions to support the delivery of the transport strategy (as described in more detail below)</u>	<u>tbc</u>	<u>Essential</u>	<u>S106 developer contributions / public funding</u>	-	-	-	<u>LUC1</u> <u>LUC3</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.e	<u>Transport Package of interventions to be</u>	<u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	-	-	-	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<u>developed through a North of Leicester Transport Strategy comprising:</u>	<p><u>transport strategy area and to/from other key destinations for this area (e.g., Leicester City Centre).</u></p> <p><u>Specific interventions to be determined within the transport strategy but will potentially include new infrastructure and supporting (revenue) initiatives identified through:</u></p> <ul style="list-style-type: none"> <u>- Leicester City Council's Transforming Cities Fund (TCF) programme.</u> <u>- Leicester City Council and Leicestershire County Council's respective Bus Service Improvement Plans (BSIP).</u> <u>- Leicestershire County Council's emerging Local Cycling and Walking Infrastructure Plan (LCWIP) for the North of Leicester area.</u> 							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including:</u></p> <ul style="list-style-type: none"> - <u>A46/A6 Wanlip Interchange.</u> - <u>A46/A607 Interchange (Fosse Way Roundabout)</u> 					-	-	
		<p><u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including:</u></p> <ul style="list-style-type: none"> - <u>A46/A6 The Brantings Interchange</u> - <u>A46/Wanlip Road slip road layout changes</u> - <u>A46/A607 Hobby Horse Roundabout</u> - <u>Any additional schemes identified through National Highways' ongoing A46 Study.</u> 						-	
		<p><u>iv Supporting interventions on the</u></p>				-	-	-	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>Local Road Network (as required) – to be identified through the transport strategy.</u>							
MAIN9.f	Transport –package comprises a combination of measures to address highway capacity and sustainable travel focused on interventions across Birstall	AN6 / B12: Leicester Park and Ride service enhancement facilitating bus to bus interchange and additional services. B13: New Bus Lane on A6 southbound towards the Red Hill Circle junction and revised 20mph speed limit to discourage through traffic. B14: Wanlip Road traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£1,500,000 £300,000 £180,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	–			LUA1 CC5 INF1 INF2
MAIN9.g	Transport	AN9: Cycle network improvements across parcel of land within Anstey Lane, A563, A50 and Gynsill Lane. <u>Proportionate contributions towards the North of Leicester</u>	£920,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	–			LUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>Transport Strategy as described previously</u>							
MAIN9.h	Transport –package comprises a combination of sustainable travel interventions and smaller-scale highway capacity interventions at key junctions and on road links in and around Syston –package for the broad location of Syston also includes schemes in Sileby, East Goscote and Queniborough.	SY3: Syston – Queniborough Road – Barkby Road Junction Improvement SY5: Syston – Melton Road – Streetscape enhancement including traffic management measures. <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	£500,000 £90,000 <u>tbc</u>	Essential	S.106 developer contributions/ local authority highway funding <u>public funding</u>	–			LUA1 CC5 INF1 INF2
MAIN9.i	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contribution s/ public funding</u>	–	–	–	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.j	<p>Transport - package comprises a combination of highway capacity interventions at key junctions and sustainable travel interventions across Loughborough</p> <p><u>Package of interventions to be developed through a Loughborough and Shepshed Transport Strategy comprising:</u></p>	<p>LO1: A6/A6004 One Ash Roundabout Junction Improvements</p> <p>LO2: Loughborough Smarter Choices personalised travel planning</p> <p>LO3: Loughborough Smarter Choices bus service and infrastructure enhancements</p> <p>LO4: Loughborough Smarter Choices cycle hire schemes.</p> <p>LO5 / SH1: Loughborough-Shepshed -A512 bus service diversion from Shepshed to Loughborough via the hospital, Belton Road (industrial estates), railway station and town centre</p> <p>LO6: A6004 Epinal Way-Beacon Road Junction Improvements</p> <p>LO7: A6004 Epinal Way-Beacon Road Junction Improvements</p> <p>LO8: A6004 - Epinal Way-Warwick Way-Sandringham Drive-</p>	<p>£13,000</p> <p>£281,000(S</p> <p>ame</p> <p>scheme as</p> <p>SH1)</p> <p>£300,000</p> <p>£750,000</p> <p>£300,000</p> <p>£750,000</p> <p><u>tbc</u></p>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	-			LUC1 LUC2 LUC3 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>Maxwell Drive – Extend 2 lane flares on Epinal Way and Warwick Way arms by 30m each LO9: A6004 – Epinal Way-Alan Moss Road Junction Improvements</p> <p><u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area.</u></p> <p><u>Specific interventions to be determined within the transport strategy but will potentially include:</u></p> <p><u>- New infrastructure and supporting (revenue) initiatives identified through Leicestershire County Council’s emerging Local Cycling and Walking Infrastructure Plan</u></p>							

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>(LCWIP) for Loughborough and Shepshed.</u></p> <p><u>- New/improved “cross town” passenger transport connections between Shepshed, Loughborough town centre and Loughborough Railway Station.</u></p> <p><u>- New/improved connections to East Midlands Airport and other major employment opportunities within the Leicestershire International Gateway.</u></p>							
		<p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area, including the following junctions along Epinal Way, Loughborough:</u></p> <p><u>- A6/A6004 One Ash Roundabout</u></p> <p><u>- A6004/Beacon Road Roundabout</u></p>					-	-	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<ul style="list-style-type: none"> - <u>A6004/Alan Moss Road Roundabout</u> - <u>Epinal Way/Warwick Way Roundabout</u> - <u>Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.</u> 							
		<u>iii Targeted improvements to the Strategic Road Network (SRN) in and around the transport strategy area, including at M1 Junction 23 between Loughborough and Shepshed</u>						-	
		<u>iv Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u>				-	-	-	
MAIN9.k	Transport –package is the only option put forward for Shepshed and	LO5/SH1: Loughborough-Shepshed – A512 bus service diversion from Shepshed to Loughborough via the hospital, Belton Road	£281,000 (Same scheme as LO5) £120,000 £1,380,000	Essential	S.106 developer contributions / local authority highway	-			SUA1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	comprises a combination of sustainable travel (including bus service and cycle route improvements) and highways capacity focused intervention (in discouraging cross-country trips between Shepshed and Charley Road)	(industrial estates), railway station and town centre SH2: A512 Charley Road/Tickow Lane – Junction Improvement SH3: Shepshed-Loughborough – A512 – cycle route upgrade SH4: Nanpantan – Nanpantan Road – New off-road cycle route between Nanpantan and Loughborough SH5: Nanpantan – Nanpantan Road – Increased bus frequencies SH7: Iveshead Road, Shepshed traffic calming SH6/STRAT14: M1 Junction 23 Junction improvements <u>Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously</u>	£750,000 £250,000 £90,000 £1,350,000 <u>tbc</u>		<u>funding public funding</u>				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.l	Transport –package comprises interventions which will deliver increased highway capacity on key roads and junctions surrounding Anstey, in addition to complementary cycle route improvements which will improve connectivity between Anstey and north-west Leicester.	AN1: A46/Leicester Road/A5630 Anstey Lane junction AN2: A46/A50 Junction Improvement AN3: A50/Anstey Lane Junction Improvement AN5: Anstey southern cycle route (and link to Beaumont Leys) AN7: Anstey to Glenfield cycle route Cycle Network Improvement <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£650,000 £2,075,000 £1,000,000 £603,000 £750,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	–			<u>LUA1</u> SC4 CC5 INF1 INF2
MAIN9.m	Transport –package comprises sustainable travel interventions including	BA1: Footway improvements to the station from key development site(s). BA2: Cycle route improvements to the station from key development site(s)	£70,000 £1,367,625 £13,000 £50,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway funding				SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<p>footway and cycle route improvements, in addition to one highway capacity improvement at key pinch points – the High Street South Street Bridge Street roundabout</p> <p><u>Package of interventions to be developed through a Soar Valley Transport Strategy comprising:</u></p>	<p>BA4: Cycle parking facilities at station BA5: High Street South Street Bridge Street Junction Improvement</p> <p><u>i Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area.</u></p> <p><u>Specific interventions to be determined within the transport strategy and will potentially include interventions identified through Leicestershire County Council’s planned A6 (North)/A6004 Major Road Network (MRN) study.</u></p>			<u>public funding</u>				
		<p><u>ii Targeted improvements to the Major Road Network (MRN) in and around the transport strategy area,</u></p>					-	-	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>including the following junctions along the A6:</u></p> <ul style="list-style-type: none"> - <u>A46/A6 Wanlip Interchange (also included in the North of Leicester Urban Area transport strategy described previously).</u> - <u>A6/A6004 One Ash Roundabout (also included in the Loughborough and Shepshed Transport Strategy area described previously).</u> - <u>Any additional schemes identified through Leicestershire County Council's planned A6 (North)/A6004 MRN Study.</u> 							
		<p><u>iii Supporting interventions on the Local Road Network (as required) – to be identified through the transport strategy.</u></p>				-	-	-	
MAIN9.n	<u>Transport</u>	<p><u>Proportionate contributions towards the Soar Valley</u></p>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer</u>	-	-	-	<u>SC1</u> <u>CC5</u> <u>INF1</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<u>Transport Strategy as described previously.</u>			<u>contributions / public funding</u>				<u>INF2</u>
MAIN9.o	<u>Transport</u>	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	-	-	-	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.p	Transport -Sileby transport schemes are part of the broad location of Syston for transport modelling purposes.	SY6: Sileby – Footway route improvements to the station from key development site(s). SY7: Sileby – Cycle route improvements to the station from key development site(s). SY9: Sileby – Cycle parking facilities at station. SY10: Sileby – Swan Street-Highgate Road-Ratcliffe Road-The Banks – Junction improvement. SY11: Sileby – Ratcliffe Road – traffic calming features between Cemetery Rd and Peashill Close. SY12: Sileby – Brook Street-High Street-	£300,000 £13,000 £13,000 £352,000 £108,000 £15,000 <u>tbc</u>	Essential	S.106 developer contributions / local authority highway funding <u>public funding</u>	-	-	-	SC1 CC5 INF1 INF2

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>Cossington Road – Convert to mini roundabout</p> <p><u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u></p>							
MAIN9.q	<u>Transport</u>	<u>Proportionate contributions towards the Soar Valley Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	–	–	–	<u>SC1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.r	<p>Transport</p> <p>– East Goscote transport scheme is part of the broad location of System for transport modelling purposes.</p>	<p>SY14: East Goscote – Broome Lane, north of East Goscote – traffic calming</p> <p><u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u></p>	<p>£144,000</p> <p><u>tbc</u></p>	Essential	S.106 developer contributions / <u>public funding</u>			–	<u>OS4</u> <u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.s	<u>Transport</u>	<u>Proportionate contributions towards the Loughborough and Shepshed Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	–	–	–	<u>SUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
MAIN9.t	Transport – Queniborough transport scheme is part of the broad location of System for transport modelling purposes.	SY13: Queniborough – Barkby Road traffic calming <u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	£180,000 <u>tbc</u>	Essential	S.106 developer contributions / <u>public funding</u>			–	OS4 <u>LUA1</u> CC5 INF1 INF2
MAIN9.u	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	–	–	–	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.v	<u>Transport</u>	<u>Proportionate contributions towards the North of Leicester Transport Strategy as described previously.</u>	<u>tbc</u>	<u>Essential</u>	<u>S.106 developer contributions / public funding</u>	–	–	–	<u>LUA1</u> <u>CC5</u> <u>INF1</u> <u>INF2</u>
MAIN9.w	<u>Transport</u> Strategic Transport Projects All projects likely to require a combination of	STRAT6: A46 – Smart technology to manage build-up of traffic flows on A46 between M1 J21a and north of the Hobby Horse roundabout STRAT1: A46/Wanlip Road slip road layout changes.	£10,000,00 0 £1,500,000 £15,000,00 0 £4,000,000 £20,000,00 0	A46 Corridor is an investment priority in Midlands Connect Strategy A46 Corridor is an investment priority in	tbc tbc tbc tbc tbc tbc tbc		–	–	<u>LUA1</u> <u>LUC1</u> <u>SUA1</u> INF1 INF2 CC5

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
	<p>local and national funding from private and public sector including:</p> <ul style="list-style-type: none"> -S.106 developer contributions -Large Local Majors capital funding -Regional and Pan-Regional prioritisation -Highways Agency development funding -Road Investment Strategy funding <p>Note that SH6/STRAT14 included under Shepshed in the table above.</p>	<p>STRAT 1 / 2: A46/A607 Hobby Horse Roundabout improvements with segregated A46 west to east link</p> <p>STRAT 13: A46/A6 Loughborough Road Interchange including lane changes on westbound approach; lane changes, widening of A6 southbound on exit from the junction to provide third lane access for Park and Ride.</p> <p>STRAT4: M1 Leicester Western Access – Smart Motorway scheme J21-J21a</p> <p>STRAT5: M1 North Leicestershire Extra Capacity – Smart Motorway Scheme J21a-J23</p> <p>STRAT10: M1 Junction 21 – M1/M69/A5460 – Interim Intervention to introduce a fourth lane on the eastbound circulatory, signalling and control on M69 approach.</p>	<p>£75,000,00</p> <p>0</p> <p>£2,725,000</p> <p>£120,000,000</p> <p><u>tbc</u></p>	<p>Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>A46 Corridor is an investment priority in Midlands Connect Strategy</p> <p>Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline</p> <p>Leicester Western Access and North Leicestershire Extra Capacity detailed in RIS2 as RIS3 pipeline</p> <p>Smart Motorway M1 J19 – J23 is a Strategic</p>	<p><u>Public funding (via inclusion in future RIS programme)</u></p>				

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p>STRAT3: M1 Junction 21 – M1/M69/A5460 – Free flow interchange links between M1 and M69</p> <p><u>National Highways Road Investment Strategy 2 (RIS2) ‘Pipeline Projects’ – potential future strategic improvement schemes for delivery in RIS3 and beyond:</u></p> <p><u>- M1 Leicester Western Access (J21 to J21a)</u> <u>- M1 North Leicestershire Extra Capacity (J21a to J23a)</u></p> <p><u>NB – no existing commitment to deliver these schemes, subject to confirmation by Government and National Highways through RIS process.</u></p>		<p>Growth Plan priority Smart Motorway M1 J.19 – J.23 is a Strategic Growth Plan priority</p> <p><u>Desirable</u></p>					
		<p><u>Enhancements to the A50 corridor between the A46 and M1 over and above existing</u></p>	<u>tbc</u>	<u>Desirable</u>	<u>S.106 developer contributions</u>		-	-	

Reference	Location and Infrastructure Category	Infrastructure Scheme	Cost	Critical Infrastructure	Delivery	2021 - 2026	2026 - 2031	2031 - 2037	Local Plan Policies
		<p><u>commitments (to address the cumulative impacts of growth in Charnwood Borough, Hinckley and Bosworth Borough and North West Leicestershire District), including the following junctions:</u></p> <ul style="list-style-type: none"> - <u>A50/Markfield Lane (Field Head) Roundabout</u> - <u>M1 Junction 22</u> 			<u>/ public funding</u>				



CHARNWOOD LOCAL PLAN 2021-2037

Statement of Common Ground between:

- Charnwood Borough Council
- Leicestershire County Council (Children and Family Services)

27th May 2022

**CHARNWOOD LOCAL PLAN
STATEMENT OF COMMON GROUND BETWEEN LEICESTERSHIRE COUNTY COUNCIL
AND CHARNWOOD BOROUGH COUNCIL**

1. INTRODUCTION

- 1.1 This statement identifies the areas of common ground between Leicestershire County Council (Children and Family Services) and Charnwood Borough Council, in respect of those policies contained in the Pre-Submission Draft Charnwood Local Plan 2021-2037. It replaces the Education Statement of Common Ground drafted on 26 November 2021.
- 1.2 The statement should be read alongside the representations made by Leicestershire County Council to the Pre Submission Draft Charnwood Local Plan. It is made without prejudice to the participation in the formal examination of any participant and the views that may then be expressed. Nevertheless, this Statement of Common Ground reflects the agreed position between Charnwood Borough Council and Leicestershire County Council for submission to the Inspector for the Local Plan Examination of the Draft Local Plan based on cooperation and joint working.

2. PURPOSE

- 2.1 The Statement of Common Ground (SoCG) addresses strategic matters and shared issues between the parties. It provides a framework for the delivery of the Duty to Cooperate duties and obligations arising from Section 110 of the Localism Act 2011 and paragraphs 24 to 27 of the National Planning Policy Framework (2019). The NPPF places a duty on local planning authorities and other bodies to cooperate with each other to address strategic issues relevant to their areas. The duty requires ongoing constructive engagement on the preparation of the local plan and other activities related to the sustainable development of land.
- 2.2 A Statement of Common Ground is an agreed written record which demonstrates how the duty to cooperate has been fulfilled. It sets out that matters where there is agreement, and if appropriate those matters, where work is ongoing to resolve differences.
- 2.3 Charnwood Borough Council is a public body which is the Local Planning Authority (LPA) for its administrative area while Leicestershire County Council is a specific consultee under the Town and Country Planning (Local Development) (England) Regulations 2012.
- 2.4 Leicestershire County Council is the Education Authority for the County of Leicestershire and as a result of the Education Act, 2006, has a duty to secure a sufficient supply of school places in its area. Subsequent legislation, enacted through the Academies Act 2010 and Education Act 2011, means that the County Council has become a commissioner rather than a provider of new schools. It has the duty to set out the characteristics of education provision and including new schools, where applicable, needed for a new community in order that providers may identify their capacity to provide this. The County Council also has a duty to ensure the sufficiency and quality of early years childcare provision within the terms set out in the Childcare Acts 2006 and 2016.

- 2.5 In terms of new developments, the County Council will seek contributions from housing developers to meet the cost of new school places arising a consequence of development to ensure that education (including primary, secondary, post-16 and SEND) and early years provision remains sustainable. Leicestershire County Council will use its Planning Obligation Policy (2019, or as updated in any subsequent policy document), along with guidance set out in the National School Delivery Cost Benchmarking Report, that is produced on behalf of the Department for Education, as the basis for determining the scale of developer contributions.

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/8/16/Planning-Obligations-Policy.pdf>

3. JOINT WORKING

- 3.1 Leicestershire County Council and Charnwood Borough Council have worked closely together throughout the plan preparation process to inform and shape policy development.
- 3.2 The Borough Council has benefited from the expertise of the County Council to assess the educational needs of planned development in the Charnwood Draft Local Plan and to set out how those needs will be met.
- 3.3 The two authorities have worked to ensure that early years and school places will be available to serve the development proposed in the local plan, having regard to:
- the statutory walking distances for school age children;
 - anticipated future requirements for primary, secondary, specialist (SEND) and early years places;
 - the capacity of existing schools to accommodate new growth;
 - assessments of the scope for school expansion, and where new schools are required; and
 - the thresholds for pupil numbers to enable new schools, based on the yields of children arising from housing developments.
- 3.4 Evidence has also been provided by Leicester City Council as an education authority with regard to education provision identified in the Local Plan to the south of Charnwood Borough.

4. MATTERS OF AGREEMENT

- 4.1 It is agreed that there has been ongoing constructive engagement between Charnwood Borough Council and Leicestershire County Council as local education authority on the preparation of the local plan. With regard to the matters set out in this SoCG, the County Council can see no reason why the Duty to Cooperate has not been complied with. It is agreed that the record of engagement set out in Appendix A is accurate.
- 4.2 Leicestershire County Council has raised no matters of soundness relating to the plan's approach to planning for new school provision.
- 4.3 It is agreed that Leicestershire County Council has worked with Charnwood Borough Council to broadly identify the requirements for education and early years provision for the level of housing growth envisaged in the Local Plan. It is also agreed that in the event that housing numbers increase beyond those set out in the Draft Local

Plan, for instance through increased site densities, new site allocations or speculative development, that school and early years requirements will need to be reassessed.

Primary School Places

- 4.4 It is agreed that additional primary schools will be required to serve the proposed housing allocations in the Draft Local Plan. The following proposed site allocations will provide a site for the construction of a new primary school (or extended primary school in the case of HA59). It is agreed that the construction costs and land costs will be shared amongst the developers of those residential sites that the school will serve.

Policy Ref	Site Name	Location	Provision
HA1	Land South East of Syston	Syston	2 Form Entry Primary School
HA12	Land at Gynsill Lane and Anstey Lane	Glenfield	Reserve Site for 1 Form Entry Primary School *
HA15	Land South of L'boro	L'boro	2 Form Entry Primary School
HA32	Land at Tickow Lane South	Shepshed	3 Form Entry Primary School
HA43	Land west of Anstey	Anstey	1 Form Entry Primary School
HA48	Land off Willow Road	Barrow upon Soar	1 Form Entry Primary School
HA59	Land to the rear of Derry's Garden Centre	Cossington – to also serve Sileby	0.5 Form Entry extension to Cossington Primary School

* Part of a wider cross boundary development including parcels of land in the City of Leicester and Blaby District. The cost of the school would be shared amongst all parts of the development.

- 4.5 The provision of new primary schools in the Sustainable Urban Extensions at West Loughborough (Garendon Park), North East of Leicester SUE (Thorpebury) and North of Birstall SUE (Broadnook) are secured through the negotiation of Section 106 agreements for these developments, all of which were allocated in the Charnwood Core Strategy, adopted 2015 and benefit from planning permission.
- 4.6 It is agreed that education infrastructure required to support development, including the need for new, expanded or enhanced existing schools, will be funded by developer contributions. It is also agreed that where land is needed for new primary schools, suitable and serviced sites should be provided as part of the development in the most appropriate location. The timing of this land transfer will align with the projected need for school places arising from the development. Developers will also be required to meet any temporary costs arising for the transport of pupils to other school locations (which may or may not be within the Borough) and to meet any costs arising for provision of temporary buildings while new, expanded or enhanced schools are delivered.

Secondary Schools

- 4.7 It is agreed that additional Secondary School places can be provided at existing schools and that funding for expansion will be provided through developer contributions, this may require additional land to be secured, the cost of which will be met by developer contributions as necessary.

Early Years

- 4.8 It is agreed that new provision will be developed in each locality either attached to schools and/or placed separately in community hubs. Funding will be provided by developer contributions.

5. MATTERS OUTSTANDING WHICH BOTH PARTIES ARE OPEN TO FURTHER COOPERATION

Primary School Delivery

- 5.1 There has been on-going constructive dialogue between the two Councils since the Local Plan was submitted to the Planning Inspectorate. These discussions have sought to reach agreement on delivery arrangements for new primary schools identified to serve the housing growth proposed within the Pre-Submission Draft Charnwood Local Plan. Discussions have taken place to agree an appropriate delivery mechanism for new schools which will be funded by developer contributions from multiple sites. Charnwood Borough Council will continue to explore with Leicestershire County Council and with relevant developers the timely delivery of new schools to support sustainable development in the Borough.
- 5.2 Leicestershire County Council has identified that amendments are needed to policies INF1 and DS3 (HA48 and HA49) in the Draft Local Plan to ensure that land for primary schools is made available at the appropriate time and to make sure that sufficient funding is in place to deliver new schools and provide additional school places to meet demand. These amendments are proposed as main modifications by the two Councils and set out in Appendix B.

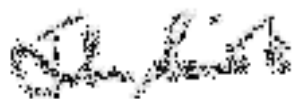
Special Education Needs and Disabilities (SEND)

- 5.3 Both parties will continue to discuss the delivery of new SEND provision across the Borough. It is agreed that wherever possible new provision will be attached to existing or new, primary, or secondary schools in each locality accepting there will be circumstances where some pupils with specialist needs may need to attend special schools or specialist provisions further afield.

6 GOVERNANCE

- 6.1 The two parties agree to continued dialogue and close working to ensure the timely provision of education facilities.

7. SIGNATORIES TO THE STATEMENT

Signed on behalf of Leicestershire County Council	Signed on behalf of Charnwood Borough Council
	
Name: John Sinnott	Name: Rob Mitchell
Position: Chief Executive, Leicestershire County Council	Position: Chief Executive, Charnwood Borough Council
Date: 01/06/2022	Date:

APPENDIX A: JOINT WORKING

The following list is summary of some of the most significant meetings and exchanges of information between Charnwood Borough Council and Leicestershire County Council for school planning. These meetings will continue to take place on a regular basis as we seek to promote school delivery through the Local Plan.

Event	Date	Outcomes
Update on the local plan preparation process and to seek an initial reaction on the range of sites for housing which would be allocated in the plan.	8/5/2019	Achieved objective of awareness raising of range of draft sites considered for allocation including master planning approach where there were a number of allocations within the same general area such as Shepshed and Syston.
To provide a preview of the draft allocations in advance of the formal consultation and to consider the capacity of schools at each location to accommodate growth.	5/11/2019	Key issues identified including school capacities to inform plan making. First indication of where new schools may be necessary.
Update on local plan and more detailed review of school capacities.	12/12/2019	Agreement on which schools would have capacity; which would have land to enable extensions and which were on constrained sites so that alternative provision would be required.
To agree a way forward for resolving the most pressing issues that have been identified in the County Council's representations on the Local Plan.	5/3/2020	Agreement on school sizes, costs, and land requirements. Identification of locations where existing schools were at capacity but where site allocations may not be sufficient to provide for new schools. This led to a review of site allocations.
To review options for the provision of additional school places which would result from the housing allocations in the Draft Local Plan.	11/5/2020	CBC reconsidered the local plan development strategy in light of issues identified, particularly in the Service Centres where there were insufficient allocations to provide for new schools.
To progress the selection of sites for housing in the Local Plan based on a full consideration of how schools can provide for need generated by development	22/6/2020	CBC examined more closely the scope for bringing forward all sites discussed during the meeting. LCC agreed to provide a view on safe walking routes and land ownership considerations.
To review progress and to discuss the educational needs arising from further work in progressing the Draft Local Plan.	27/07/2020	A range of site specific issues taken forward including LCC's agreement to hold further discussions with schools to assess the scope for expansion.
To consider site specific options to provide for educational need.	22/9/2020	Agreement on actions to take forward specific site proposals and consideration of school capacities to accommodate growth
To consider proposals for the location of primary schools arising from discussions with developers	26/10/2020	Agreement of specific school place requirements and issues to be discussed with site promoters.
To consider sites for the provision of a primary school to serve the proposed residential development on Land South East of Syston	8/12/2020	Agreement that further discussion would be required with County Council Highways. Further consideration to be given to master planning and delivery to determine when site for a school could be brought forward. Ongoing liaison with all parties to continue as further planning work takes place

To consider possible options for the location of a school in Barrow	10/12/2020	CBC agreed to seek comments from County Council Highways as part of the local plan preparation.
To consider proposals for location of a primary school at Barrow.	15/1/2021	Clarification of preferred site for a school and site issues for further consideration.
To agree the sites which would be expected to contribute towards the costs of construction of new primary schools identified in Local Plan policy.	19/1/2021	Agreement reached following exchange of information and discussion.
To discuss educational planning within the wider context of strategic infrastructure planning.	29/4/2021	Agreement to meet regularly to discuss ongoing educational planning issues within the context of strategic planning.
To discuss school delivery in the context of school pupil forecasts and the housing trajectory.	14/6/2021	CBC agreed to keep LCC updated of current and upcoming planning applications where education contributions could be sought.
To discuss the process for coordinating the delivery of a new primary school in Barrow upon Soar in the light of local plan housing allocations and the determination of planning applications.	4/8/2021	Options for a way forward with school delivery in Barrow considered having regard to the engagement of developers, both on site and off site.
To discuss delivery mechanisms for new schools and agreement to seek legal advice and agree a Statement of Common Ground.	13/8/2021	Discussions informed on going delivery arrangements with landowners and developers. Legal advice sought for multi partner Section 106 Agreements.
To discuss delivery arrangements for a new primary school in Barrow upon Soar with all site promoters.	25/8/2021	Agreed actions with partners to explore options for sharing costs amongst all developers of sites in Barrow.
To discuss a statement of common ground for the delivery of a new primary school at Gynsill Lane / Anstey Lane, Glenfield.	10/9/2021	Agreements on way forward which informed delivery discussions with site promoters, Leicester City Council and Blaby District Council.
To discuss a Note entitled 'Considerations for the Delivery of a 210 Primary School in Barrow upon Soar' prepared by Leicestershire County Council in advance of discussions with site promoters. .	4/10/2021	Agreed that Note would form the basis of a Strategy for the delivery of a new primary school. Agreed that further consideration would be given to specification, site size and costs
Meeting of, Education, Planning Policy and Development Management Officers of County Council and Borough Council to discuss planning and deliverability of a primary school in Barrow upon Soar	13/10/2021	A collective discussion regarding current and pending planning applications in Barrow and the mechanisms to ensure provision of school places to accommodate this need and ensure sustainable development.
To discuss delivery arrangements for anew primary school in Barrow upon Soar with site promoters.	10/11/2021	Information on housing delivery trajectories shared amongst all partners. Promoters made aware of school delivery timescales and requirements.
To discuss the latest position on planning applications in Barrow upon Soar and school capacity to inform on going school delivery discussions To seek further clarification regarding the timescales for development of the site, including when planning applications might be submitted, and a timetable for the transfer of the serviced school site.	5/1/2022	Clarification of understanding of land and build costs and phasing of Section 106 payments. Housing trajectory updated into quarters to reflect academic year. Ongoing discussions will take place amongst all partners to resolve funding issues.

To discuss delivery strategy for a new primary school in Barrow upon Soar.	9/2/2022	Updated timetable for the delivery strategy with development partners. Preparation of similar documents put forward for Anstey, South Loughborough, Shepshed and Syston based on arrangements for Barrow upon Soar.
Exchange of information on school capacities in Anstey to inform strategy development.	24/2/2022	Greater shared understanding of educational provision in Anstey to inform strategy development.
To discuss response from Barrow promoters to education strategy for Barrow upon Soar.	3/3/2022	Agreement on key issues on school funding and delivery in advance of meeting with site promoters.
To discuss school delivery with respect to latest housing trajectories having regard to delivery timescales and funding.	21/3/2022	Understanding the practicality of timescales for delivery of primary schools in Anstey and Barrow upon Soar. Agreement of the way forward involving detailed discussions with developers. Consideration to be given to the Willow Road allocation as the preferred site in Barrow upon Soar.
To discuss school delivery in the light of Local Plan Examination Matters, Issues and Questions	11/5/2022	Agreement on collaborative working, arrangements for Examination Hearings and on going joint work with developers

APPENDIX B: PROPOSED MAIN MODIFICATIONS

Policy INF1: Infrastructure and Developer Contributions

We will work with infrastructure providers, developers and partner organisations to ensure the delivery of new and improved infrastructure* necessary to support our development strategy and to create sustainable, safe and healthy communities, reducing health inequalities. We will support development that:

- is supported by robust evidence of the infrastructure needed to mitigate impacts and support sustainable development;
- funds the reasonable costs of on site and where appropriate off site, infrastructure, needed to mitigate the impacts of the development through the use of Section 106 Legal Agreements, or in the case of highways, Section 278 Legal Agreements;
- contributes to the reasonable costs of any infrastructure required to mitigate the impacts of the development strategy including through the pooling of developer contributions where it is demonstrated that the impacts can only be addressed in a comprehensive way including cumulative and cross boundary impacts; and
- provides serviced, accessible, and prepared land, where required and the need is justified, to enable infrastructure to be delivered.

We will seek to enter into planning performance agreements with promoters of strategically important sites to ensure a programmed approach to determination and implementation.

We will relate the type, amount and timing of infrastructure to the scale of development, and the impact it has on the site and surrounding area. Where viability is identified by a developer as a barrier to delivery, we will expect this to be evidenced and scrutinised as part of an open book viability appraisal.

**as set out in Appendix 3 and future iterations to be published in the Infrastructure Delivery Plan.*

Policy DS3(HA48) Land off Willow Road, Barrow upon Soar

- We will support development proposals at site H48 that provides the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable cost of making this provision to be shared amongst all the developments that it would serve.

Policy DS3(HA49) Land off Cotes Road, Barrow upon Soar

We will support development proposals at site H49 that:

- ensure that surface water runoff will not detrimentally affect the Local Wildlife Sites and locate SuDS features away from the Local Wildlife Sites;

- are accompanied by a biodiversity and drainage strategy that demonstrates how biodiversity and drainage issues have been addressed;
- seek a relationship with the cemetery that does not detract from its tranquillity and its function as a place of reflection;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their settings;
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and
- contributes to the reasonable costs of the provision of a new 1 form entry primary school located at site H48.

Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and passing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

**CHARNWOOD LOCAL PLAN 2021-37
STATEMENT OF COMMON GROUND BETWEEN
CHARNWOOD BOROUGH COUNCIL AND
BARWOOD HOMES LTD AND DAVIDSONS HOMES LTD RELATING TO
SITE LUA3: NORTH OF BIRSTALL SUSTAINABLE URBAN EXTENSION**

Purpose

This statement identifies the areas of common ground between Barwood Homes Ltd and Davidson Homes Ltd (the developers) and Charnwood Borough Council (the Council) in respect of the allocation of Site LUA3, North of Birstall Sustainable Urban Extension (the Site) in the Pre-Submission Draft Charnwood Local Plan.

The aim of the statement is to provide certainty regarding the deliverability of the Site.

It is made without prejudice to the participation in the formal examination of any participant and the views that may then be expressed.

The statement covers the following issues:

1. site boundary, access and ownership
2. capacity and trajectory
3. site specific policy and infrastructure
4. areas of agreement
5. areas of disagreement and for further discussion
6. review of statement of common ground.

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The Pre-submission Draft Local Plan also identifies a capacity of 15 hectares of employment land for the Site (ES2) and the following trajectory for the delivery of the site by hectares.

Ref.	Location	2021/ 2022	22/ 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30
ES2	North of Birstall SUE	0	1	2	2	2	2	2	2	2

3. Site Specific Policy and Infrastructure

The Pre-submission Draft Local Plan includes a site-specific policy for the Site, LUA3, North of Birstall Sustainable Urban Extension which is set out in an annex to this statement.

Policy LUA3 states that the sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. Details of the infrastructure provisions that are necessary to support the delivery of the Sustainable Urban Extension are set out in the policy and in the Infrastructure Schedule. The Sustainable Urban Extension benefits from hybrid planning permission P/16/1660/2 (Annex 2) (with a live Section 73 variation of condition application P/22/0333/2).

Work on the provision of the A6 access required by condition 6 of the above planning permission will commence in September 2022 and is expected to be completed within 12 months.

The phasing of the site based on the parameters plan approved as part of application referenced P/16/1660/2 is anticipated to be approximately delivered as follows – Phase 1 first 650 homes; Phase 2 651 - 1300 homes; Phase 3 1300 – 1950 homes. The phasing plan is included as annex 3.

A PPA has been agreed to support timescales for submission, consideration and determination of relevant details, including Section 73, discharge of conditions and S106 obligations, reserved matters and pre-application discussions relating to the Primary School and Broadnook Centre. The S73 is expected to be determined by June 2022. Pre commencement conditions are due to be discharged July 2022 date. Reserved matters for the amended residential parcel are expected to be submitted and determined by September 2022.

Condition 6 of the hybrid permission requires implementation of the A6 in full prior to commencement of the development. Condition 7 of the hybrid planning application requires the implementation of A6/A46 interchange works prior to the occupation of the 300th dwelling. Design details have been agreed with the relevant highway authorities.

An Education Liaison Group (ELG) has been established to progress delivery of the primary school which is required to be available prior to the occupation of the 300th dwelling. The first meeting of the ELG is taking place in July 2022.

Davidson’s and Barwood have binding contractual arrangements in place to assign the responsibility to ensure that the obligations to:

- (a) notify the LEA of the intended approach for the provision of the first primary school (i.e. to confirm the option of construction of the school by the developers to LEA agreed specification, or the transfer of the land and contributions to the LEA) prior to the occupation of the 1st dwelling on the site, and
- (b) Should the developers elect to construct the Primary School, to do so prior to the occupation of the 301st dwelling on the site in accordance with the terms set out in the s106 pertaining to the site.

Davidsons and Barwood Homes have an equal interest in the site and will develop the initial phases of development with potential for other developers in later phases of the delivery of the site.

4. Areas of Agreement

There is agreement between the Council and the developers with respect to the following matters:

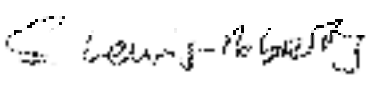
- (i) The allocation of the Site is appropriate and justified.
- (ii) The extent of the Site is as shown on the plan in section 1.
- (iii) Access can be achieved to the Site.
- (iv) The trajectory set out in section 2 provides a realistic timetable for the development of the Site, taking account of phasing and the delivery of critical infrastructure.

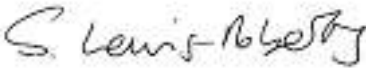
5. Areas of Disagreement and for Further Discussion

There are no areas of disagreement.

6. Review of Statement of Common Ground

This statement will be reviewed, and where necessary updated, if there is a material change in circumstances that affects the items identified in sections 4 and 5.

Signed on behalf of Barwood Homes Ltd	Signed on behalf of Charnwood Borough Council
	
Name: Steve Lewis-Roberts	Name: Richard Bennett
Position: Executive Director – Pegasus Group (Agent)	Position: Head of Planning and Regeneration
Date: 27/05/22	Date:

Signed on behalf of Davidson Homes Ltd	
	
Name: Steve Lewis-Robertys	
Position: Executive Director – Pegasus Group (Agent)	
Date: 27/05/22	

Annex – Site Specific Policy

Policy LUA3: North of Birstall Sustainable Urban Extension

Land is allocated to the north of Birstall as shown on the Policies Map as a sustainable urban extension to deliver a garden suburb of approximately 1,950 homes. The development will make a significant contribution to meeting our housing needs by delivering approximately 1,950 homes by 2037.

The sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. We will do this by:

Housing

- seeking 30% affordable homes to meet local needs in accordance with Policy H4;
- seeking a range of tenures, types and sizes of homes in accordance with Policy H1;
- supporting extra care housing where it meets the needs of our ageing population in accordance with Policy H2; and
- requiring a site of at least 4 plots for showpeople in accordance with Policy H9;

Employment

- providing up to 15 hectares of employment land to help meet our strategic and local employment needs in accordance with Policy E1;

Community Facilities

- providing a primary school as appropriate to meet the need for school places, as a focal point for the new community;
- contributing to the provision of secondary school places as appropriate to meet the need for school places;
- providing one accessible Local Centre delivered as part of an early phase of development, including as a minimum, local shops and a small supermarket, small scale employment and a range of non-retail and community facilities and services including a community centre in accordance with Policy T1;
- supporting the provision of superfast broadband networks for all homes and businesses in accordance with Policies E1 and E3; and
- supporting development that maximises the opportunities to create strong social links with Birstall;

Transport

- requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CC5; and
- requiring a comprehensive package of transport improvements in accordance with Policies CC5 and INF2 and including:
 - new and improved cycling and walking routes, well related to the Green Infrastructure network, connecting to existing and new employment areas and centres, the Birstall Park and Ride, Watermead Country Park and Charnwood Forest;
 - bus service enhancements connecting the new community with local employment opportunities and Birstall, Leicester City Centre and Loughborough, as identified through a Transport Assessment;
 - a new roundabout on the A6, north of the A46 interchange;

- appropriate access arrangements including a connection to the A6 and Rothley;
- appropriate capacity improvements at the A46 interchange; and
- other network improvements as identified by an appropriate Transport Assessment;

Environment

- protecting the separate identity of Wanlip, Rothley and Rothley Conservation Area;
- requiring the development to respond to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies DS5 and EV1;
- protecting historic and archaeological features including the setting of Rothley Park and Rothley Conservation Area in accordance with Policy LP24;
- requiring the development to protect and enhance existing wildlife corridors and, where appropriate, provide new corridors to create a coherent biodiversity network in accordance with Policy EV6;
- encouraging the development to, where viable, exceed Building Regulations for carbon emissions in accordance with Policy CC4;
- requiring the development to deliver buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CC4;
- requiring development that provides appropriate sustainable drainage systems and flood alleviation measures and where possible reduces flood risk associated with the Rothley Brook in accordance with Policy CC1 and CC2;
- requiring the development to provide an accessible, comprehensive and high-quality network of multi-functional green spaces in accordance with our open space standards, set out in Policies EV9, EV10 and INF1; and
- requiring the development to respond to the minerals safeguarding policies in the Leicestershire Minerals Local Plan.

We will do this by working with our public and private partners and will require the following to support a planning application:

- a Development Framework, including delivery and phasing arrangements and a masterplan informed by an independent design review panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension;
- a Green Infrastructure Strategy to inform the development of detailed proposals and long-term management; and
- a Sustainability Assessment that identifies the development's response to carbon emissions reduction and climate change resilience.

In the event that further outline planning permission is sought, before planning permission is granted, we will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

**CHARNWOOD LOCAL PLAN 2021-37
STATEMENT OF COMMON GROUND BETWEEN
CHARNWOOD BOROUGH COUNCIL, DAVIDSONS DEVELOPMENTS LIMITED,
AND WILLIAM DAVIS LIMITED AND CHAPMAN ESTATES (LEICESTER)
LIMITED RELATING TO SITE HA43: LAND WEST OF ANSTEY**

Purpose

This statement identifies the areas of common ground between William Davis Limited, Chapman Estates (Leicester) Limited and Davidsons Developments Limited (the Promoters) and Charnwood Borough Council (the Council) in respect of the allocation of Site HA43, Land west of Anstey (the Site) in the Pre-Submission Draft Charnwood Local Plan.

The aim of the statement is to provide certainty regarding the deliverability of the Site and confidence that the Site's constraints can be satisfactorily addressed.

It also identifies those matters in relation to the allocation and the site-specific policy for the Site where there is not agreement and that are still the subject of discussion.

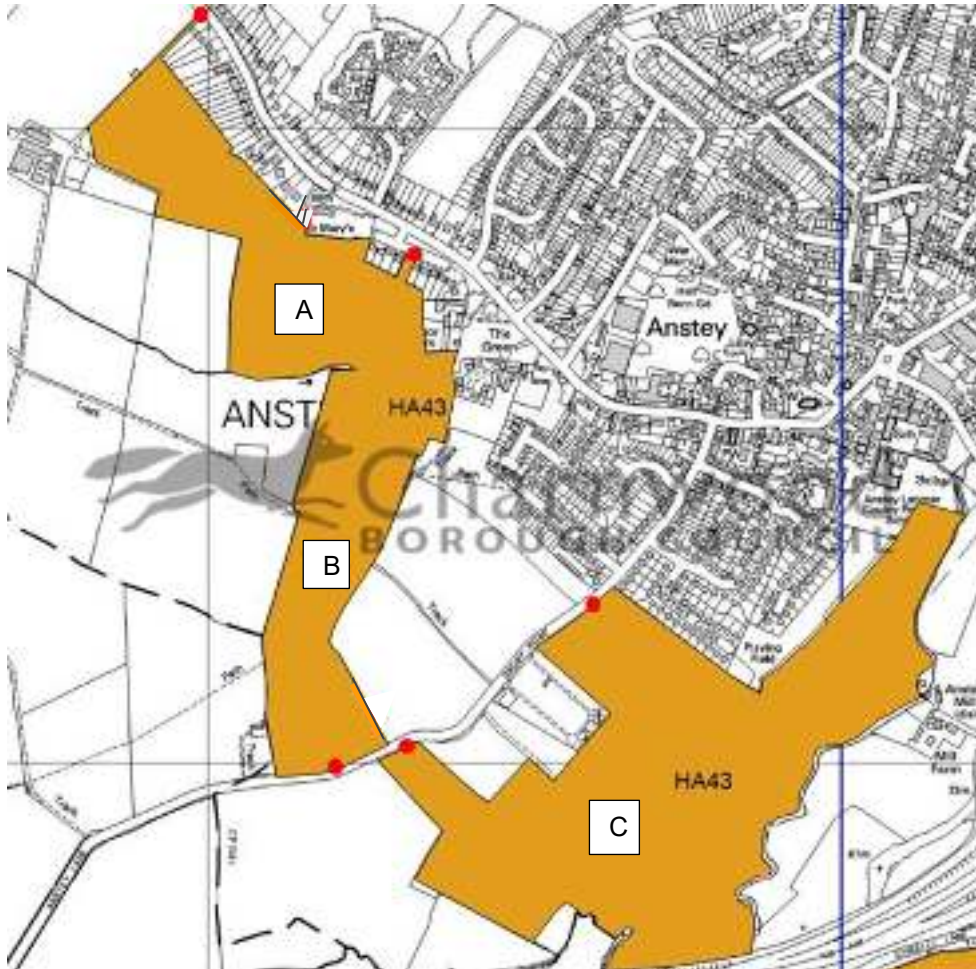
It is made without prejudice to the participation in the formal examination of any participant and the views that may then be expressed.

The statement covers the following issues:

1. site boundary, access and ownership
2. capacity and trajectory
3. site specific policy and infrastructure
4. areas of agreement
5. areas of disagreement and for further discussion
6. review of statement of common ground.

1. Site Boundary and Ownership

The extent of the Site as identified in the Pre-Submission Draft Charnwood Local Plan and potential access points are shown on the map below.



Ownership of the part of the Site under the Promoters' control is set out in the table below.

Parcel	Owner	Promoter	Contact Details
A	Chapman Estates (Leicester) Limited	William Davis Limited and Chapman Estates (Leicester) Limited	Bob Woollard Planning and Design Group
B and C	Col R Martin; Elizabeth Martin; Simon Downing De-Lacy Adams; Robert Boyle	Davidsons Developments Limited	Guy Longley Pegasus

2. Capacity and Trajectory

The Pre-submission Draft Local Plan identifies a capacity of 600 homes for the Site as a whole and the following trajectory for the delivery of those homes.

Year	2021/ 2022	22/ 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30	30/ 31	31/ 32	32/ 33
Homes	0	0	0	36	75	90	90	90	75	75	50	19

The Promoters of Parcel A, (William Davis Limited and Chapman Estates (Leicester) Limited submitted a hybrid application for 500 homes in February 2022 which extends further westward and south-westward than the boundaries of the allocation on land within the Promoters' control.

The Promoter of Parcels B and C, (Davidsons Developments Limited) has submitted three outline planning applications covering the part of the Site within its control. Two of these applications, for 220 homes combined, were submitted in December 2020, and the third application, for 200 homes, was submitted in December 2021.

3. Site Specific Policy and Infrastructure

The Pre-submission Draft Local Plan includes a site-specific policy for the Site (DS3(HA43)) which is set out in Appendix A to this statement.

Policy DS3 also includes a general requirement that developments are cohesive and integrated with other allocations set out in the plan including in relation to the provision of new schools and other infrastructure.

Details of the infrastructure provisions that have been identified as necessary to support the delivery of the strategy set out in the plan are set out in an Infrastructure Schedule. This includes a specific requirement for the Site to provide the site for a new 1 form entry primary school, located within Parcel A. This requirement is based on the scale of growth set out in the Pre-submission Draft Local Plan. The scale of growth that triggers the requirement for a new 1 form entry primary school is 700 homes. The growth directed to Anstey in the allocations set out in the Pre-submission Draft Local Plan is 649 homes. However the applications submitted by the Promoters are for more than 700 homes. Should the submitted planning applications be granted permission the provision of education and other facilities would, subject to evidence at the time, need to be commensurate with the increased scale of growth.

As set out in Policy DS3(HA43), it is expected that the reasonable costs of providing the school will be shared amongst the developments that it would serve, ie the Site and site HA44 (Fairhaven Farm, Anstey). This includes both the build costs and land costs for the school. The land and build costs will be shared equally on a per dwelling basis between the developments that it will serve.

Policy DS3(HA43) includes a number of requirements in relation to landscape and green infrastructure. These requirements relate to a number of interlinked issues including the protection of landscape character, settlement identity and separation, active travel, and the connectivity of open space for landscape, amenity, recreation and biodiversity reasons. These are due in part to the previous designation of the southern part of the site as part of the Green Wedge adjoining Leicester¹. The policy's requirements include the preparation of a strategy that demonstrates how Green Wedge functions will be maintained.

The policy also requires the provision of a Country Park on the south-eastern part of Parcel C which is a strategic response to mitigate the overall impacts of the Site in relation to these interlinked issues. The land and build/landscaping costs will be shared equally on a per dwelling basis between the developments that it will serve.

4. Areas of Agreement

There is agreement between the Council and the Promoters with respect to the following matters:

- (i) The allocation of a housing site in this location is appropriate and justified.
- (ii) The extent of the Site as identified in the Pre-Submission Draft Charnwood Local Plan is as shown on the plan in section 1.
- (iii) Access can be achieved to all parts of the Site and the Promoters are continuing to explore options for connectivity through the Site
- (iv) The trajectory set out in section 2 provides a realistic timetable for the development of the Site.
- (v) The Site will provide the site for, and contribute to the build costs of, a new 1 form entry primary school. The costs of the school will be shared proportionately between all the developments that it will serve. Arrangements for the timing and funding of the new primary school will be set out in a separate delivery strategy document.
- (vi) The Site will provide a new Country Park along the Rothley Brook corridor and the costs of its provision will be shared proportionately between the Promoters. Arrangements for the timing and funding of the new Country Park will be set out in a separate delivery strategy document.
- (vii) The assessment and allocation of the Site was informed by the benefits in terms of landscape, design, active travel and infrastructure associated with a cohesive approach to development of the Site. Although there is not agreement on the precise mechanism for doing so, the principle set out in Policy DS3 of the need to ensure a cohesive approach to development of the whole of the Site is supported.
- (viii) The objectives and requirements in Policy DS3(HA43) in relation to landscape, open space, green infrastructure, biodiversity, settlement identity, active travel and heritage are supported.

¹ The functions of Green Wedges are to:

- guide development form
- provide a green lung into an urban area
- ensure that as an urban area grows it is accompanied by open areas for people and wildlife, and
- safeguard community identity.

- (ix) The southernmost part of the Site is crossed by an overhead transmission line and the Promoter of Parcel C is aware of the guidance issued by National Grid in relation to infrastructure of this type.
- (x) Policy DS3 should provide clarity regarding how to interpret the quantum of development identified for each allocation.
- (xi) The Promoters are committed to working collaboratively and with the Council in relation to the promotion of the Site.

5. Areas of Disagreement and for Further Discussion

There is not current agreement on the exact capacity of the site.

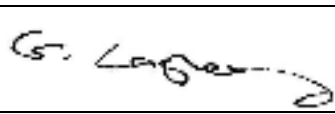
There is not current agreement between the Promoter of Parcel A and the Council regarding the most appropriate western boundary of the Site.

Both the Council and the Promoters are willing to undertake further discussion on these matters, some of which may take place through the planning application process.

6. Review of Statement of Common Ground

This statement will be reviewed, and where necessary updated, if there is a material change in circumstances that affects the items identified in sections 4 and 5.

7. Signatures

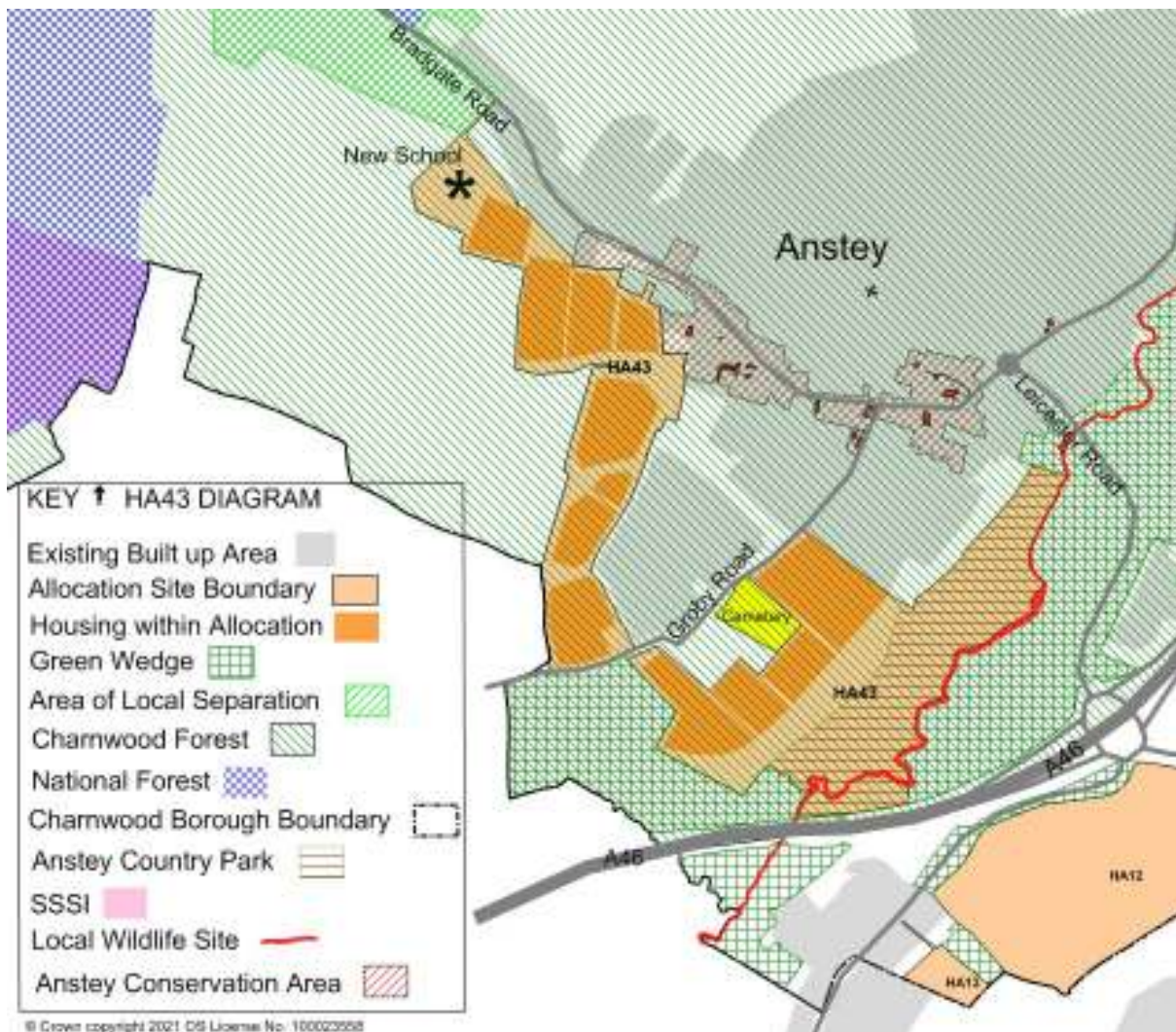
Signed on behalf of Davidsons Developments Limited Site Owner/Promoter	Signed on behalf of Charnwood Borough Council
	
Name: Guy Longley	Name: Richard Bennett
Position: Director	Position: Head of Planning and Regeneration
Date: 7th June 2022	Date:
Signed on behalf of Site Owner/Promoter	
Name:	
Position:	
Date:	
Signed on behalf of Site Owner/Promoter	
Name:	
Position:	

Date:

Appendix A – Site Specific Policy

Site HA43 Land west of Anstey includes an area, in the southern part of the site that was previously designated as part of a Green Wedge adjoining Leicester, and also land to the north which is within a sensitive Charnwood Forest landscape. Part of the site is adjacent to the Anstey Conservation Area. The development will provide a site for a new primary school that will meet the needs of this development and other development in Anstey.

The following diagram provides a visual guide to assist with interpretation of the policy below. It also provides a concept masterplan for the site for illustrative purposes. We will work with our partners to refine the masterplan as more detailed evidence is prepared.



Policy DS3(HA43) Land west of Anstey

We will support development proposals at site HA43 that:

- retain existing hedgerows and add high canopy trees and other planting to create a softer appearance to the development, particularly at its edges, that provides a greater sense of separation between the development and other settlements and reduces the urbanising effects of the development when viewed from the wider landscape;
- provide a network of open spaces, including a country park to the south of the site, and active travel routes that serve the development and which link to significant locations outside the site;
- are supported by a Green Infrastructure strategy, prepared in consultation with the local planning authority, Hinckley and Bosworth Borough Council, and Leicester City Council, that demonstrates how Green Wedge functions will be maintained as part of the development of the site, including ensuring that the effect upon the separate identities and landscape setting of distinct settlements is mitigated, and linked areas of open space into the urban area of Leicester are maintained;
- provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements and adopt a co-ordinated approach to development across the three land parcels that make up the site to ensure that it provides land for the school and the other infrastructure necessary to support the development as a whole. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve;
- facilitate delivering a design for the school that complements its Charnwood Forest setting and minimises its impact on the landscape; and
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will preserve and enhance the character, appearance and setting of the Anstey Conservation Area including through screening and/or by providing an appropriate relationship between new dwellings and existing dwellings along Bradgate Road.

Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.