

CABINET – 27TH SEPTEMBER 2012

Report of the Strategic Director of Housing, Planning & Regeneration and Regulatory Services Lead Member: Councillor M. Blain

Part A

ITEM 6 LOCAL PLAN POSITION REPORT AND WAY FORWARD

Purpose of Report

To seek the recommendations of Cabinet of an emerging development strategy to enable further testing through traffic modelling using the Leicester and Leicestershire Integrated Transport Model, and to provide necessary guidance for the preparation of a pre-submission draft Core Strategy for public consultation. To provide a response to the comments made in relation to the development strategy of the local plan Core Strategy received through consultations exercises in 2006, 2008 and 2012.

Recommendations

1. That the position in relation to the emerging development strategy and consideration and recommendations of the LDF Project Board regarding traffic modelling be endorsed.
2. That the response to consultation comments on the development strategy options (Appendix B and C and as detailed in Part B of this report) be accepted as the basis for identifying an emerging development strategy along with the Sustainability Appraisal, Equalities Impact Assessment and the broader evidence base.
3. That in light of the evidence, confirmation is given to an emerging development strategy for Charnwood that incorporates the options for:
 - Strategic Sustainable Urban Extension (SUE) allocations for housing and employment land at North of Hamilton/east of Thurmaston and West Loughborough; and
 - A Loughborough Science & Enterprise Park;
4. That in light of the evidence, a direction for growth for housing and employment land (if appropriate), at North Birstall and a Watermead Regeneration Corridor be approved to be included as part of the emerging development strategy to meet the objectively assessed needs in South Charnwood;
5. That in light of the evidence, Cabinet approves a direction for growth for North Charnwood at either South Loughborough or adjoining Shepshed, and this be

included in the emerging development strategy for Charnwood to meet the objectively assessed needs in North Charnwood;

6. That in light of the evidence, Cabinet approves the principle that Service Centres receive a level of growth that reflects the decision made in relation to recommendations 3, 4 and 5, as described in paragraph 4.9 and table 2 in Part B of the report be approved, and this be included in the emerging development strategy for Charnwood to meet the objectively assessed needs in North Charnwood.
7. That the pre-submission version of the Charnwood Core Strategy Development Plan Document be prepared to reflect the emerging development strategy as approved in Recommendations 3, 4, 5 and 6;
8. That the emerging development strategy for Charnwood be used to inform decision taking when considering development proposals in accordance with paragraph 14 of the National Planning Policy Framework.

Reasons

1. To reflect the decisions made by the LDF Project Board to enable the timely testing of the transport impact and infrastructure mitigation required for the emerging development strategy.
2. To provide a public statement of the main issues raised through consultation and how those issues have influenced the identification of the development strategy.
3. To confirm that no new evidence has been found that suggests Cabinet should take a different view of the preferred options for SUEs than those approved in September 2008 (minute 73 08/09 refers) and to determine an emerging preferred option for a development strategy for Charnwood to allow the preparation of further evidence, and the drafting of planning policy and the Sustainability Appraisal of that emerging strategy.
4. To identify an additional preferred option as part of the emerging development strategy for Charnwood to allow the preparation of further evidence, and the drafting of planning policy and the Sustainability Appraisal of that emerging strategy.
5. To enable members to consider the relative merits of both options and select one as a further preferred option to be taken forward in the emerging development strategy for Charnwood, to allow the preparation of further evidence, and the drafting of planning policy and the Sustainability Appraisal of that emerging strategy.
6. To clarify the implications of selecting growth options, in accordance with recommendations 3, 4 and 5, and the relationship this will have on service centres and their own levels of growth;

7. To enable the drafting of the Charnwood Core Strategy to reflect the emerging strategy and to recognise the requirement for Cabinet and Council approval of that Core Strategy prior to publication under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012.
8. To ensure that the emerging development strategy is taken into account in decision taking.

Policy Justification and Previous Decisions

The Core Strategy Development Plan Document is the primary policy document the Council is required to produce as part of the Local Plan. It will establish the spatial strategy for future development in the Borough over the period 2006 to 2028. When it is adopted, it will play an important role in delivering the Council's vision in the longer term as well as the key aims of the Corporate Plan and the spatial aspects of the Sustainable Community Strategy for Charnwood.

Government policy for local plan preparation is contained in the National Planning Policy Framework. This has a presumption in favour of sustainable development in paragraph 14 making it clear that opportunities to meet the Borough's development needs should be positively sought and sets the principle that local plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework as a whole; or
- Specific policies in the Framework indicate development should be restricted.

Paragraphs 151-157 of the National Planning Policy Framework set out the key principles that local plans should address, Paragraph 158 reminds us that local plans should be based on up to date and relevant evidence and a proportionate approach is taken and paragraphs 173-177 the expectation that plans should be viable and deliverable.

The Core Strategy must meet the requirements of the National Planning Policy Framework and be in general conformity with the Regional Plan, which remains a part of the Development Plan for Charnwood. Once prepared the resolution to submit it to the Secretary of State for an independent Examination in Public should be considered by Council. The Inspector will assess whether the plan has been prepared in accordance with legal and procedural requirements, the Duty to Cooperate, and including whether it is sound. The plan must pass the following robust tests and challenges for it to be found sound:

- **Positively prepared** – meets objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable and sustainable to do so.
- **Justified** – The most appropriate strategy when considered against the reasonable alternatives, based on the evidence.
- **Effective** – Deliverable over its plan period and based on effective joint working across boundary strategic priorities

- **Consistent with national policy** - in the National Planning Policy Framework.

Cabinet previously considered the Regional Plan in December 2005. It supported the urban concentration and regeneration strategy for the wider East Midlands along with a level of housing development that broadly matched government's housing trends (minute 149 05/06 refers). The Regional Plan, approved by the Secretary of State in March 2009 following an independent Examination in Public, provides the most up to date agreement of strategic housing needs between local authorities, partners, stakeholders and the public.

Also in December 2005 the Cabinet resolved to publish the Charnwood 2021 – Planning for Our Next Generation Core Strategy Preferred Options Report for the purpose of public consultation. That report, published in February 2006, set out a vision and the strategic objectives for a preferred strategy for Charnwood's future development, concentrating growth within and adjoining Loughborough/Shepshed and the edge of Leicester using carefully planned sustainable urban extensions (minute 150 05/06 refers).

The issues identified from the consultation in 2006 were considered by Cabinet on 21 September 2006 and it was agreed that in light of emerging case law and the implications of the emerging Regional Plan further work should be undertaken to ensure the documents could be found sound (minute 77 06/07 refers). The 2006 preferred options were therefore refreshed in 2008 to take account of the resolution as well as new legislation and latest government advice. Cabinet resolved to publish the Core Strategy Further Consultation Report for consultation at its meeting on 25 September 2008 (minute 73 08/09 refers).

The 2008 preferred options have been supplemented by Stakeholder workshops on specific policy topic areas (ie policies other than those dealing with the distribution of growth) held during 2008 through to 2012 and the Supplementary Consultation on Growth Options held in June 2012.

The process of preparing the local plan has been guided by the Local Development Framework Project Board. The role of the Board has been to provide a sounding board for officers, to provide advice and to check and challenge the work presented to Cabinet.

Implementation Timetable including Future Decisions and Scrutiny

Work on the Core Strategy is being prepared in accordance with the Charnwood Local Development Scheme (LDS) 2012, approved by Cabinet on 15 March 2011 (minute 117 11/12 refers). The Local Development Scheme programmes the publication of a pre-submission draft of the Charnwood Core Strategy in September 2012.

Traffic modelling has proven to be a particular source of difficulty during the preparation of the Core Strategy. This is because the model is new and hugely complex and problems with its validation at a local scale were unforeseen by the County Council's Modelling Team. The problems delayed the Core Strategy

programme twice during 2012/13 for a period totalling seven and a half months while further work was undertaken to ensure its results are robust and can be supported by Leicestershire County Council and Leicester City Council Highway Authorities and the Highway Agency. Officers are working closely with the County Council's Modelling Team to manage the stage 2 modelling work and it is now expected that all modelling work will be completed by December 2012, depending on the emerging development strategy approved.

A new local plan forward programme has been set out in Part B of this report. The programme shows that a report containing the pre-submission draft of the local plan Core Strategy will be considered by Cabinet at its meeting in March 2013. Provisions will also need to be made for consideration of the plan by Scrutiny and Full Council. Any changes in the local plan programme will also be reflected in the review of the Local Development Scheme in March 2013.

Report Implications

The following implications have been identified for this report.

Financial Implications

The cost of preparing the Core Strategy in 2012/13 can be met within budget. However, 60% of the cost of the Examination in Public was budgeted for in 2012/13 but the costs will now fall wholly in 2013/14. Therefore the whole costs of the Examination will need to be considered as part of the 2013/14 budget process.

Risk Management

The risks associated with the decision Cabinet is asked to make and proposed actions to mitigate those risks are set out in the table below.

Risk Identified	Likelihood	Impact	Risk Management Actions Planned
Not agreeing an emerging development strategy will further delay the core strategy programme by at least three months	3	5	To work with members to ensure they understand the implications of slippage in the programme
Any delay in Publishing a Core Strategy could result in developers submitting applications for planning permission without the	3	5	To ensure adequate resources are available to meet the indicative timetable for the Core Strategy. To work with members to ensure they understand the implications of growth and are in a position to take difficult decisions at Council.

Risk Identified	Likelihood	Impact	Risk Management Actions Planned
benefit of an overarching strategy. This could include any of the alternative SUE options.			
Submission Core Strategy documents fail the tests of soundness at examination	1	5	Changes in the Regulations allow the Council to revisit its proposals prior to taking a decision to submit if it considers that representation(s) suggest there are fundamental soundness issues.
Further problems with the LLITM prevent the core strategy from being finalised in line with the forward programme	2	5	Maintain a strong project management environment for the LLITM work in partnership with the County Council

Equality and Diversity

An Equalities Impact Assessment has been prepared and is attached at Appendix F. The objective assessment of the options at Appendix D recognises the role that development can play in meeting the needs of priority neighbourhoods. An Equalities Impact Assessment is an important part of the pack of documents forwarded to the Secretary of State when the local plan is formally submitted.

Crime and Disorder

There are no direct crime and disorder issues arising from this report.

Sustainability

There is a legal requirement to undertake a sustainability appraisal during the preparatory stages of a local plan and to forward a final Sustainability Report to the Secretary of state when the plan is formally submitted.

The Objective Assessment attached at Appendix D presents the evidence headlines for each strategic development option, having regard to the three strands of sustainable development: environment, community and economy, supplemented by headlines for 'transport' and 'other policy considerations' (the latter presenting in particular information associated with deliverability in light of the tests of soundness).

Positive contributions can indicate that an option should be pursued. Whilst negative or adverse impacts should be avoided, there may be circumstances where it is possible to mitigate those impacts or provide compensatory measures. As a result, the assessment for each option should be considered positively, with a balanced

judgement being made to determine the Council's preferred options in accordance with the National Planning Policy Framework (paragraph 152).

Key Decision: Yes

Background Papers:

Charnwood 2021: Planning for Our Next Generation - Core Strategy Preferred Options (February 2006) and Report of Consultation

Charnwood 2026: Planning for Our Next Generation – Further Consultation Report (October 2008) and Report of Consultation

Charnwood: Planning for Growth – Core Strategy Supplementary Consultation (June 2012) and Statement of Consultation

Charnwood Local Plan evidence base:
<http://www.charnwood.gov.uk/pages/evidencebase>

Charnwood Local Plan Core Strategy history and supporting papers:
<http://www.charnwood.gov.uk/pages/corestrategydpd>

2012 Supplementary Consultation Responses:
<http://consult.charnwood.gov.uk/portal/planning/corestrategy>

National Planning Policy Framework:
<http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

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Part B

1. Introduction

- 1.1 This report explains the position in relation to the local plan core strategy and how the evidence base and public comments have informed an emerging development strategy. As part of this process it provides a response to the comments made at key stages of plan preparation with particular attention given to the recent Supplementary Consultation that commenced in June 2012.
- 1.2 The report goes on to explain how an emerging development strategy can be derived from what people have said and the evidence (including Sustainability Appraisal and Equalities Impact Assessment) before ending with a summary of the forward programme to finalise the Core Strategy for Cabinet's consideration by March 2013.
- 1.3 The report seeks Cabinet approval to further develop an emerging strategy based on specified locations for SUE's and more general directions for housing growth. It also seeks approval of the responses given to representations made by the public as set out in Appendix B and C.

2. Background

- 2.1 The Core Strategy is an important document which sets out the vision for the future development of the Borough and the strategic overarching policy framework for other planning documents that make up the Local Plan. It covers the long term growth of the Borough up to 2028.
- 2.2 The Council has prepared a number of evidence reports and published a series of consultation documents to help engage interested parties and inform the preparation of the Core Strategy. Each principal stage reached has been subjected to a Sustainability Appraisal. Important stages undertaken so far include:
- Charnwood 2021: Issues and Options (June 2005)
 - Charnwood 2021: Planning for Our Next Generation - Core Strategy Preferred Options (February 2006)
 - Charnwood 2026: Planning for Our Next Generation – Core Strategy Further Consultation (October 2008)
 - Charnwood: Planning for Growth – Core Strategy Supplementary Consultation (June 2012)
- 2.3 The principal stages have been supplemented by continual engagement with stakeholders, partners and organisations through, for example, stakeholder workshops that have assisted in the development of eight specific topic based

policies. The workshop papers and comments received are available to view on the website here:

www.charnwood.gov.uk/stakeholder_workshops_2008_2010

- 2.4 Responses received following the consultation of the Core Strategy at its key stages are available on the Council's website here: www.charnwood.gov.uk/corestrategydpd along with Reports of Consultation detailing how we consulted people and the scale of responses received.
- 2.5 In accordance with best practice, the Council has continued to welcome comments on the Local Plan during the period since the Further Consultation closed in 2008 and an addendum to the 2008 Report of Consultation has been prepared to reflect this. These documents are important background to this Cabinet report and will be part of the suite of documents accompanying the Draft Charnwood Core Strategy when Cabinet considers whether to recommend to Council that it submits the Core Strategy to the Secretary of State¹.
- 2.6 Members should note that the 2008 Further Consultation Report presented an updated expression of Cabinet's preferred development strategy. The main issues identified in relation to the 2006 Core Strategy Preferred Options consultation were taken into account in formulating that 2008 strategy along with the evidence available at the time. Appendix A explains the relationship between the 2006 Core Strategy Preferred Options consultation and 2008 Core Strategy Further Consultation Report document.
- 2.7 Summaries of the main issues raised on the development strategy options by representations submitted through the 2008 consultation are attached at Appendix B. The main issues are presented together with a response in the context of how the issues will be taken into account for the preparation and identification of the emerging development strategy.
- 2.8 The representations from 2006, 2008 and 2012 have been considered when preparing the Objective Assessment. The other comments received (ie those not related to the development strategy) and the proposed response to them will be the subject of a later report to Cabinet.
- 2.9 In February 2006 and October 2008, the preferred options were outlined, based on a vision and a set of strategic objectives and taking account of evidence and sustainability appraisal, suggesting the following development strategy for Charnwood:
 - Strategic allocation of housing and employment to the east of Thurmaston/north of Hamilton (about 5,000 homes and at least 25 hectares of employment, together with infrastructure, services and facilities);

¹ In accordance with Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012

- Strategic allocation of housing and employment to the west of Loughborough (about 3,500 homes and 20 hectares of employment, together with infrastructure, services and facilities); and
- Science Park to the west of Loughborough University (an extension to the existing science park to form an allocation of up to 50 hectares of science and enterprise park (50% of a total site area of 100ha to be developable in a landscape parkland setting).

2.8 Members are invited to consider whether the potential preferred options remain appropriate, taking into account the latest evidence.

3. Supplementary Consultation June 2012

3.1 The Supplementary Consultation published in June 2012 sets out the key changes that have taken place since the publication of the Core Strategy Further Consultation in 2008 including:

- the overall scale of development that should be reflected in the Core Strategy;
- a reduction in the amount of housing that could be delivered on the Preferred Options at North East of Leicester and West of Loughborough due to revised expectations of completion rates and further work on potential constraints and opportunities; and
- a requirement for the strategy to provide for two further years of development to ensure a 15 year plan period is provided.

3.2 A Summary of the responses received to this exercise has been prepared (Appendix C) and this accompanies the 2006 and 2008 Reports of Consultation mentioned above. There were 400 individual representations received through the Supplementary Consultation, amounting to around 900 comments overall.

3.3 As a consequence of the changes highlighted in paragraph 3.1 above an additional 2,143 houses need to be planned for in the Principal Urban Area of Leicester and an additional 1,313 houses need to be planned for in the rest of Charnwood. The Supplementary Consultation identified a range of options that might satisfy these requirements as follows:

Table 1	
Options for South Charnwood	Options for the rest of Charnwood
<ul style="list-style-type: none"> • North east of Leicester* • North of Birstall • North of Glenfield • South and South East of Syston • Not meeting the full housing requirement in the Principal Urban Area • Watermead Corridor 	<ul style="list-style-type: none"> • West Loughborough* • Loughborough Science and Enterprise Park* • South Loughborough • South West Loughborough • East Loughborough • Adjoining Shepshed • Concentrating development in

	<p>Loughborough/Shepshed</p> <ul style="list-style-type: none"> • Spread development across the Borough (Loughborough/Shepshed and Service Centres) • Concentrate development in Service Centres • Wymeswold Airfield
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3.4 It should be noted that the June 2012 Supplementary Consultation built on the consultation held in 2008 and as such the preferred options from 2008 were assumed to be part of the overall strategy albeit in amended form reflecting updated information from promoters and expectations on delivery rates. These options are identified in the table above with an asterisk (*). However, whichever combination of options for growth are confirmed, the overall number of 17,380 homes between 2006 and 2028 still needs to be accommodated in order that the plan meets the tests of soundness and the planning inspector and can find it to be sound.

3.5 The supplementary consultation exercise has not indicated a community preference for a particular option although 21% of those who responded commented on the South West of Loughborough Option; with the majority of those comments not in favour of development in this location. There was no significant difference in the scale of response to the remaining options (predominantly around 3-6% of comments for each option) with the exception of the opportunity to make 'any other comments' which around a 16% of respondents took. The main issues raised through those comments were whether:

- the amount of housing required is correct;
- the development strategy (including the preferred options already identified) is appropriate; and
- suggestions of alternative options that should be pursued.

The amount of housing

3.6 The East Midlands Regional Plan, although intended to be revoked under the provisions of the Localism Act 2011, remains part of the Development Plan. The housing requirements set out in the Regional Plan were derived from evidence that has been examined by an independent inspector and the comprehensive engagement of all local authorities within the Three Cities Sub-Region. The Regional Plan represents the only collaborative agreement on overall housing need and distribution across the Leicester and Leicestershire Housing Market Area, as required by paragraph 47 of the National Planning Policy Framework.

3.7 Work has commenced on alternative housing figures. The Leicester and Leicestershire Housing Options Study, jointly commissioned by the HMA authorities, identifies possible options for housing requirements that could eventually supersede those identified in the Regional Plan. However, no

consensus has been reached across the Leicestershire Housing Market Area (HMA) about how the Housing Options Study can inform the distribution of housing nor has the study been subject to public consultation or independent testing through an examination in public.

- 3.8 The issue of locally set housing numbers cannot be divorced from the duty to cooperate set out in the Localism Act 2011. Without agreement across the wider HMA of the strategic housing need, and importantly its distribution, there can be no legitimate basis for local planning. It is the case then that the East Midlands Regional Plan provides the most up to date expression of housing requirements for districts. Its level of housing provision fits within the broad range suggested in the Leicester and Leicestershire Housing Options Study as being suitable to provide a positive planning framework.
- 3.9 Recent attempts by Councils seeking to progress on the basis of locally derived housing numbers has met with generally negative responses from the Planning Inspectorate. Arguably the most prominent of these has been Bath and North East Somerset District Council, which had to suspend its core strategy examination on the advice of the Planning Inspectorate. The Inspector held that its proposed housing figures were not objectively assessed as required by paragraph 47 of the National Planning Policy Framework in that they:
- deviated from the emerging South East Plan (the Regional Plan being prepared for the area);
 - did not reflect the latest government projections of housing need provided by the Office of National Statistics (ONS); and
 - failed to take into account the scale of affordable housing need in the district. Moreover, the analysis of housing need undertaken by Bath and North East Somerset District Council does not consider the wider context of the projected housing growth in the sub region as a whole.
- 3.9 Without agreement on the apportionment of housing supply under the umbrella of the Duty to Cooperate, the Housing Options Study cannot be relied upon as a basis for setting the district's housing requirements. It therefore does not carry sufficient weight to supersede the Regional Plan housing figures.

The development strategy

- 3.10 Taking a lead from the agreed urban concentration and regeneration strategy and the housing requirement advanced by the Regional Plan process, the Council identified strategic development options and published them in a preferred options document for extensive consultation in 2008.
- 3.11 The Development Options Objective Assessment attached at Appendix D includes those preferred options for transparency and completeness as they are a key part of determining the emerging development strategy. No new evidence or circumstances have been identified in the period since 2008 that

suggest that the preferred options published in 2008 should not continue to be preferred options for the preparation of a Draft Core Strategy.

Alternative Options

3.12 A significant amount of comments were made in the supplementary consultation process which suggested that the Council should give strong consideration to a strategic development at Wymeswold Airfield. The Council previously considered the development of Wymeswold Airfield in the Charnwood 2026 Core Strategy Further Consultation Report (October 2008). This document identified a development option East of Loughborough, on and around Wymeswold Airfield, as Alternative Option F and set out the reasons that it was not included in the proposed strategy. The evidence considered at that time suggested that the Wymeswold airfield option:

- Did not perform well against sustainability indicators;
- Was remote from Loughborough and therefore contrary to the strategy of urban concentration dictated by the Regional Plan;
- Presented major difficulties about its deliverability because of transport and flooding concerns; and
- Had the worst impact of all north Charnwood options in terms of overall traffic impact, congestion and average trip rates reflecting the transport evidence prepared.

3.13 The text specifically states the airfield option was eliminated from further consideration in the more detailed transport assessments.

3.14 Following representations from the public since 2008 that the Council should focus development on Wymeswold Airfield, the relative performance of Wymeswold Airfield against the tests of soundness has been considered. The alternative option is included within the objective assessment in Appendix D and from this the following key points in relation to Wymeswold Airfield have been identified:

- The option still remains at odds with an urban concentration strategy that was agreed by Cabinet in December 2005 as part of the Regional Plan process and which was subsequently adopted by the Secretary of State in March 2009;
- The transport and flooding concerns are still a major factor that would inhibit the delivery of the option, (and appears to be the least able to be mitigated of all the options at reasonable cost); and
- no promoter interest has emerged or approached the council to take the option forward, therefore it is unlikely that an inspector would be persuaded that this is a deliverable or viable solution

3.15 The Wymeswold Airfield option appears to remain undeliverable and, in light of the current urban concentration strategy, the evidence and the guidance in the National Planning Policy Framework at least, would represent a significant risk were it to be selected for inclusion in the core strategy and subjected to examination against the tests of soundness.

3.16 In response to the Core Strategy Supplementary Consultation in 2012, a further alternative direction for growth south of Anstey was identified by promoters. The proposed option is south west of Anstey, either side of Groby Road, and would extend the recent planning permission for homes in this location. This option is not considered to be in conformity with the Regional Plan, as it is not located within or adjoining the Principal Urban Area. In the context of the Supplementary Consultation it is, however, considered to be a reasonable alternative. For completeness, this further alternative option is also included in the objective assessment in Appendix D.

4 Moving forward – identifying an emerging development strategy

4.1 An emerging development strategy for the Charnwood Core Strategy now needs to be identified to enable amongst other things:

- the testing of that emerging development strategy through traffic modelling using the Leicester and Leicestershire Integrated Transport Model, so that infrastructure required to mitigate traffic impacts can be identified; and
- the preparation of a draft Core Strategy reflecting that emerging development strategy, together with an informed policy set and infrastructure list.

4.2 The National Planning Policy Framework says local plans must be prepared with the objective of contributing to the achievement of sustainable development, including the presumption in favour of sustainable development (NPPF, paragraph 151). In preparing the local plan we should seek opportunities to achieve net gains in all three dimensions of sustainable development; economic, social and environmental (NPPF, paragraph 152). Local plans should also, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area (NPPF, paragraph 155).

4.3 In order to progress the Local Plan Core Strategy to a point where it can be published as a draft plan, decisions are now needed to refine and determine the emerging development strategy. The principal evidence base for assessing the options is now available and provides the necessary guidance for members to assist their consideration of the recommendations.

4.4 Specific legal and planning advice on the risk associated with individual options has also been prepared to inform the selection process (exempt Appendix E). This assessment considers the options available for strategic development as part of the Charnwood Core Strategy and presents the principal individual risks for those options, in terms their ability to meet the tests of soundness, having had regard to the stakeholder representations and the evidence available from the sustainability appraisal process and other technical reports. It should be read in conjunction with the Development Options Objective Assessment.

- 4.5 The Preferred Options contained in the 2008 Further Consultation, the options presented in the Supplementary Consultation 2012, strategic employment proposals and the suggested alternative options (given the level of public interest in them as a potential alternative options) have been objectively assessed against the evidence base, Sustainability Appraisal and Equalities Impact Assessment so that they can be considered for inclusion in the pre-submission draft of the Charnwood Core Strategy (see Appendix D).
- 4.6 The objective assessment of the options (Appendix D) sets out a summary of the evidence and issues associated with each option along with the advantages and disadvantages of each.
- 4.7 The benefits of each individual option are as important to the assessment as the issues identified and any mitigation that can be planned for associated with those issues. For example, there may be benefits associated with an option that has a significant landscape impact. Whilst the landscape impact is clearly a negative consideration, the benefits of that option may outweigh that landscape impact, or the impact may be capable of mitigation. Where mitigation is possible the Council should prepare a policy that seeks that mitigation as part of the planning application process and/or through public/private investment.
- 4.8 Given the number of new homes needed over the planning period and the range of options that have been considered, there are a significant number of combinations of options that might be possible. These have been presented to the LDF Project Board to seek advice in relation to the next stage of the process, which requires more detailed transport modelling to be undertaken for the emerging development strategy. As the time taken to undertake the transport modelling has been one of the major influencing factors in bringing forward the Core Strategy, the Board considered the objective assessment, a summary of the representations received, the evidence base and sustainability appraisal in order to inform the commissioning of the next stage of the transport evidence and to take a view on the emerging development strategy. The LDF Project Board noted the advantages and disadvantages of each option and came to the conclusion that, on balance:
- The Preferred Options from 2008 should be confirmed in the strategy
 - These should be supplemented by a direction of growth at North Birstall and a Watermead Regeneration Corridor
 - A further direction of growth should be identified at either South Loughborough (due to its social and economic performance in relative terms of the alternatives; potential to create a well integrated new community with supporting infrastructure supporting economic regeneration, sustainable communities, sustainable travel patterns and housing delivery) or adjoining Shepshed (due to its potential to contribute to a western growth hub and to share infrastructure with the West of Loughborough sustainable urban extension and Loughborough Science Park, and its support for additional use of previously developed land within the built up area of Loughborough /Shepshed).

- Service Centres should accommodate a scale of housing reflecting the selected development strategy.

4.9 The housing numbers presented in Appendix D remain the current position, save for a potential need to manage housing numbers at the Principal Urban Area to take into account changes in commitments and additional houses arising from new planning permissions. This may see the North Birstall direction of growth planned at the lower figure of 1,500 homes. If Members select either South Loughborough or Adjoining Shepshed options as part of the emerging development the amount of housing that will be distributed to the Service Centres in accordance with those options will be 200 homes through the remainder of the plan period. If Members wish to pursue an alternative option for North Charnwood which includes a direction of growth the figure for Service Centres will remain at 200 homes through the remainder of the plan period. However, the figure for the Service Centres may increase in the event that Members wish to pursue one of the North Charnwood options which does not include a direction of growth. The amount of development in the emerging development strategy to meet the need between 2006-2028 as set out in the recommendations can therefore be summarised as:

Table 2		
Option	Houses¹	Employment land (ha)
West Loughborough SUE	2,500 (3,000)	15.8
North of Hamilton/East of Thurmaston SUE	3,750 (4,500)	12.7
Science and Enterprise Park	-	50 (B1 uses)
Either - Adjoining Shepshed	500 ²	5.0
Or - South Loughborough	800 ²	6.0
North Birstall Direction for growth	1,500-2,000 ²	Up to 15.0 ³
Watermead Regeneration Corridor	-	6.2
Service Centres	200	7.0

Notes

¹ Figures reflect the number of houses expected to be delivered by 2028. Numbers in brackets reflect the total number of houses for the option

² These options rely on a residual amount of housing to be prioritised on previously developed land and within and adjoining Loughborough/Shepshed to be identified through later planning documents

³ If appropriate.

4.10 Cabinet is therefore being asked to consider the options for the overall development strategy and to confirm the proposals as set out in recommendations 1-8.

5. The Emerging Development Strategy

- 5.1 The Objective Assessment (Appendix D) supports an emerging development strategy that continues to reflect the strategic allocations of land for housing and employment North East of Leicester (north of Hamilton and east of Thurmaston) and West of Loughborough (north of Garendon Historic Park and Gardens).
- 5.2 The Loughborough Science and Enterprise Park and Watermead Regeneration Corridor are priorities for the Charnwood Corporate Plan 2012-2016 and the Charnwood Regeneration Strategy. The Objective Assessment recognises the role they could play as part of an emerging development strategy.
- 5.3 The most appropriate option for meeting the residual housing requirement for South Charnwood appears to be that for North Birstall, taking into account the Objective Assessment. A direction for growth North of Birstall provides an opportunity to create a new community with supporting infrastructure that would support economic regeneration, sustainable communities, sustainable travel patterns and housing delivery.
- 5.4 The South Charnwood Options for Glenfield and Syston are considered to be less appropriate than those recommended for inclusion in the development strategy. The direction of growth to the north of Glenfield is not well located or of a scale to support economic regeneration, sustainable communities or sustainable travel and would have a severe negative impact on settlement separation. There is also uncertainty that it will deliver homes within the plan period as there is no an active promoter for its comprehensive development. The direction of growth to the south and east of Syston does not form part of Leicester Principal Urban Area and the option is therefore not in conformity with the Regional Plan. It also has cumulative negative impacts on the environment due to its proximity to the preferred option north east of Leicester. In particular it would have a significant negative impact on settlement separation and a negative impact on housing delivery by competing with development further south, which it may not be possible to mitigate. The alternative option suggested through consultation at Anstey would also not form part of the Leicester Principal Urban Area and therefore this option is not in conformity with the Regional Plan. The limited scale of development will also not deliver significant supporting infrastructure
- 5.5 For North Charnwood, there are limitations on pursuing the 'non-direction of growth' options. These are predominantly due to the poor fit with the strategy of urban concentration and regeneration, the ability to plan for the infrastructure in a comprehensive way and/or issues relating to demonstrating deliverability. These options are:
- Concentrating additional development in Loughborough and Shepshed;
 - Spreading additional development across the Borough; and
 - Concentrating additional development in the Service Centres

- 5.6 Of the remaining North Charnwood Options the Objective Assessment suggests that South West Loughborough and East of Loughborough both present limited benefits in the context of their relative performance when compared with South of Loughborough and adjoining Shepshed. East Loughborough option is dislocated from Loughborough, and has flood risk and biodiversity impact. South West Loughborough has biodiversity and landscape impacts. The Objective Assessment also identifies significant disadvantages for the alternative option of Wymeswold Airfield across a range of sustainability indicators.
- 5.7 The reasonable options that the Council could pursue appear to be either South of Loughborough or adjoining Shepshed. Cabinet will note that this was the conclusion of the LDF Project Board in its advice to officers on what should be submitted for traffic modelling. The sustainability appraisal shows that the impacts of either option are largely a neutral factor. In terms of the evidence at least both options have different advantages and disadvantages. The advantages and disadvantages between these two options are not so great that officers are able to discount either. However, members should be aware that the adjoining Shepshed option carried greater risk and will require further work in terms of assessing its deliverability.
- 5.8 A single development strategy should now be selected for completion of the traffic modelling, the drafting of planning policy and the Sustainability Appraisal of that emerging strategy, for reflection in a Draft Charnwood Core Strategy.
6. Risk
- 6.1 Preparing an emerging development strategy is not without risk and Members should be aware that there are legal and planning risks in pursuing any future development strategy. A summary of the legal and planning risks are set out in exempt Appendix E and Members are asked to have particular regard to these in considering an appropriate development strategy.
7. Forward Plan
- 7.1 This decision will be reflected in the LDF Project forward programme for finalising the evidence base and preparing planning policy to be reflected in the Draft Core Strategy. The selection of the proposed emerging development strategy will allow for the development and preparation of the Draft Core Strategy to the following timescales:
- December 2012 – Completion of Traffic modelling
 - March 2013 – Seek Cabinet and Council approval for publication draft core strategy for formal consultation and submission to the Secretary of State for Examination in Public.
- 7.2 Members should note that not selecting an emerging development strategy will have consequential affects on the timetable to prepare a core strategy. In

addition, pursuing an option that requires further work that in the final analysis does not provide confidence that it can be delivered and is otherwise sound will also affect the timetable. The risks are tabled in Part A of this report. The minimum delay in either case is considered to be five months.

8. Appendices

Appendix A Charnwood 2021 Planning for Our Next Generation (2006) – Consultation Position Statement

Appendix B Charnwood 2026 Planning for Our Next Generation (2008) – Report of Consultation & Response

Appendix C Planning for Growth Supplementary Consultation 2012 - Report of Consultation & Response

Appendix D Development Options Objective Assessment

Appendix E – Tests of Soundness - risks (EXEMPT)

Appendix F – Equalities Impact Assessment

Appendix A

Charnwood 2021 Planning for Our Next Generation (2006)

Introduction

From 17th February to 31st March 2006 the Council invited comments on Charnwood 2021: Core Strategy (Preferred Options) Development Plan Document. A summary of the main issues that were raised during this consultation is published on the Charnwood Borough Council website:

www.charnwood.gov.uk/pages/preferredoptions06

This appendix explains how the main issues raised during consultation in 2006 have influenced the preparation of the Charnwood Core Strategy.

Cabinet Decision

On the 21st September 2006 a report was presented to Cabinet to advise of the key issues arising from responses to the Charnwood 2021 Core Strategy and Science Park Preferred Options Documents. The report also highlighted issues relating to the emerging Regional Plan and the Planning Inspectorate's rejection of the first Core Strategies to be independently examined (at Lichfield and Stafford).

In the light of these new issues and the responses to the Preferred Options consultation, the report identified further areas of work required to ensure soundness.

It was resolved at that meeting that:

“the Core Strategy and Science Park Development Plan Documents are not submitted to the Secretary of State until further work is completed to address issues of soundness highlighted by representation on the Preferred Options documents, including the consideration of alternative options, and to consider the implications of the emerging Regional Plan and recent advice from the Department of Constitutional Affairs and Local Government following the Lichfield and Stafford Inspectors’ reports”.

(Minute 77 06/07 refers)

Changes of Circumstance since Cabinet Decision

Following the resolution of Cabinet further work was undertaken gathering further evidence and examining alternative options in the development strategy. This work was done, in part, to address question of soundness raised by respondents to the Core Strategy in 2006.

Key changes in context since the Cabinet resolution include:

- The Publication of the Regional Plan in 2009
- Revision to Planning Policy Statement 12 (PPS 12) ‘Local Spatial Planning’.
- The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

The implications of these changes are significant, including:

- Changes in the strategic planning framework, notably through housing requirements
- Changes to 'Test of Soundness'

There are a number of new studies that were prepared after 2006 which helped inform the 2008 Further Consultation Report:

- Settlement Hierarchy Assessment 2007
- Settlement Hierarchy Assessment 2008
- Extended Phase I Habitat Survey & Species Study of Potential Strategic Development Areas 2008
- Charnwood Transport Assessments Delivering Strategies 2008
- Charnwood Retail and Town Centre Study 2008
- Leicester & Leicestershire Housing Market Assessment Employment Land Study 2008
- Charnwood Strategic Flood Risk Assessment 2008
- Leicester and Leicestershire Strategic Housing Market Assessment 2008
- Leicestershire, Leicester and Rutland Gypsies' and Travellers' Accommodation Needs Assessment 2007
- Strategic Housing Market Assessment 2008
- Strategic Housing Land Availability Assessment 2008

How the Main Issues Raised During Consultation in 2006 Have Influenced the Preparation of the Charnwood Core Strategy

Detailed responses to each of the points raised in consultation were prepared. However, responses to individual representations on the development strategy were not published, as the main issues were responded to in the Cabinet resolution 21st September 2006. Key responses to consultation included:

- The production of further evidence to address issues of soundness raised during consultation
- Revisiting of the development strategy in light of a change in strategic development requirements arising through the Regional Plan

All of the relevant evidence and sustainability appraisal work supporting the 2006 preferred options were in effect carried forward to 2008. Background papers were also prepared for specific topic areas to support the 2008 preferred options. These considered amongst other things, the policy approach in the 2006 Preferred Options Report for the Core Strategy and Science Park Development Plan Documents, to explain what people said through consultation, to identify any new evidence or changes to national and regional policy context and to set out the Council's preferred way forward. The Background Papers are available on the web site here:

http://www.charnwood.gov.uk/files/documents/background_papers_for_core_strategy_further_consultation/Amalgamated%20Background%20Papers%20Version%2023rd%20Oct08%20%28FINAL%29.doc

APPENDIX B
CORE STRATEGY 2008 FURTHER CONSULTATION REPORT
CONSULTATION REPORT AND RESPONSE

This document presents the steps taken to consult on the Core Strategy Further Consultation Document in 2008, the main issues raised in relation to the development strategy (parts of Chapters 4 and 5 and Appendices as relevant to the development strategy options). A response to those issues is also presented and how they will relate to the on going preparation of the Core Strategy.

In accordance with best practice, the Council has continued to welcome comments on the Local Plan during the period since the Further Consultation closed in 2008 and these comments and response to the issues raised are set out in a separate table at the end of this document.

INTRODUCTION

Charnwood Borough Council is preparing a Core Strategy development plan document as part of its Local Development Framework. Once adopted, this document will provide the vision and strategic planning policy framework for Charnwood guiding the future development of the Borough until 2026.

A series of other planning documents detailed in the Council's Local Development Scheme will follow on from the Core Strategy and will be prepared in general conformity with its policies.

Work on the Core Strategy commenced in early 2004 and since then the Council has undertaken a series of consultation events with local communities and other stakeholders:

- Towards a Charnwood Local Development Framework - Issues & Questions (May 2004)
- Issues and Options (June 2005)
- Planning for Our Next Generation – Preferred Options Report (February 2006)
- Planning for Our Next Generation – Alternative Strategies (September 2007)
- Key Stakeholder topic based workshops (July-August 2008)

The comments made during this consultation¹ have been used to inform the Core Strategy Further Consultation Report, which was published for six weeks of consultation between 24th October 2008 and 5th December 2008.

CONSULTATION ARRANGEMENTS

¹ Available from the Council's website at: <http://www.charnwood.gov.uk/pages/corestrategydpd>

How did we consult you?

To publicise the launch of the Core Strategy Further Consultation Report the Council:

- Sent a postcard to every household in the Borough explaining the consultation and detailing when and where consultation events were taking place;
- Sent a letter to the people registered on the Council's LDF database informing them of the publication of the further consultation report and how they could get involved;
- Sent email alerts to the 212 people registered to receive alerts via the Charnwood 2026 Email Alert service;²
- Issued formal press notices in the Leicester Mercury (Thursday 16th and 23rd October 2008) and the Loughborough Echo (Friday 17th and 24th October 2008);
- Issued 4 press releases announcing the launch (and responded to subsequent press queries) on the following dates:
 - 19th September 2008 – pre-cursor to launch of consultation
 - 21st October 2008 – Launch of Core Strategy Further Consultation report
 - 18th November – Feedback on the public meetings and other events
 - 4th February 2009 – Responses received now available on the website
- An article was issued in the Winter 2008 edition of Charnwood News - the Council's newsletter which is sent to every household in the borough;
- Posters advertising the events were placed in the Council offices and around the Borough at Libraries and sent to Parish and Town Council's for wider distribution;

The Council also held a series of events around the Borough during the consultation period to explain the Further Consultation Report and to enable people to ask questions. These events are set out below:

Road Shows & Exhibitions				
Date	Settlement	Venue	Time	Type
Fri 24 th October	Sileby	Community Centre, High Street	1pm- 5pm	Exhibition
Sat 25 th October	System	Community Centre, School Street	10am- 2pm	Exhibition
Mon 27 th October	Anstey	Jubilee Hall, Stadon Road	7pm- 9pm	Exhibition
Tues 28 th October	Rearsby	Horse & Groom PH, Melton Road	10am- 2pm	Exhibition
Thu 30 th	Loughborough	Maxwell Drive	10am-	Exhibition

² <http://www.charnwood.gov.uk/pages/ldfsignup>

Road Shows & Exhibitions				
Date	Settlement	Venue	Time	Type
October		Community Centre	2pm	
Thu 30 th October	Woodhouse Eaves	Village Hall Annexe, Main Street	7pm- 9pm	Exhibition
Sat 1 st November	Loughborough	The Rushes, Unit corner of Biggin Street	10am- 4pm	Exhibition
Mon 3 rd November	Quorn	Quorn Village Hall, 64 Leicester Road	10am- 2pm	Exhibition
Tues 4 th November	Barrow upon Soar	Parish Offices, High Street	10am- 2pm	Exhibition
Wed 5 th November	Thurmaston	Mobile Exhibition, Asda store car park, Barkby Thorpe Lane	10am- 6pm	Exhibition inside a caravan
Thu 6 th November	Shepshed	Mobile Exhibition, Shepshed Library car park, Hall Croft	10am- 6pm	Exhibition inside a caravan
Fri 7 th November	Loughborough	Mobile Exhibition Tesco store car park, Park Road	10am- 6pm	Exhibition inside a caravan
Fri 7 th November	Mountsorrel	Memorial Hall, 105 Leicester Road	7pm- 9pm	Exhibition
Tues 11 th November	Wymeswold	Memorial Hall, Clay Street	7pm- 9pm	Exhibition
Wed 12 th November	Birstall	Village Hall, School Lane	7pm- 9pm	Exhibition

Presentation & Discussion Forums			
Date	Settlement	Venue	Time
Tues 28 th October	Loughborough	Town Hall, Victoria Room	7pm-9pm
Wed 29 th October	Thurmaston	Elizabeth Park Sports	7pm-9pm
Fri 31 st October	Shepshed	Glenmore Centre	7pm-9pm
Tues 4 th November	Syston	Community Centre, School Street, Brookside Suite	7pm-9pm
Mon 10 th November	Hathern	Hathern Community Centre, Pasture Lane	7pm-9pm

In addition to these meetings the Council provided a workshop for the Charnwood Youth Forum on 15th October 2008 at Loughborough Town Hall and gave presentations to round four of the Charnwood Area Forums. These seven Area Forums were held on the following dates:

- Loughborough South West Area Forum 1st October 2008

- Loughborough East Area Forum 9th October 2008
- Loughborough North West Area Forum 13th October 2008
- Bradgate, Rothley & Birstall Area Forum 29th October 2008
- Quorn Barrow, Sileby and the Wolds Area Forum 12th November 2008
- Shepshed, Hathern & Dishley Area Forum 27th November 2008
- South Charnwood Area Forum 13th November 2008

Finally, in advance of the launch of the Core Strategy Further Consultation Report a series of four online customer polls were held via the website. The polls provided an opportunity to promote the use of the online consultation tool to the public and to gather views on consultation.

Poll	Start Date	End Date	Responses
Limehouse Launch	24 July 2008	15 August 2008	22
Consultation Awareness	15 August 2008	29 August 2008	83
Find out about Consultation	29 August 2008	16 Sept 2008	61
Post Limehouse Launch	19 Sept 2008	3 October 2008	34

What did we receive from you?

The response to the Core Strategy Further Consultation Report has been considerable and the Council has received a large amount of comments to date through the various channels of consultation.

Around 1,550 people attended the road shows, exhibitions and discussion forums. A small number of comments were made in writing at the events themselves but most were made verbally. Comments were recorded where possible and the key issues summarised for each event. The Area Forum meetings were formal meetings and the comments made were recorded by the administration for each Area Forum. The key issues from the events are available to view or download from our website at:

http://www.charnwood.gov.uk/pages/core_strategy_further_consultation_events

In addition to the comments made at road shows, exhibitions and discussion forums, responses to the Core Strategy consultation document itself were submitted to the Council either by email, letter or using the Council's online consultation tool. Although, the advertised consultation period extended between 24th October to 5th December 2008, comments continue to be submitted and by the end of December 2009, 1,535 people had responded making 3,609 comments.

The questions in the consultation document that received by far the greatest response were the preferred locations for future directions for growth with over 790 responses received to West Loughborough option and 316 responses to East Thurmaston/North of Hamilton option. In addition, a respondent promoting a sustainable urban extension within the direction for growth to South West

Loughborough generated a strong response from the public with 417 further responses being received. In total 596 proforma letters were received by the Council making comments on the directions for growth, approach to the settlement hierarchy, regeneration and gypsies, travellers and showpeople.

How have we dealt with your written comments?

The Council has scanned all of the written comments made by respondents and these are available on the website at: http://www.charnwood.gov.uk/pages/further_consultation_representations

All the comments have been read and attributed to the questions raised in the Further Consultation Report. Most of the comments submitted directly relate to specific questions raised in the consultation document but others include responses to a number of questions. Where the latter is the case the response has been uploaded to the online consultation tool and copied across to each relevant question so that a summary of each can be made. A number of responses were general in nature or did not identify a specific question and for these officers have matched the responses to specific consultation questions in order to assist in the analysis of comments made. The comments can be accessed through the consultation tool by following this link: <http://consult.charnwood.gov.uk/portal>

A significant number of the responses received arose from 'round-robin' letters. These are letters that have been produced once, copied, circulated around local communities and then individually submitted to the Council. These letters have been grouped together, summarised once by officers and then copied to each of the respondents in turn. Some of the individual round robin responses contain additional information over and above the information contained in the original letter. These specific points are recorded as representations unique to individual respondents.

Customer feedback from the presentations and discussion forums

The key issues arising from discussion at the events have been published separately and are available on the website from this link: http://www.charnwood.gov.uk/pages/core_strategy_further_consultation_events

CONSULTATION STATISTICS

CHAPTER 4: DEVELOPMENT STRATEGY FOR CHARNWOOD					
Location of New Development		1			1
Question 4.7: Do you agree that further development in Service Centres could help to address local issues or improve service provision?	1	24	4		29
Question 4.8: Any Other Comments?	9	11	12		32
Directions for Growth					
Question 4.9: Do you agree with identifying sustainable urban extensions rather than a large number of smaller extensions to urban areas?	4	35	30		69
Question 4.10: Do you agree that future growth of Loughborough and Shepshed should be focused west of Loughborough/north of Garendon Park?	9	31	154	596	790
Question 4.11: Do you agree that future growth of Leicester should be focused east of Thurmaston and north of Hamilton?	11	22	283		316
Question 4.12: Any Other Comments?	14	6	7		27
Employment Provision					
Question 4.13: Do you agree that there should be further employment land in the Borough and that it should be located at strategic urban extensions and at the science park?	4	29	3		36
Question 4.14: Do you agree that development at the Science Park should be restricted to research and development firms that complement the university's activities or other research and development firms in Loughborough?	6	9	5		20
Question 4.15: Do you think the Council should consider alternative types of employment on the science park if a large single employer was interested in locating there?	6	4	6		16
Question 4.17: Any Other Comments?	16	2	2		20
CHAPTER 5: IMPLICATIONS OF THE DEVELOPMENT STRATEGY FOR NORTH AND SOUTH CHARNWOOD					
South Charnwood					
Question 5.4: Do you have any comments on the proposals for South Charnwood?	12	2	3		17

Sustainable Urban Extension to Leicester				
Question 5.5: Is there anything else that we should consider in planning for this sustainable urban extension?	13		26	39
Question 5.6: Any other comments?		1	1	2
North Charnwood				
Question 5.7: Do you have any comments on the proposals for North Charnwood?	11	6	8	25
Sustainable Urban Extension to Loughborough				
Question 5.8: Is there anything else that we should consider in planning for this sustainable urban extension?	8	2	2	12
Question 5.9: Any other comments?	3		3	6
APPENDICES				
Alternative Option A: East of Thurmaston/North of Hamilton	4	2	5	11
Alternative Option B: East of Thurmaston/South of Syston	2	1	2	5
Alternative Option C: East of Thurmaston/South of Syston/North of Hamilton		2	1	3
Alternative Option D: North of Birstall	1	3	3	7
Alternative Option E: North of Glenfield/South of Anstey	2	3	4	9
Alternative Option A: South of Loughborough	2	3	5	10
Alternative Option B: South West of Loughborough	2	2	413	417
Alternative Option C: West of Loughborough	1	6	2	9
Alternative Option D: West of Shepshed	1	2	2	5
Alternative Option E: East of Loughborough		26	10	36
Alternative Option F: East of Loughborough, on and around Wymeswold Airfield	2	43	10	55

**CHARNWOOD CORE STRATEGY DEVELOPMENT STRATEGY CONSULTATION RESPONSES - FURTHER CONSULTATION 2008:
RESPONSES TO MAIN ISSUES RAISED**

KEY ISSUES RAISED	RESPONSE TO
DEVELOPMENT STRATEGY FOR CHARNWOOD	
QUESTION 4.7: DO YOU AGREE THAT FURTHER DEVELOPMENT IN SERVICE CENTRES COULD HELP TO ADDRESS LOCAL ISSUES OR IMPROVE SERVICE PROVISION?	
<p>For those respondents supporting further development in Service Centres key issues are summarised below:</p> <ul style="list-style-type: none"> ▪ There is broad support for the service centres proposed ▪ Some responses support further development in certain centres. ▪ Growth of service centres could relieve significant growth pressures on Loughborough. ▪ Service Centres are considered to generally have good services and public transport accessibility. F ▪ Further development would accord with sustainability objectives provided it secures significant improvements, by concentrating development in a few places to address local issues and strengthen infrastructure. ▪ Brownfield sites be a priority but the potential of greenfield locations be recognised. ▪ Birstall and Wymeswold should be classed as Service Centres and for the scale of development to be set for each centre ▪ The Core Strategy should clearly set out the scale of development that should be directed to settlements including Service Centres in order to rebalance homes and jobs and strengthen sustainability. 	<p>The function and role of settlements is assessed through Settlement Hierarchy Assessment 2008 and through the Service Centre Capacity Assessment 2011. The results of this evidence and consultation responses will be used to inform future decisions on the settlement hierarchy</p>
<p>For those respondents objecting to further development in Service Centres key issues included:</p> <ul style="list-style-type: none"> ▪ Further development in service centres, with already stretched facilities, would not bring benefits or create sustainable communities and could erode community identity. ▪ Most communities want to remain clearly separate with good access to nearby countryside. 	<p>The function and role of settlements is assessed through Settlement Hierarchy Assessment 2008 and through the Service Centre Capacity Assessment 2011. The results of this evidence and consultation responses will be used to inform future decisions on the settlement hierarchy</p>
<p>Others highlight overprovision and lack of scope for high density</p>	

KEY ISSUES RAISED	RESPONSE TO
<p>flatted schemes. There are a number of concerns about the growth quotas, some wish to see more focus on the Principal Urban Area whilst others argue for a broader spread across the Borough. 25% of growth away from the urban areas is considered too high. There was concern that all settlements should expand in proportion to their size and that excessive development would harm settlement character. A case is also made for a flexibility to cover any problems with the delivery of major developments. There were comments about the need to provide services and source food locally.</p>	
<p>QUESTION 4.8: ANY OTHER COMMENTS ON THE LOCATION OF DEVELOPMENT</p>	
<p>The emphasis on urban concentration can help address congestion by maximising use of existing public transport. Restricted development in smaller villages is supported. A focus on sustainable brownfield land is also supported and some respondents wish to see even more emphasis on brownfield land.</p> <p>There is over-provision and lack of scope for high density flatted schemes.</p> <p>There are a number of concerns about the growth quotas, some wish to see more focus on the Principal Urban Area whilst others argue for a broader spread across the Borough. 25% of growth away from the urban areas is considered too high.</p> <p>There was concern that all settlements should expand in proportion to their size and that excessive development would harm settlement character.</p> <p>A case is also made for a flexibility to cover any problems with the delivery of major developments.</p> <p>The locational strategy should reflect National Planning Policy and provide specific exception in relation to development in the countryside for appropriate tourism and leisure activities</p>	<p>The function and role of settlements is assessed through Settlement Hierarchy Assessment 2008 which considered the availability and accessibility of services and facilities, settlement size and function and the geographical distribution of settlements and interactions between them. The results of this evidence and consultation responses will be used to inform future decisions on the settlement hierarchy</p>
<p>Support for policies which continue to restrict development in the Charnwood Forest and National Forest where there is a high landscape and ecological value.</p>	<p>The development strategy will be informed by a wide range of evidence including the Charnwood Landscape Character Assessment (2012) and the Borough wide Phase 1 Habitat Survey (2012) which assesses the landscape and ecological value of the borough.</p>

KEY ISSUES RAISED	RESPONSE TO
Continued expansion of the Leicester Urban Area will have a detrimental effect of surrounding communities	The Council is pursuing a general approach of urban concentration and regeneration. All reasonable options within this general approach will be consulted upon.
All village, towns and cities should expand in proportion to their size.	The Council is pursuing a general approach of urban concentration and regeneration. All reasonable options within this general approach will be consulted upon.
QUESTION 4.9: DO YOU AGREE WITH IDENTIFYING SUSTAINABLE URBAN EXTENSIONS RATHER THAN A LARGE NUMBER OF SMALLER EXTENSIONS TO URBAN AREAS?	
<p>The majority supported the approach of identifying sustainable urban extensions rather than a large number of smaller extensions. Those who supported the approach to urban extensions stated:</p> <ul style="list-style-type: none"> ▪ The approach is consistent with regional and national planning objectives ▪ Large scale developments provide an opportunity to deliver a good range of supporting infrastructure with development for example roads, schools and shops. ▪ There should be allocations in addition to the sustainable urban extensions, which would aid delivery of housing requirements ▪ Care should be taken to minimise environmental damage 	Noted.
Of those that did not support the proposed approach of identifying sustainable urban extensions, many raised concerns about the impact of the proposed scale of development on one location and the ability to deliver genuinely sustainable communities.	Noted.
QUESTION 4.10: DO YOU AGREE THAT FUTURE GROWTH OF LOUGHBOROUGH AND SHEPSHED SHOULD BE FOCUSED WEST OF LOUGHBOROUGH/NORTH OF GARENDON PARK?	
Concerns were expressed about the robustness of the transport modelling and the extent to which congestion of the road network had been properly addressed.	The transport impacts have been modelled through the Leicester and Leicestershire Integrated Transport Model, the results of which will be used to inform future policy decisions.
The presence and proximity of the motorway will incentivise long distance commuting and the development would simply be a commuter zone to get to the M1 motorway for people to work in other areas.	Sustainability would underpin the development and this would include measures to encourage journeys to work by sustainable transport modes.
Whilst some mitigating measures are suggested, no firm indication is supplied on the practicality of delivering improvements to public	The transport modelling work will result in a package of mitigation measures to promote public transport and minimise unsustainable

KEY ISSUES RAISED	RESPONSE TO
transport, walking and cycling facilities given traffic conditions and highly constrained road network.	impacts on the road network. A full assessment of transport impacts would also be required as part of the planning application.
The proposal will worsen the considerable peak time traffic hold-ups and add more pressure on overloaded roads	The transport modelling work will result in a package of mitigation measures to promote public transport and minimise unsustainable impacts on the road network. A full assessment of transport impacts would also be required as part of the planning application.
Junction 23 is already a problem. The proposed new junction linking the A512 with the A6 will make matters worse.	The transport modelling work will result in a package of mitigation measures to promote public transport and minimise unsustainable impacts on the road network. A full assessment of transport impacts would also be required as part of the planning application.
Part of the area is a recognised flood area and flooding will increase with climate change.	The Environment Agency welcomed the decision to allocate the Sustainable Urban Extension sites in areas of lower flood risk, away from the River Soar and Wreak Corridors. However, careful consideration will be given to the important issue of flood risk as part of the masterplanning and planning application processes
Concerns were expressed about the loss of countryside, as brownfield sites should be prioritised above greenfield.	The Plan promotes urban concentration and regeneration. The regeneration of brownfield sites is an integral part of the Strategy.
This proposal would result in the loss of a recently designated green wedge between Loughborough, Shepshed and Hathern. .	Green wedges are a local designation. Development at this location would have regard to the need to retain strategically important areas of countryside. The Local Plan will use evidence in the review of Green Wedges to identify areas which should remain undeveloped.
There would be a loss of existing habitats, wildlife corridors and environmental conditions for biodiversity, including wide field margins, wildlife including protected species, feeding and breeding habitats.	The historic parkland of the Garendon Estate would be retained and opened for public access. All environmental impacts would be thoroughly assessed as part of the plan making and planning application processes.
The proposal for Garendon Park will create a small, isolated country park bordered on all sides by housing and industry. This does not fit well with the strategic vision for 'green spaces connected together' and does not meet the objective regarding habitat fragmentation.	The historic parkland of the Garendon Estate would be retained and opened for public access for both new and existing residents. All environmental impacts would be thoroughly assessed as part of the plan making and planning application processes.
English Heritage objects to this proposal because of the unacceptable adverse impacts it will have on the nationally designated assets of Garendon Park (Grade II registered park and garden	English Heritage are statutory consultees and their views will be taken into account.
Linking the A6 to the A512 would be environmentally damaging to a sensitive area.	All environmental impacts would be thoroughly assessed as part of the plan making and planning application processes.

KEY ISSUES RAISED	RESPONSE TO
The site is wrongly sited to assist the regeneration of the most deprived communities in Loughborough.	The Sustainable Urban Extension would support services and facilities in adjacent residential areas which includes areas in need of regeneration. Other policies of the plan will address regeneration needs of the wider area.
The people who will live in this area will not have local jobs so will commute to bigger cities for work by car and contributing nothing to the local towns	Sustainability would underpin the development and this would include measures to encourage journeys to work by sustainable transport modes.
It is unclear how the proposal will contribute to the west Loughborough priority neighbourhood, which is affected by low education, skills, and employment levels	The Sustainable Urban Extension would support services and facilities in adjacent residential areas which includes areas in need of regeneration. Other policies of the plan will address regeneration needs of the wider area.
The proposal is some distance from the town centre and its associated services and facilities, employment and the railway station.	Sustainability would underpin the development and this would include measures to encourage journeys to work by sustainable transport modes.
It is questioned if the proposal is based on sound evidence, is viable and if there is private sector funding to provide facilities and infrastructure required.	The Core Strategy is underpinned by a robust evidence base. The promoters state that the proposal is considered deliverable at the proposed scale over the plan period. The site has been assembled and can be phased to allow delivery of dwellings, in parallel with the phased construction of the roads, public transport routes, social infrastructure, and restoration of the historic Garendon Park as part of the wider green infrastructure. The infrastructure associated with the development can be funded through the development.
The presence of Garendon Park prevents new housing from being truly integrated into the existing urban area, which may discourage residents from accessing services such as schools and health care in existing neighbourhoods.	Ensuring good connectivity between the Sustainable Urban Extension and adjacent residential areas would help to support services and facilities.
<p>A number of respondents opposing the direction for growth made a case for one of the alternative options:</p> <ul style="list-style-type: none"> ▪ East of Loughborough ▪ The Wolds Area, making use of Wymeswold Airfield ▪ North West of Shepshed ▪ South West of Loughborough ▪ South of Loughborough 	These options have all been considered as part of the consultation process.
The proposal does not adequately address the key issues for Loughborough relating to the inadequacy of the transport network, regeneration priorities in east Loughborough and local priorities to	Other policies of the Core Strategy address these issues.

KEY ISSUES RAISED	RESPONSE TO
safeguard settlement identity.	
The proposal allows restoration of the historic Garendon Park and brings this area into use as a district park available for public use.	Agreed. The proposals allow for the Historic Garden to be opened up for public use.
The proposal maintains, through planned green infrastructure, the separate identities of Hathern and Shepshed from the main urban area.	Agreed.
QUESTION 4.11: DO YOU AGREE THE FUTURE GROWTH OF LEICESTER SHOULD BE FOCUSED EAST OF THURMASTON AND NORTH OF HAMILTON?	
Current transport infrastructure is inadequate for current traffic and this situation would be made worse by large scale development in the area. Particular pinch points on the network were highlighted in representations.	The traffic implications have been modelled through the Leicester and Leicestershire Integrated Traffic Model, the results of which have been published in x and will be used to inform future decisions on the development strategy, and on transport infrastructure.
Concerns were raised about the impact of increased traffic, including car and Heavy Goods Vehicles upon road safety, air pollution, and the character of rural lanes and villages.	The traffic implications have been modelled through the Leicester and Leicestershire Integrated Traffic Model, the results of which have been published in x and will be used to inform future decisions on the development strategy
Some concern that assumptions around predicted levels of walking, cycling and public transport use within the Sustainable Urban Extensions are particularly unrealistic.	Assumptions around future levels of walking, cycling and public transport has calculated working with key partners such as the Highway Authority, Highways Agency and Leicester City Council through the Leicester and Leicestershire Integrated Traffic Model.
The South Charnwood Transport Assessments weaken the case for the proposal and predict increased traffic congestion.	The Leicester and Leicestershire Integrated Traffic Model, the results of which have been published in x and will be used to inform future decisions on the development strategy
There is a concern that house building will take place before transport and other infrastructure is in place and will have an impact upon neighbouring communities.	An Infrastructure Schedule will be published alongside the Core Strategy which will identify the type and phasing of infrastructure delivery.
The absence of information on plan of the highway network gives no basis for considered judgement.	The level of transport evidence to be prepared is appropriate to stage in the decision making process. The Leicester and Leicestershire Integrated Traffic Model will be used to inform future decisions on the development strategy
There was concern over the impacts upon Barkby and Barkby Thorpe Conservation Areas, Hamilton deserted Mediaeval Village and other potential archaeological sites near to the option site.	The sustainability appraisal considers the objective of conserving and enhancing the historic and cultural environment which will be used to inform decisions on the development strategy.
There was concern raised over the impact upon wildlife on a large number of species and the habitats which support them.	The biodiversity interest for different options for development has been assessed through the Extended Phase 1 Habitat Survey of Potential Strategic Development Areas (2008) which will be used to

KEY ISSUES RAISED	RESPONSE TO
	inform decisions on the development strategy.
There was concern over landscape impact on the area which is felt to be of considerable value and beauty.	Landscape capacity and sensitivity is considered as a part of the Charnwood Landscape Character Assessment (2012) is used to inform decisions on the development strategy.
There was concern over the loss of green space which is already scarce in Thurmaston, and of safe walking routes into the countryside.	The Charnwood Open Spaces, Sport and Recreation Study (2010) identifies where there are deficiencies in open space and also is used to ensure that new development makes appropriate open space provision. Large scale new development will be expected to provision safe and attractive walking routes as part of the more detailed planning of the site.
There was concern over the impact local air pollution on health, and of increases in green houses gases. The impact of light pollution was also raised.	The Leicester and Leicestershire Integrated Traffic Model produces information on impacts on air quality and greenhouse gas emissions, and will be used to inform future decisions on the development strategy.
There was concern about the loss of large area of good quality agricultural land, and associated with this, the impact this would have on self sufficiency in food production.	The sustainability appraisal considers the objective of protecting soil resources and quality which will be used to inform decisions on the development strategy.
Significant concerns were raised about flooding of watercourses running through the area, a problem would be made worse by the topography of site.	The Charnwood Strategic Flood Risk Assessment (2008) is used to inform decisions on the development strategy
It is unfair for Thurmaston to take all this development, 50% of the balance to be found from the Regional Plan figures, it would increase the local population by approximately 50%.	Future decisions on development strategy will be informed by evidence, consultation responses and national planning policy.
Thurmaston is already divided by a bypass, a Thurmaston/Hamilton development will split the village of Thurmaston even more, taking the houses beyond the railway line into the new development and lose its identity.	The difficulties of severance caused by the major transport routes in Thurmaston are recognised. The opportunity to improve the attractiveness of existing routes across Thurmaston is something which can be considered as part of the planning of a potential sustainable urban extension.
If development goes ahead Thurmaston will be regarded as a part of Leicester losing its identity as a village, and will lose the great community spirit that currently exists.	The impact of large new development is recognised, and the best means of integrating new development would require detailed consideration during the detailed masterplanning of a potential sustainable urban extension.
The consultation document appears to consider the separate identities of Syston, Barkby and Barkby Thorpe but Charnwood Borough Council appears unconcerned about the separate identity of Thurmaston.	The impact of large new development is recognised, and the best means of integrating new development would require detailed consideration during the detailed masterplanning of a potential sustainable urban extension.

KEY ISSUES RAISED	RESPONSE TO
Concerns have been raised about the impact of development upon settlement identity of Beeby, Thurmaston, Barkby and Barkby Thorpe.	The impact of large new development is recognised, and the best means of integrating new development would require detailed consideration during the detailed masterplanning of a potential sustainable urban extension.
There is a concern that local facilities and transport amenities are already overstretched and the new development should provide more shops, schools, medical centres and religious places	An Infrastructure Schedule will be published alongside the Core Strategy which will identify the type and phasing of infrastructure delivery.
There is a concern that existing electricity, sewerage, gas, lighting infrastructure will not support such a large development. Examples were given of where infrastructure has not been delivered in Charnwood raises concerns that infrastructure will not be delivered, and which brings into question the viability of proposed plans.	An Infrastructure Schedule will be published alongside the Core Strategy which will identify the type and phasing of infrastructure delivery.
There is a concern that development will mean the loss of the livelihood of some farmers, and with knock on effects for associated processing industries.	The impact of large new development on agricultural land is recognised. The evidence base will include agricultural land quality to enable any impact to be minimised.
The fine words about improving the area of social deprivation do not fit with the proposals offered, there is no detail as to how this would happen and it states that parts of the area would be further away from employment and services.	The submission draft of the Core Strategy will include detailed policies for regeneration which would help to address issues of social deprivation.
There is disagreement about the actual levels of deprivation in Thurmaston and about the size and type of housing that is needed in the local area.	Priority Neighbourhoods have been identified in Charnwood based on a range of socio-economic factors.
There will be years of disruption for residents during the construction of the development	The impact from disruption is recognised. Such issues would be expected to be managed through detailed planning conditions on any planning permission.
This proposal will bring social problems in the future,	This impact is not known, but policies in the Core Strategy aim to ensure new communities are mixed, balanced, living in well designed environment served by a range of services.
This proposal will damage residents standard of living, bringing down house prices and taking away the countryside people have chosen to live in close to.	This impact is not known, but policies in the Core Strategy aim to ensure new communities are mixed, balanced, living in well designed environment served by a range of services.
Evidence from the South Charnwood Transport Assessments and the Leicester and Leicestershire Growth Infrastructure Assessment point to the huge cost of building the infrastructure (in	Noted, the assessment of infrastructure costs and its relationship to the delivery of sites will be considered.

KEY ISSUES RAISED	RESPONSE TO
particular roads and schools) to support the new town and the massive funding gap to be bridged before development can take place. Given this it makes more sense to consider smaller scale developments partly using existing infrastructure e.g. 2,500 dwellings at Anstey where infrastructure is less costly to deliver than at Thurmaston.	
Concerns raised about the consultation process for the proposal north east of Leicester, the lack of time to comment and the lack of detailed plans on which to make informed comments.	Public consultations on planning documents follow the requirements of the Statement of Community Involvement. Information in consultation documents was provided so that there was similar level of information for each alternative location for growth. Information is provided a strategic scale sufficient to inform decisions on the development strategy.
The plan is inward looking and does not take holistic view of the area including in neighbouring local authorities.	The development strategy will be informed by joint working with neighbouring authorities, consultation with outside stakeholders, and the production of shared evidence for 'sub-regional' planning issues.
There is concern that the South Charnwood Transport Assessment appears to call for a bigger area to be developed than the one consulted on in 2008 with extensions north adjoining Syston and south-east to Hamilton. If the Council accepts this report the consultation process should start again as the development area is so different.	Whichever development strategy is decided upon will be subject to consultation before submission to the Secretary of State.
Concern was raised about the robustness of evidence used, particularly around wildlife, agricultural land quality and proposed transport infrastructure.	The Core Strategy Submission Draft will be accompanied by appropriate range of robust evidence, and supporting documents, which will be clearly presented.
Charnwood seems unable to make a decision as to whether they are creating a new community or adding on to an existing one.	Sustainable Urban Extensions are large scale developments that extend an existing urban area and which because of the size of the development could support a good range of infrastructure, services and facilities including employment, schools, public transport and shops to support and serve the new community.
A decision on this proposal should be postponed until a decision has been made on the Pennbury eco-town and Ashton Green in Leicester City. A go-ahead for the eco-town will probably make the proposal redundant and unviable.	Charnwood Borough Council Residual Housing Strategic Market Testing (2012) examines the delivery issues with alternative options, taking into account surrounding developments. This evidence will be used to inform the development strategy.
A number of respondents questioned the need for the houses and government targets.	The development strategy will be informed by the most robust evidence available on the scale and distribution of development.
Other suggestions were made for accommodating new housing	The development strategy seeks to maximise the use of brownfield

KEY ISSUES RAISED	RESPONSE TO
<p>which include favouring brown field sites, spreading development around Charnwood, developing less fertile land in adjoining districts.</p>	<p>land, and options for development are informed by Strategic Housing Land Availability Assessment.</p> <p>Charnwood has adopted an urban concentration and regeneration strategy which seeks to direct the majority of development towards urban areas.</p> <p>The development strategy will be informed by joint working with neighbouring authorities, consultation with outside stakeholders, and the production of shared evidence for 'sub-regional' planning issues.</p>
<p>North of Birstall appears to be the best choice as the infrastructure is already in place.</p>	<p>Noted.</p>
<p>For the option north of Glenfield less money required for building roads, the developers could contribute more to the necessary health, schooling and work facilities.</p>	<p>Noted.</p>
<p>Development should be split between Anstey/Glenfield and Birstall for the following reasons:</p> <ul style="list-style-type: none"> ▪ Access to jobs and services good public transport not involve wholly green field land or grade 1 agricultural land ▪ There is little difference between options at Birstall and Glenfield and options north east of Leicester in terms of the benefits that can be brought to reducing deprivation in the area. ▪ The impact on wildlife is similar to sites at north east of Leicester ▪ Flood risk is much less at options north of Birstall and Glenfield than at north east of Leicester ▪ Two smaller sites would better protect settlement identity in south Charnwood 	<p>Noted</p>
<p>Other specific sites that were put forward for development include Thorn Lighting site, Bentley Rose Gardens and Lanesborough Road, Leicester</p>	<p>Noted</p>
<p>A new road should be built northwards from Leicester, west of Barkby, east of Syston, and between the gap of Syston and Queniborough, to link into the existing highway network north of Syston.</p>	<p>Noted</p>
<p>There is a need to consider splitting the development over two or three sites, even if this means Thurmaston has to take some of the</p>	<p>Noted</p>

KEY ISSUES RAISED	RESPONSE TO
development.	
Wymeswold aerodrome should be used for a new development as a brownfield site where the community would welcome development.	Noted
The Environment Agency welcomes the decision to allocate the Sustainable Urban Extension sites in areas of lower flood risk	Noted
Leicester City Council officers seek joint working to address key issues and state they have no objection to the proposed development as long as it includes at least 25 hectares of employment land any potential highways issues for the City can be satisfactorily be resolved and any impacts to open and protected space which affects the city especially involving the Green Wedge North of Hamilton is properly mitigated and the City is involved in any proposed changes to this Green Wedge.	Noted
<p>The County Council highlight that they have undertaken two studies submitted in evidence to the Regional Plan Examination. The conclusions of this work broadly correlate with Charnwood preferred option for a Sustainable Urban Extension at Thurmaston/Hamilton. County Council officers remain broadly supportive of this providing it is supported by transportation infrastructure.</p> <p>In general terms, Leicestershire County Council agrees that this is the most appropriate location. They highlight that it would have the least impact on nearby settlements and is of sufficient size to deliver the size of extension required.</p>	Noted
Development would be in an area that is already urban, and on the periphery of the Borough, so would have less impact compared to the rest of Charnwood.	Noted
The development would provide housing for people who wanted to focus their employment or lifestyle on either Charnwood or Leicester.	Noted
The promoters of this proposal state that it will support the strategic priorities to safeguard environmental features and the identity of individual settlements, with a strong focus on regeneration in urban areas. It would not adversely impact	Noted

KEY ISSUES RAISED	RESPONSE TO
environmental features and would support regeneration initiatives in Thurmaston.	
The alternative north of Birstall is far less sustainable and the area north of Glenfield does not provide the sustainable development area required due to the area largely being designated as flood-plain and/or as green wedge	Noted
This proposal is consistent with guidance set out in the Regional Spatial Strategy.	Noted
The site is the best choice if integration of the railway and other key services is to be achieved.	Noted
It is well located to the edge of Leicester and the city's services and facilities.	Noted
It will have a relatively low impact on the landscape.	Noted
There is good access to the railway network, which will be improved with opening of East Midlands Parkway Station. It was suggested that existing Syston station should be improved or a new one built nearby.	Noted
Suggestions were put forward for changes to existing transport infrastructure including the downgrading of busy roads through Thurmaston which will improve the identity of the village.	The development strategy will be informed by the Leicester and Leicestershire Integrated Traffic Model and by discussions with stakeholders which will also inform highway and other transport mitigation.
There is potential for this proposal to be considered as two extensions, one east of Thurmaston, and one north of Hamilton. This would allow the proposal to build on the existing identity of the two host locations.	The masterplanning of any urban extension will be informed by community and stakeholder engagement, analysis of constraints and opportunities.
English Heritage highlight that there are two scheduled monuments at Hamilton, the visible remains of a deserted medieval village (DMV) and the buried remains of the site of a Roman villa to the northeast. There will need to be a buffer zone around the monuments and the DMV in particular, which should define an acceptable area for development. The sites and their buffer zones should be an integral part of the green infrastructure, with appropriate provision for the management and interpretation of the schedule monuments. The setting of listed buildings in Barkby needs to be considered	The masterplanning of any urban extension will be informed by community and stakeholder engagement, analysis of constraints and opportunities, including heritage assets.

KEY ISSUES RAISED	RESPONSE TO
QUESTION 4.12: ANY OTHER COMMENTS ON DIRECTIONS FOR GROWTH	
A number of the respondents raised concerns about the scale of growth proposed for Charnwood and the need for such a large amount of development.	The development strategy will be informed by the most robust evidence available on the scale and distribution of development
English Heritage raised concern that the overall proposed level of growth will breach the environmental capacity of the area in terms of landscape, the natural and historic environment	Noted. The future development strategy will be informed by on-going discussions with English Heritage and Leicestershire County Council.
English Heritage highlight that site-selection needs to be informed by the County Historic Landscape Characterisation, which should be part of the evidence base.	The evidence base used to inform the Core Strategy includes the Charnwood Landscape Character Assessment.
The Highways Agency has stated that they are keen to work closely and are concerned that the modelling work undertaken to date is insufficient and that further work is required	The Borough Council will continue to work closely with the Highways Agency and Highway Authority in preparing the development strategy. The transport implications have been modelled through the Leicester and Leicestershire Integrated Traffic Model, the results of which have been published in x and will be used to inform future decisions on the development strategy.
The Environment Agency highlighted the need for a Water Cycle Study for the area, in light of the extra pressures put on a number of the service providers, by such major development proposals	An on-going dialogue will be maintained with the Environment Agency on the evidence needed to support the Core Strategy.
Support is given to prioritising previously developed land in urban areas and more needs to be done to identify all sources of sustainable brownfield supply.	Noted.
The promoters of the east of Loughborough option highlight that Leicestershire County Council has concerns about the capacity of the preferred option, west of Loughborough, to expand to accommodate further growth. They confirm that there is the potential for the further expansion of the east Loughborough option if required.	Noted.
There were also a number of respondents supporting the overall approach set out in the Directions for Growth section.	Noted.
QUESTION 4.13: DO YOU AGREE THAT THERE SHOULD BE FURTHER EMPLOYMENT LAND IN THE BOROUGH AND THAT IT SHOULD BE LOCATED AT STRATEGIC URBAN EXTENSIONS AND AT THE SCIENCE PARK?	
There is strong overall support for the provision of further employment land in the Borough and the proposal to locate it at	Noted.

KEY ISSUES RAISED	RESPONSE TO
Sustainable Urban Extensions and the proposed science park.	
There is little explanation in the plan to justify the amount of employment land in Sustainable Urban Extensions, which should take account the existence and availability of employment land nearby.	The amount and distribution of employment land will be informed by up-to-date evidence principally the Employment Land Study 2012.
There should also be employment provision within service centres or settlements along the A6 corridor to enhance their self-containment.	The amount and distribution of employment land will be informed by up-to-date evidence principally the Employment Land Study 2012.
A wider spread of employment land would enable a quicker take-up of land.	Noted.
The mix of employment types is important on Sustainable Urban Extensions, particularly in South Charnwood to ensure it complements provision in Leicester rather than competes.	Noted
The science park should not accommodate large warehouses due to the visual impact on the Charnwood Forest.	Noted
Waste management facilities should be considered at Sustainable Urban Extensions.	Noted
There is support for the efforts for new employment sites attached to Sustainable Urban Extensions to provide for the 'first zero carbon development'.	Noted.
QUESTION 4.14: DO YOU AGREE THAT DEVELOPMENT AT THE SCIENCE PARK SHOULD BE RESTRICTED TO RESEARCH AND DEVELOPMENT FIRMS THAT COMPLEMENT THE UNIVERSITY'S ACTIVITIES OR OTHER RESEARCH AND DEVELOPMENT FIRMS IN LOUGHBOROUGH?	
<p>Those in support of restricting uses made the following points:</p> <p>There is a shortage of research and development uses and the lack of evidence to support further office space in the borough. Development of a science park is likely to be visually intrusive and adversely affect the setting of nearby listed buildings and the registered Garendon Park and Garden. Its design and layout will therefore be very important.</p> <p>Development should be controlled to ensure that occupiers have appropriate links with the University, each other or other 'high added value' high technology, or research and development based companies in the town.</p>	Noted

KEY ISSUES RAISED	RESPONSE TO
<p>There is a shortage of science and technology users in the three cities sub area and pressure from the logistics industry is restricting sites. Restricting the science park to research and development uses will be important.</p>	
<p>Those objecting to restricting uses made the following points A range of uses should be allowed alongside research and development uses to cross subsidise the Science Park, to complement its provision or, to support wider policy initiatives such as the airport. Restricting uses will distort the market and prevent entrepreneurs from establishing in Loughborough.</p>	<p>The amount and distribution of employment land will be informed by up-to-date evidence principally the Employment Land Study 2012</p>
<p>QUESTION 4.15: DO YOU THINK THE COUNCIL SHOULD CONSIDER ALTERNATIVE TYPES OF EMPLOYMENT ON THE SCIENCE PARK IF A LARGE SINGLE EMPLOYER WAS INTERESTED IN LOCATING THERE?</p>	
<p>Comments in support not allowing a large single user to locate at the Science Park stated that a single user would undermine the rationale for a science park in Regional Plan and in employment evidence, would not synergise with the university, would not provide a range of skills and uses and such large single users should be accommodated elsewhere, such on sustainable urban extensions.</p>	<p>The amount and distribution of employment land will be informed by up-to-date evidence principally the Employment Land Study 2012</p>
<p>Comments in support of not allowing a large single user to locate at the Science Park stated single user should be considered if there is insufficient take-up at the Science Park.</p>	<p>Noted. Proposals for strategic development sites such as a Science Park will include measures to address their delivery including any necessary monitoring arrangements.</p>
<p>Some comments stated that storage and distribution uses should not be allowed at the science park or called for particular types of employment or other uses.</p>	<p>Any uses at Loughborough Science Park would be informed by Employment Land Study 2012, as well as any relevant borough and sub-regional strategies.</p>
<p>Do you think we should seek to replace all the employment land lost since 2001 in the borough?</p>	<p>in addition to replacing the poor quality sites left in the borough?</p>
<p>Key issues in relation to the approach of replacing all employment land lost since 2001 are listed below There is little evidence for this and that the Council should focus instead on what is needed to serve future needs rather than being concerned about what had been lost.</p>	<p>The amount and distribution of employment land will be informed by up-to-date evidence principally the Employment Land Study 2012</p>

KEY ISSUES RAISED	RESPONSE TO
<p>There should be a more flexible approach to the supply of land in future so as to be more responsive to market demand and to avoid the need for core strategy review.</p> <p>There should be emphasis should be given to retaining a high quality employment portfolio combined with strategically located employment zones. Low quality sites should be released for alternative uses.</p> <p>There is a need for more local employment sites to provide for sustainable communities.</p> <p>Poorer quality employment sites should be reused to serve business incubation.</p>	
QUESTION 4.17: ANY OTHER COMMENTS ON EMPLOYMENT PROVISION?	
<p>There is a need to provide a range of employment in accessible locations to meet the needs of the wider demographic and young people in particular.</p> <p>There is a need to make the best use of previously developed land and poorer quality employment sites for new employment.</p> <p>The employment needs of local communities must also be met.</p>	<p>The amount and distribution of employment land will be informed by up-to-date evidence principally the Employment Land Study 2012</p>
QUESTION 5.4: DO YOU HAVE ANY COMMENTS ON THE PROPOSALS FOR SOUTH CHARNWOOD?	
<p>The Thurmaston District Centre has an important role to play in the future of South Charnwood The existing facility should be consolidated through its extension to include the Asda store, rather than declassified, which would impact on its ability to serve the existing and future residents of Thurmaston.</p>	<p>The hierarchy of centres within the borough will be informed by the Charnwood Retail and Town Centre Study, further stakeholder engagement and further evidence about the role and function of different centres.</p>
<p>key influences on this part of the Borough that are not mentioned Grand Union Canal National Forest</p>	<p>The key issues to be addressed through the Core Strategy will be revisited in light of the most up-to-date evidence and all consultation responses.</p>
<p>The Council need to consider all the alternative options in the area before concluding that the land East of Thurmaston/North of Hamilton</p>	<p>The development strategy will be informed by evidence, sustainability appraisal, and other plans and strategies.</p>

KEY ISSUES RAISED	RESPONSE TO
Settlement separation should be protected in the same way as radial green wedges in order to prevent urban sprawl between Leicester and Loughborough	The development strategy will be informed by evidence, sustainability appraisal, and other plans and strategies, including Landscape character Assessment (2012) and Green Wedge Review (2011)
There is a deficiency in smaller scale open space provision an in local park provision. Such deficiencies should be remedied through the design of a new development (and via Section 106 Agreements). Green wedges are not an appropriate way to secure this and should be withdrawn.	The development strategy will be informed by evidence, sustainability appraisal, and other plans and strategies, including the Open Spaces, Sport and Recreation Study (2010) and the councils Green Spaces Strategy (2012)
QUESTION 5.5: IS THERE ANYTHING ELSE THAT WE SHOULD CONSIDER IN PLANNING FOR THIS SUSTAINABLE URBAN EXTENSION?	
Opportunities for investment in green links and biodiversity improvements should be taken.	Evidence base used to inform the Core Strategy includes a Phase 1 Habitat Survey for the Borough.
Need to consider cultural facilities	Noted.
Need to consider improved transport links north and south and across the borough	Noted. Evidence base used to inform the Core Strategy includes a number of transport assessments.
There is a need to consider appropriate crime prevention elements	Noted.
There is a need to consider older people's housing needs.	The mix of housing will be informed by the Strategic Housing Market Assessment 2008
Leicestershire County Council advised that the proposed Sustainable Urban Extension is likely to generate a need for approximately one large and two medium sized primary schools.	The borough council will work with key stakeholders such as Leicestershire County Council to ensure that appropriate infrastructure is provided. The Core Strategy will be supported by an Infrastructure Schedule.
QUESTION 5.6: ANY OTHER COMMENTS ON THE PROPOSED SUSTAINABLE URBAN EXTENSION TO EAST OF THURMASTON AND NORTH OF HAMILTON?	
Government Office for the East Midlands strongly supports the delivery focus of chapter 5 stating that this is the sort of policy that national guidance set out in Planning Policy Statement 12 is looking for in Local Development Frameworks and Core Strategies.	Noted.
QUESTION 5.7: DO YOU HAVE ANY COMMENTS ON THE PROPOSALS FOR NORTH CHARNWOOD?	
There is a need to consider access to green spaces and biodiversity improvements and the need to consider environmental legislation	The Core Strategy will be informed by relevant legislation, evidence and work with key stakeholders
There should be provision of places of worship	The borough council will work with other key stakeholders to ensure that appropriate infrastructure is provided. The Core Strategy will be supported by an Infrastructure Schedule.

KEY ISSUES RAISED	RESPONSE TO
Leicestershire County Council advised that the proposed Sustainable Urban Extension is likely to generate a need for approximately two medium sized primary schools	The borough council will work with key stakeholders such as Leicestershire County Council to ensure that appropriate infrastructure is provided. The Core Strategy will be supported by an Infrastructure Schedule.
Persimmon and William Davis state in their response set out the number and type of facilities that that would be provided in their proposal.	The borough council will work with key stakeholders including developers to ensure that appropriate infrastructure is provided. The Core Strategy will be supported by an Infrastructure Schedule.
QUESTION 5.8: IS THERE ANYTHING ELSE THAT WE SHOULD CONSIDER IN PLANNING FOR THIS SUSTAINABLE URBAN EXTENSION WEST OF LOUGHBOROUGH?	
The proposals are not clear about when building will start.	The Core Strategy will be supported by a detailed housing trajectory which will indicate when development is expected to take place.
Doubts were raised about the value of public consultation in informing future development strategy.	Consultation responses will be reported and will inform decisions on the development strategy.
The promoters of the East of Loughborough option highlight that the approach to transportation issues means that the Core Strategy fails to address the need for a package of transport improvements for Loughborough, as highlighted by the County Council, to support future growth.	The development strategy and supporting transport infrastructure will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority and also the Highways Agency.
QUESTION 5.9: ANY OTHER COMMENTS ON THE PROPOSED SUSTAINABLE URBAN EXTENSION TO THE WEST OF LOUGHBOROUGH AND NORTH OF GARENDON PARK?	
Traffic and transportation is a significant concern with the exacerbation of existing congestion (particularly around the roads near ASDA), poor air quality and the poor level of public transport were identified as reasons not to promote further development.	The development strategy and supporting transport infrastructure will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority and also the Highways Agency.
Concerns are raised about the extent the option will intrude into the countryside, urbanising an attractive area and threatening the open breaks between settlements and agricultural land.	The development strategy will be informed by evidence including the Charnwood Landscape Character Assessment 2012.
Flooding and drainage issues are an issue and in particular the capacity of the Thurmaston Dyke.	The development strategy will be informed by evidence including Charnwood Strategic Flood Risk Assessment 2008.
Some respondents doubted the degree of deprivation in the wider area and if the option would result in any real improvement.	Priority Neighbourhoods have been identified in Charnwood based on a range of socio-economic factors. Further information is available here: www.lsr-online.org/reports/categories/Charnwood
This option will have a significant impact on the historic environment. English Heritage and the county Archaeologist must	Noted. The future development strategy will be informed by on-going discussions with English Heritage and Leicestershire County

KEY ISSUES RAISED	RESPONSE TO
be involved in the decision making	Council.
ALTERNATIVE OPTION A: EAST OF THURMASTON/NORTH OF HAMILTON	
Traffic and transportation is a significant concern with the exacerbation of existing congestion (particularly around the roads near ASDA)	The development strategy and supporting transport infrastructure will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority and also the Highways Agency.
There are concerns poor air quality and the poor level of public transport	The development strategy and supporting transport infrastructure will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority and also the Highways Agency.
The option will intrude into the countryside, urbanising an attractive area and threatening the open breaks between settlements and agricultural land	The development strategy will be informed by evidence including the Charnwood Landscape Character Assessment 2012.
Flooding and drainage issues were seen as an issue and the capacity of the Thurmaston Dyke in particular	The development strategy will be informed the Charnwood Strategic Flood Risk Assessment (2008)
Unclear how this development will help the most deprived communities in Charnwood when residents have been told that only a few streets area in Thurmaston are classed as deprived.	The assumptions and evidence about the potential of development to improve skills are set out in the sustainability appraisal
The provision of a new local centre was likely to make the severance of the community worse amplifying the east/west split in Thurmaston.	The hierarchy of centres within the borough will be informed by the Charnwood Retail and Town Centre Study, further stakeholder engagement and further evidence about the role and function of different centres.
ALTERNATIVE OPTION B: EAST OF THURMASTON/SOUTH OF SYSTON	
Statements that development could improve skills are unfounded.	The assumptions and evidence about the potential of development to improve skills are set out in the sustainability appraisal
This option has not been correctly assessed as it would have a highly visible impact in the area as the land is higher than surrounding countryside and is easily viewed from nearby villages.	The development strategy will be informed by evidence including the Charnwood Landscape Character Assessment 2012.
The transport disadvantages to this option have been overplayed.	The development strategy and supporting transport infrastructure will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority and also the Highways Agency.
This option has less of an impact on green areas and will affect	The development strategy will be informed by the Leicester and

KEY ISSUES RAISED	RESPONSE TO
Loughborough transport less, and have less impact on flood risk.	Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority the Highways Agency and the Charnwood Strategic Flood Risk Assessment.
Any new housing to the rear of Thurmaston will put even more congestion around the ASDA complex roundabout.	The development strategy and supporting transport infrastructure will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority and also the Highways Agency.
ALTERNATIVE OPTION C: EAST OF THURMASTON/SOUTH OF SYSTON/NORTH OF HAMILTON	
This option has less of an impact on green areas and will affect Loughborough transport less, and have less impact on flood risk	The development strategy will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority the Highways Agency and the Charnwood Strategic Flood Risk Assessment.
Any new housing to the rear of Thurmaston will put even more congestion around the ASDA complex roundabout.	The development strategy and supporting transport infrastructure will be informed by the Leicester and Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority and also the Highways Agency.
ALTERNATIVE OPTION D: NORTH OF BIRSTALL	
A number of reasons were raised about why North of Birstall should be preferred option including, the level of traffic impact, lower impact on air quality, potential to reduce the need to travel by car, potential to connect with existing transport infrastructure, access to major green infrastructure, lack of flooding constraints, lack of archaeological impact and its lower landscape and ecological value than other options. A view was put forward that a landscape belt would be sufficient to protect the settlement identity of Rothley.	<p>The development strategy will be informed by Leicester and Leicestershire Transport Model which provides information on impact on air quality, transport impacts and requirements for supporting transport infrastructure.</p> <p>The development will be informed by Open Space, Sport and Recreation Study (2010), including other relevant plans and strategies associated with 'green infrastructure'.</p> <p>The development strategy will be informed by Strategic Flood Risk Assessment 2008.</p> <p>The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 and Phase I Habitat Survey of Potential Strategic Development Areas (2008).</p> <p>The development strategy will be informed by records of heritage assets.</p>
A number of reasons were raised about why North Birstall should not be the preferred option, including concern about the impact on settlement identity and separation, traffic congestion, the inadequacy of existing infrastructure. Concerns were also raised	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 and by Leicester and Leicestershire Transport Model.

KEY ISSUES RAISED	RESPONSE TO
about Birstall being incorporated into the City.	
ALTERNATIVE OPTION E: NORTH OF GLENFIELD/SOUTH OF ANSTEY	
Concern was raised about the impact of this scale of development on the village of Anstey and surrounding countryside and its ability to support this level of development.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
Development at Anstey would not be an extension to the Leicester Principal Urban Area and the A46 was seen as the natural limit in this location	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
There was a concern that allowing the Principal Urban Area to cross the A46 would affect the ability to create a cohesive community due to the severance created by the road, the existing green wedge and the existing flood risk area	The development strategy will be informed by sustainability appraisal which considers objectives such as the accessibility to services and facilities and increasing healthy lifestyles.
There is concern about the traffic implications of growth on particular routes.	The development strategy will be informed by Leicester and Leicestershire Transport Model
The option will lead to the loss of valuable/productive farmland	The development strategy will be informed by evidence about the quality of agricultural land.
The land south of the A46 could be brought forward as a smaller urban extension to Glenfield because landowners are ready to sell land to the south of the A46 for development, it is possible to walk or cycle to nearby services and facilities, it is not in the floodplain, near listed buildings or wildlife sites and a smaller part has already been urbanised. Highway and other infrastructure can be provided. It will not adversely impact on green wedge or landscape character and the identity and separation of Anstey will be preserved.	Consideration of options will include up-to-date information about land owner interests and anticipated housing delivery rates. The development strategy will be informed by sustainability appraisal which considers objectives such as the accessibility to services and facilities and increasing healthy lifestyles. The development strategy will be informed by records of heritage assets, Charnwood Green Wedge Review 2011, Leicester and Leicestershire Transport Model, Charnwood Landscape Character Assessment 2012.
ALTERNATIVE OPTION A: SOUTH OF LOUGHBOROUGH	
A south Loughborough option has less environmental impact than other options and is easier to mitigate. Examples given of where there would be less environmental impact include landscape, and flooding. It is felt that development could be designed to maintain settlement identity of Quorn. It was also considered that south Loughborough is well served by public transport, and employment provision in this location would create a more even distribution of jobs around Loughborough.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012. The development strategy will be informed by Strategic Flood Risk Assessment 2008. The development strategy will be informed by Leicester and Leicestershire Transport Model which provides information, on requirements for supporting transport infrastructure. The development strategy will be informed by the Employment Land Study 2012.

KEY ISSUES RAISED	RESPONSE TO
<p>Concerns were raised about the loss of separation between Quorn and Loughborough and the coalescence of Woodthorpe with Loughborough, the impact upon listed buildings, good quality agricultural land, and traffic problems being made worse. There was concern that existing infrastructure in Quorn is insufficient for additional housing.</p>	<p>The development strategy will be informed by the Charnwood Landscape Character Assessment 2012. The development strategy will be informed by records of heritage assets, evidence about the quality of agricultural land, Leicester and Leicestershire Transport Model and by an assessment about infrastructure requirements.</p>
<p>Alternative Option B: South West of Loughborough</p>	
<p>There are significant concerns particularly in relation to the:</p> <ul style="list-style-type: none"> ▪ significant landscape and visual impact within the Charnwood Forest area of particularly attractive countryside, ▪ the transport impact in particular significant traffic impact on inadequate roads and poor provision for sustainable modes, ▪ impact upon heritage, harm to the separate identity of Loughborough, Woodhouse and Woodhouse Eaves, ▪ ecological impact in the area adjoining the Outwoods Site of Special Scientific Interest and on the woods themselves, ▪ noise impacts due to acoustics of the area, possible flood risk and drainage impact in an area already prone to flooding, ▪ inadequacy of services and facilities to support the development, ▪ lack of job opportunities in Loughborough and ▪ damage to a major and very popular recreational area based on footpaths and bridleways connecting the town to the Outwoods. 	<p>Decisions about future development strategy will be informed by evidence and stakeholder input including: Charnwood Forest Landscape and Settlement Character Assessment, Charnwood Landscape Character Assessment, Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008), Charnwood Strategic Flood Risk Assessment, Charnwood Open Spaces, Sport and Recreational Study 2010, Charnwood Employment Land Study 2012, Leicester and Leicestershire Integrated Traffic Model</p>
<p>Provision of more student accommodation on campus could release thousands of houses in the town back onto the market</p>	<p>The implications of student accommodation in Loughborough is considered as part of the development strategy, notably through Leicester and Leicestershire Housing Requirements Study 2011.</p>
<p>It would provide housing a resource more valuable than a view and because the town would benefit from a ring road linking radial routes with the M1 motorway allowing release of land for development, stimulating the local economy.</p>	<p>Decisions about future development strategy will be informed by evidence including: Charnwood Forest Landscape and Settlement Character Assessment, Charnwood Landscape Character Assessment, Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008), Charnwood Strategic Flood Risk Assessment, Charnwood Open Spaces, Sport and Recreational Study 2010, Charnwood Employment Land Study 2012, Leicester and Leicestershire Integrated Traffic Model</p>

KEY ISSUES RAISED	RESPONSE TO
Rather than provide a dormitory town for Leicester, Derby and Nottingham, with everybody using the M1 motorway to go to work there housing should be directed to the Three Cities	The development strategy will be informed by joint working with neighbouring authorities, consultation with outside stakeholders, and the production of shared evidence for 'sub-regional' planning issues.
ALTERNATIVE OPTION C: WEST OF LOUGHBOROUGH	
Advantages of development West of Loughborough were raised include the proximity to existing jobs, services and facilities, lower impact upon landscape and wildlife the potential for public access of the Garendon Park and Garden	The development strategy will be informed by Employment Land Study 2012, Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008), Charnwood Landscape Character Assessment (2012), Charnwood Open Spaces, Sport and Recreational Study 2010.
Comments were received stating that the approach to assessing the West Loughborough option was flawed because of the scale of development assessed for this option, lack of account given to transport evidence from the County Council, the way the SA appraised SUE and road infrastructure separately.	The scale of development to be included in future Sustainability Appraisal will reflect the best information available at that time about the potential capacity of the that particular location. Sustainability appraisal will ensure that the combined effects of each option and its supporting strategic infrastructure are clearly expressed.
ALTERNATIVE OPTION D: WEST OF SHEPshed	
Concerns raised about West of Shepshed option include loss of valuable agricultural land, impact on landscape and traffic problems	The development strategy will be informed by evidence about the quality of agricultural land, Charnwood Landscape Character Assessment (2012) and the Leicester and Leicestershire Integrated Transport Model.
Comments on West of Shepshed include it has least impact on biodiversity	The development strategy will be informed by Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008).
Land in William Davis's ownership should not be included as part of this option as it is fundamentally different in character and can be developed in association with employment land to the east of Shepshed to create a sustainable development solution.	The borough council will continue to engage different land owners as to the options to be assessed in the development strategy.
ALTERNATIVE OPTION E: EAST OF LOUGHBOROUGH	
There is significant transport infrastructure (including an Eastern Distributor Road) that it is suggested will provide relief to Loughborough	The development strategy will be informed by the findings of the Leicester and Leicestershire Integrated Transport Model.
East Loughborough will be located in close proximity to the town centre employment areas and the East Loughborough Priority Neighbourhood	The impact of development on Priority Neighbourhoods will be considered as part of the Sustainability Appraisal, including objectives relating to access to services and to reducing poverty and social exclusion.
East of Loughborough at Cotes would provide a range of	The development strategy will be informed by the Open Spaces,

KEY ISSUES RAISED	RESPONSE TO
community infrastructure including a district park and provide wider biodiversity benefits.	Sport and Recreation Study (2010) as well as other sub-regional plans and strategies relating to 'green infrastructure'.
This option is capable of expansion to accommodate the requirements for longer term growth.	The size of the potential development area around east of Loughborough is noted.
A sustainability appraisal of the east of Loughborough option was submitted by the promoters of that option. The promoter's sustainability appraisal included different assessment of the biodiversity, landscape, flooding, regeneration, impact on the historic environment, potential to deliver transport infrastructure.	The sustainability appraisal will be reviewed in the light of consultation responses.
There is a concern that developing in East of Loughborough at Cotes would adversely impact on the setting and identity of Wolds villages and would be divorced from the main urban area of Loughborough lying beyond the Soar River valley (which is renowned for flooding)	The development strategy will be informed by Charnwood Landscape Character Assessment (2012).
There were concerns about the loss of agricultural land	The development strategy will be informed by evidence concerning agricultural land quality.
Concerns over the impact on historic landscapes estates, listed buildings and the Cotes deserted medieval village	The development strategy will be informed by records of heritage assets.
Concerns the impact of traffic on Wolds villages and the ability to fund and provide the necessary infrastructure.	The development strategy will be informed by the findings of the Leicester and Leicestershire Integrated Transport Model and Infrastructure Schedule.
There is concern that existing infrastructure would not be sufficient to cope with development	The development strategy will be included an Infrastructure Schedule.
The opportunity to regenerate the western side of Loughborough and Shepshed would be lost.	The development strategy will be informed by other plans and strategies, including the Regeneration Strategy.
ALTERNATIVE OPTION F: EAST OF LOUGHBOROUGH ON OR AROUND WYMESWOLD AIRFIELD	
Wymeswold is a brownfield site and it makes more sense to make best use of this type of land before developing greenfield land.	Noted. The contribution that Wymeswold Airfield would make to meeting housing requirements on brownfield land will be considered as an alternative option.
Opportunities to create a high quality new community that takes its lead from the unique identity of the rural settlements in the area and the provision of new and improved facilities for Wolds's villages are also cited as reasons for developing the area.	Urban concentration regeneration strategy agreed on 15 th December 2005 (minute 149 refers).
The option would provide good links to Loughborough, Nottingham and Leicester as this is where most people commute to.	The evidence base used to inform the Core Strategy includes a number of transport assessments.

KEY ISSUES RAISED	RESPONSE TO
The County Council's view that an Eastern Distributor Road is required to ease traffic congestion in Loughborough is also seen as a good reason to develop at Wymeswold airfield	The evidence base used to inform the Core Strategy includes a number of transport assessments.
The East Midlands Regional Plan's recommendation is to concentrate any development around urban areas like Loughborough, rather than establishing new development in previously undeveloped countryside	Urban concentration regeneration strategy agreed on 15 th December 2005 (minute 149 refers).
The distance from centres of employment/leisure facilities does not support the government's sustainable development agenda	Urban concentration regeneration strategy agreed on 15 th December 2005 (minute 149 refers).
There should be an Investigation of the potential to extract minerals from under Wymeswold airfield and villages.	The Minerals Development Framework is prepared by Leicestershire County Council.
Concern was raised over the impact on the settlement identity of Wolds's villages	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which considers settlement identity/ coalescence within it.
Concern was raised over the impact upon environmental and historic assets.	The evidence base used to inform the Core Strategy includes a Phase 1 Habitat Survey and Landscape Character Assessment.
Concern was raised over the difficulty of getting road infrastructure across the river valley.	The evidence base used to inform the Core Strategy includes a number of transport assessments and strategic flood risk assessment.

**CHARNWOOD CORE STRATEGY FURTHER CONSULTATION 2008:
RESPONSES TO MAIN ISSUES RAISED BY RESPONSES RECEIVED JANUARY 2010 AND MAY 2012**

KEY ISSUES	RESPONSE TO
EAST OF LOUGHBOROUGH (COTES)	
ENVIRONMENTAL ISSUES	
An east Loughborough option at Cotes contains a number of environmentally sensitive designations, included some that are nationally recognized, as a result the impact to biodiversity of any development would be severe and it is believed that any mitigation measures proposed would not be sufficient to maintain the special nature of the area.	The development strategy will be informed by Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008).
Large scale development in this location could potentially have a negative impact upon the landscape in visual terms from the Nottinghamshire perspective and, more locally, particularly in	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.

KEY ISSUES	RESPONSE TO
terms of impact when viewed from the area around Stanford on Soar in Rushcliffe.	
TRANSPORT	
The predicted traffic implications of a (Wymeswold/ Cotes) development scenario upon the local highway network in Nottinghamshire would be unacceptable even with the proposed partial and full mitigation packages that have been tested with the traffic model.	The development strategy will be informed by the Leicester and Leicestershire Integrated Traffic Model, as well as on-going discussions with adjoining authorities.
An east Loughborough option at Cotes, although within close proximity to the A60, would potentially encourage commuting into Nottingham City rather than into Loughborough, therefore contributing to increased traffic along one of the main routes into Nottingham.	The development strategy will be informed by the Leicester and Leicestershire Integrated Traffic Model, as well as on-going discussions with adjoining authorities.
If development was to go ahead at either Cotes or Wymeswold then Nottinghamshire County Council would seek to ensure that developer contributions to improve road infrastructure into Nottinghamshire were secured.	The Core Strategy will be supported by an Infrastructure Schedule which will be informed by the Leicester and Leicestershire Integrated Traffic Model. The borough council will work with key stakeholders such as Nottinghamshire County Council to ensure that appropriate infrastructure is provided.
GENERAL STRATEGIC ISSUES	
An east Loughborough option at (Cotes) is not well connected to an existing settlement as it is physically separated from Loughborough by the River Soar and its associated floodplain, it cannot therefore be called a 'sustainable urban extension', it is in fact a 'new settlement'; and would be contrary to the RSS.	The location of this option in relation to Loughborough is noted, and reflected in sustainability appraisal and objective assessment of this option.
EAST OF LOUGHBOROUGH WYMESWOLD	
ENVIRONMENTAL ISSUES	
Large scale development in this location could potentially have a negative impact upon the landscape in visual terms from the Nottinghamshire perspective and, more locally, particularly in terms of impact when viewed from the area around Stanford on Soar in Rushcliffe.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
TRANSPORT	
The predicted traffic implications of a (Wymeswold/ Cotes) development scenario upon the local highway network in	The development strategy will be informed by the Leicester and Leicestershire Integrated Traffic Model, as well as on-going

KEY ISSUES	RESPONSE TO
Nottinghamshire would be unacceptable even with the proposed partial and full mitigation packages that have been tested with the traffic model.	discussions with adjoining authorities.
If development was to go ahead at either Cotes or Wymeswold then Nottinghamshire County Council would seek to ensure that developer contributions to improve road infrastructure into Nottinghamshire were secured.	The Core Strategy will be supported by an Infrastructure Schedule which will be informed by the Leicester and Leicestershire Integrated Traffic Model. The borough council will work with key stakeholders such as Nottinghamshire County Council to ensure that appropriate infrastructure is provided.
GENERAL STRATEGIC ISSUES	
An east Loughborough (Wymeswold) option is not well connected to an existing settlement and would be a free standing new settlement. This would be contrary to current RSS policy.	The location of this option in relation to Loughborough is noted, and reflected in sustainability appraisal and objective assessment of this option.
SOUTH WEST LOUGHBOROUGH	
ENVIRONMENTAL ISSUES	
The proposed building would affect the tranquil setting of Rainbows Hospice, which is currently set in quiet beautiful countryside, which gives children and their parents a place to gather their thoughts, relax and reflect, uninterrupted by noise and in total privacy.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
This option would completely destroy a picturesque area and views of the Outwoods and the setting of Beacon Hill.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
The area is heavily used by walkers and runners and development would result in loss in the leisure value of the area.	The development strategy is informed by the sustainability appraisal. The sustainability appraisal considers options against 17 objectives. Objective 12 is to increase healthy lifestyles and objective 14 is to increase access to the countryside, open space, and semi-urban environments (e.g parks).
Building on the area south west of Loughborough would destroy animal's habitat and could lead to the breakdown of an entire food chain.	The development strategy will be informed by Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008).
GENERAL STRATEGIC ISSUES	
The need for new houses was questioned, given the number of empty properties that exist.	The most recent evidence on housing need is provided through the Leicester and Leicestershire Housing Requirements Study 2011, which includes assumptions about the level of empty properties.
DO YOU AGREE THAT SHEPSHED SHOULD BE CONSIDERED AS PART OF THE LOUGHBOROUGH SUB-REGIONAL CENTRE?	

KEY ISSUES	RESPONSE TO
Shepshed does not form part of the Sub-Regional Centre of Loughborough, as it is separated by the M1 Motorway and the Garendon Historic Park and Garden. It should remain separated from Loughborough and should be considered as a Service Centre.	The function and role of settlements is assessed through Settlement Hierarchy Assessment 2008 which considered the availability and accessibility of services, settlement size and function and the geographical distribution of settlements and interactions between them. The results of this evidence and consultation responses will be used to inform future decisions on the settlement hierarchy.
DO YOU AGREE THAT HOUSING DEVELOPMENT IN OTHER SETTLEMENTS SHOULD BE RESTRICTED TO AFFORDABLE HOUSING TO MEET AN IDENTIFIED LOCAL NEED?	
Housing in Other Settlements should be restricted to affordable housing only.	The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy.
DO YOU AGREE THAT THE SETTLEMENT LIMITS SHOULD BE REMOVED FROM ALL SMALL VILLAGES AND HAMLETS?	
Settlement limits should be removed from all Small Villages and Hamlets.	The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy.
DO YOU THINK THE SETTLEMENT LIMITS SHOULD BE REMOVED FROM OTHER SETTLEMENTS AS WELL AS FOR SMALL VILLAGES AND HAMLETS? (THIS WOULD RESTRICT FUTURE DEVELOPMENT TO AFFORDABLE HOUSING ONLY)	
Settlement limits ought to be removed from Other Settlements.	The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy.
ANY OTHER COMMENTS	
Shepshed should be deleted from the Main Urban Centres category and included as a Service Centre.	The function and role of settlements is assessed through Settlement Hierarchy Assessment 2008 which considered the availability and accessibility of services, settlement size and function and the geographical distribution of settlements and interactions between them. The results of this evidence and consultation responses will be used to inform future decisions on the settlement hierarchy.
Every opportunity to provide housing on previously developed land should be taken.	The development strategy seeks to maximise the use of brownfield land, and options for development are informed by Strategic Housing Land Availability Assessment.
Saved Policy E/8 of the Borough of Charnwood Local Plan should be replaced as soon as possible. Restricting the redevelopment of older employment land is counter to the achievement of a sustainable pattern of development.	The Core Strategy will be informed by the Employment Land Study 2012 and will set out the key principles of ensuring a sustainable supply employment land.

KEY ISSUES	RESPONSE TO
DO YOU AGREE WITH IDENTIFYING SUSTAINABLE URBAN EXTENSIONS RATHER THAN A LARGE NUMBER OF SMALLER EXTENSIONS TO URBAN AREAS?	
It is preferable to have a few sustainable urban extensions rather than a large number of smaller extensions to urban areas.	The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy.
DO YOU AGREE THAT FUTURE GROWTH OF LOUGHBOROUGH AND SHEPSHED SHOULD BE FOCUSED WEST OF LOUGHBOROUGH/NORTH OF GARENDON PARK?	
Development west of Loughborough (north of Garendon Park) in effect proposes growth at Shepshed, not Loughborough. Development towards the Outwoods is more sustainable.	The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy.
DO YOU AGREE THAT FUTURE GROWTH OF LEICESTER SHOULD BE FOCUSED EAST OF THURMASTON AND NORTH OF HAMILTON?	
Development north east of Leicester will swamp village and country lanes with traffic which will be dangerous with extra traffic and affect the character of conservation villages.	The development strategy is informed by Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority, Highways Agency and also by the Sustainability Appraisal Report. The Sustainability Appraisal Report considers the effect upon the historic and cultural environment.
The new residents of proposed urban extensions will not be part of the local village community but will look to the city instead.	The integration of a new community within existing communities is an on-going planning issue, as plans develop and will be informed by involvement of local communities. The main way that planning can respond to these issues will come as part of the detailed master-planning of a large proposal.
Villages need green areas surrounding them to recognise their identities as small separate communities.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which considers settlement identity/ coalescence within it.
Development north east of Leicester will be a threat to the unique identity of Barkby and Barkby Thorpe. The Barkby Conservation Area Assessment notes that “the relationship of the hamlet and the village to their rural setting is an important part of the character of the area”.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which considers settlement identity/ coalescence within it. In addition the sustainability appraisal considers the effect upon the historic and cultural environment.
Development north east of Leicester would affect the separation and the Green Wedges between Barkby and Syston.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which considers settlement identity/ coalescence within it.
Productive agricultural land should not be developed for housing which is needed as food security is an issue which cannot be ignored. There are many empty properties in the City and Charnwood, and whilst these remain unoccupied, it makes no	The SA considers the objective of protecting soil resources and quality which will be used to inform decisions on the development strategy, which will also be informed by government policy and by evidence about the need for different types of development, notably

KEY ISSUES	RESPONSE TO
sense to build on prime farmland.	the Leicester and Leicestershire Housing Requirements Study 2011
Part of the countryside is designated as an “Area of Particularly Attractive Countryside” which will be at risk if the aspirations of the builders come to fruition.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
The abolition of Regional Spatial Strategies and the Localism Act enshrine the principle that local people should have a key role in determining the acceptability of new housing developments. Charnwood should look beyond the Leicester fringe to build 35% of its housing requirements. Transport evidence shows that development at Anstey can be accommodated with fairly minimal transport infrastructure. The Council should look to accommodate 10,000 houses on Wymeswold airfield.	The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy. Key transport evidence will be Leicestershire Integrated Traffic Model.

**CHARNWOOD CORE STRATEGY DEVELOPMENT STRATEGY CONSULTATION RESPONSES - FURTHER CONSULTATION 2008: RESPONSES RECEIVED JANUARY 2010 AND MAY 2012 (INCLUDING LEICESTERSHIRE COUNTY COUNCIL GREEN SPACES CONSULTATION)
RESPONSES TO MAIN ISSUES RAISED**

KEY ISSUES	RESPONSE TO
SOUTHWEST LOUGHBOROUGH	
ENVIRONMENTAL ISSUES	
The Outwoods has great value for amenity, landscape beauty (including views), wildlife, geology and its scientific and historical interest.	The development strategy will be informed by sustainability appraisal, Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008), Charnwood Landscape Character Assessment (2012), together with records of historic assets in the area.
The area is an “Area of Particularly Attractive Countryside” and should be protected from urban expansion.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
The area is one of the defining characteristics of Loughborough.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
Alternative spaces should be considered before considering losing such valued landscapes.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012.
The proposed development would not include a sufficient conservation buffer, and many other urban woods with less of a buffer have been badly degraded by human intrusion.	The development strategy will be informed by sustainability appraisal, Extended Phase 1 Habitat Survey & Species Study of Potential Strategic Development Areas (2008), Charnwood

KEY ISSUES	RESPONSE TO
	Landscape Character Assessment (2012).
There are concerns over flooding associated with development near to the Woodbrook.	The development strategy will be informed by Charnwood Strategic Flood Risk Assessment 2008.
Increases in traffic in the area would add greatly to the carbon footprint of the area.	The development strategy is informed by Leicestershire Integrated Traffic Model and sustainability appraisal which consider potential carbon emissions associated which development options.
The area forms a bridge from Loughborough to the Outwoods, and is safe way of people getting to the woods without using the car.	The development strategy is informed by the sustainability appraisal. The sustainability appraisal considers options against 17 objectives. Objective 12 is to increase healthy lifestyles and objective 14 is to increase access to the countryside, open space, and semi-urban environments (e.g parks).
SOCIAL ISSUES	
Developing in this area would cause a major be a loss of leisure value of the Outwoods which is used by a large number of people.	The development strategy is informed by the sustainability appraisal. The sustainability appraisal considers options against 17 objectives. Objective 12 is to increase healthy lifestyles and objective 14 is to increase access to the countryside, open space, and semi-urban environments (e.g parks).
The Outwoods should be enhanced for outdoor leisure purposes.	The development strategy is informed by the sustainability appraisal. The sustainability appraisal considers options against 17 objectives. Objective 12 is to increase healthy lifestyles and objective 14 is to increase access to the countryside, open space, and semi-urban environments (e.g parks).
The area around southwest Loughborough is essential to the health and mental well-being of the community	The development strategy is informed by the sustainability appraisal. The sustainability appraisal considers options against 17 objectives. Objective 12 is to increase healthy lifestyles and objective 14 is to increase access to the countryside, open space, and semi-urban environments (e.g parks).
ECONOMIC ISSUES	
The land south west of Loughborough is one of the very best attractions to the area, along with the Great Central Railway and canal system.	The development strategy is informed by the sustainability appraisal. Objective 16 is to encourage a sustainable economy supported by efficient patterns of movement attractive to investors.
TRANSPORT	
There would be traffic problems caused, particular areas mentioned include at the exit of Kirkstone Drive into Forest Road.	The traffic implications have been modelled through the Leicester and Leicestershire Integrated Traffic Model, the results of which will be used to inform future decisions on the development strategy.

KEY ISSUES	RESPONSE TO
GENERAL STRATEGIC ISSUES	
Brownfield sites should be considered.	The development strategy seeks to maximise the use of brownfield land, and options for development are informed by Strategic Housing Land Availability Assessment.
Developers should be looking to encourage investment and physical regeneration, raise educational achievement, improve access to employment and create safe healthy communities	The development strategy will be informed by sustainability appraisal which considers development options against 17 sustainability objectives. These objectives deal with investment (SA objective 16), regeneration (SA objectives 11 and 17), improving skills (SA objective 17), reducing crime (SA objective 11) increasing healthy lifestyles (SA objective 12). Where planning can have an effect against these objectives these would be addressed through masterplanning and through extensive consultation with the community.
With reduction in student numbers and closure of major employers, it is unlikely that new houses will be needed. The houses at the Grange Park housing estate, south of Loughborough are not selling because of lack of demand	The implications of student accommodation in Loughborough are considered as part of the development strategy, notably through Leicester and Leicestershire Housing Requirements Study 2011.
Empty houses should be utilised rather than building houses in this location	The development strategy will be informed by the most robust evidence available on the scale of development, including Leicester and Leicestershire Housing Requirements Study 2011.
WEST LOUGHBOROUGH	
ENVIRONMENTAL ISSUES	
There is concern about the loss of green spaces around Hathern which separate Hathern from Loughborough and Shepshed	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which deals with settlement identity/ coalescence.
SOCIAL ISSUES	
People choose to live in villages because of the many areas to enjoy leisure activities in safety peace and tranquillity and therefore oppose building on green spaces in Hathern.	The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy.
ANY OTHER COMMENTS	
The Council needs to put resources into the managing SSSI, Local Wildlife Sites and surrounding land in partnership with other organisations such as The Wildlife Trust and Natural England, and this should be a future aim at the least.	The Core Strategy will set out an approach to the planning for biodiversity which will be informed by established relationships with other organisations, including Natural England and Leicestershire Wildlife Trust.

APPENDIX C
CORE STRATEGY 2012 SUPPLEMENTARY CONSULTATION REPORT
CONSULTATION REPORT AND RESPONSE

This document presents the steps taken to consult on the Core Strategy Supplementary Consultation in 2012, the main issues raised and a response to those issues and how they will relate to the on going preparation of the Core Strategy.

INTRODUCTION

Charnwood Borough Council is preparing a Core Strategy development plan document as part of its Local Plan. Once adopted, this document will provide the vision and strategic planning policy framework for Charnwood guiding the future development of the Borough until 2028.

A series of other planning documents detailed in the Council's Local Development Scheme will follow on from the Core Strategy and will be prepared in general conformity with its policies.

Work on the Core Strategy commenced in early 2004 and since then the Council has undertaken a series of consultation events with local communities and other stakeholders:

- Towards a Charnwood Local Development Framework: Issues & Questions (May 2004)
- Issues and Options (June 2005)
- Planning for Our Next Generation: Preferred Options Report (February 2006)
- Planning for Our Next Generation: Alternative Strategies (September 2007)
- Key Stakeholder topic based workshops (July-August 2008)
- Core Strategy Further Consultation (October 2008)

In June 2012 a Core Strategy Supplementary Consultation was undertaken to explore options for housing growth over an extended plan period. The comments made during this consultation will be used, together with those from previous consultations (in particular those from the Core Strategy Further Consultation Report) to help prepare the Draft Core Strategy for publication later this year.

CONSULTATION ARRANGEMENTS

How did we consult you?

To publicise the publication of the Core Strategy Supplementary Consultation Report and associated consultation period between 11th June 2012 and 8th July 2012 the Council:

- Sent a letter or email to the people registered on the Council's Local Plan database informing them of the publication of the supplementary consultation report and how they could get involved;

- Sent email alerts to people registered to receive alerts via the Charnwood Local Plan Email Alert service;¹
- Created a dedicated webpage with all the consultation documents available to download on the Council's website and opened a dedicated telephone line;
- Created an online questionnaire for people to make their comments;
- Issued two press releases announcing the launch and an extension to the consultation (and responded to subsequent press queries).

The Council also held three workshops for local organisations, neighbouring authorities, key agencies, developers, Parish and Town Councils, Councillors and community groups during the consultation period to explain the Supplementary Consultation Report and to enable people to ask questions. Around 60 people attended the workshops. These events are set out below:

DATE	WORKSHOP	TIME
Monday 18 th June	Key Bodies & Organisations Workshop	2pm – 4pm
Tuesday 19 th June	North Charnwood Community Workshop	6pm – 8pm
Wednesday 20 th June	South Charnwood Community Workshop	7pm – 9pm

We also held a Briefing for all Charnwood Borough Councillors ahead of the consultation and promoter presentation evening for Charnwood Members, County Members for Charnwood and City Members with a ward adjoining the Borough.

What did we receive from you?

The response to the Core Strategy Supplementary Consultation Report has been considerable with over 400 responses and nearly 900 individual comments through the various channels of consultation. A summary of the number of comments on each options and section of the consultation document is set out below:

Consultation Statistics

COMMENTS RECEIVED BY OPTIONS	NUMBER OF RESPONDENTS
Introduction	44
Option 1: North of Birstall	32
Option 2: North of Birstall and North of Glenfield	25
Option 3: North of Glenfield and South & East of Syston	30
Option 4: South & East of Syston	52
Option 5: Not Meet Housing Requirement	34
Option A: South of Loughborough	42
Option B: South West of Loughborough	199
Option C: East of Loughborough	63

¹ <http://www.charnwood.gov.uk/pages/lpsignup>

COMMENTS RECEIVED BY OPTIONS	NUMBER OF RESPONDENTS
Option D: Adjoining Shepshed	58
Option E: Concentrate at Loughborough and Shepshed	59
Option F: Spread Across Borough	43
Option G: Concentrate at Service Centres	34
Option 1: Overall Housing Figure for Service Centres	25
Option 2: Relative Assessment of Service Centres	16
Option 3: Housing Figures for each Service Centre	23
Any Other Comments	155
Total	934

Responses to the Core Strategy Supplementary Consultation document were submitted to the Council either by email, telephone, letter or using the Council's online consultation portal. The format of responses are summarised below and show that the majority of people responded using the questionnaire on the online consultation portal. Although, the advertised consultation period extended between 29th June 2012 and 8th July 2012, comments continue to be submitted and will be taken into account.

TYPE	NUMBER OF RESPONDENTS
Online	226
Email	137
Letter	39
Telephone	7
Total	409

How have we dealt with your written comments?

All the comments have been read and attributed to the appropriate option raised in the Supplementary Consultation Report. Most of the comments submitted directly relate to specific options proposed but others include responses to the housing numbers, the proposed Sustainable Urban Extensions and alternative options. A number of responses were general in nature or did not identify a specific option. These have been recorded as general comments. The individual comments can be accessed through the consultation tool by following this link: <http://consult.charnwood.gov.uk/portal>

The following sections of this report identify the main issues and comments made on each of the options presented in the supplementary consultation and a summary of the 'any other comments' results.

**CHARNWOOD CORE STRATEGY DEVELOPMENT STRATEGY CONSULTATION RESPONSES - JUNE 2012
SUMMARY OF RESPONSES**

KEY ISSUE RAISED	RESPONSE
INTRODUCTION	
The service centres have already been overdeveloped, and should not take further growth as this could lead to coalescence between Leicester and Loughborough.	The Core Strategy will seek to allocate appropriate levels of growth to enable sustainable development. Coalescence between settlements will be minimised to safeguard the character of individual settlements.
The LLITM traffic model has not been validated by the Highways Agency. There is a significant difference in the mitigation achieved for option 4 and options 1, 2 & 3.	The Leicester and Leicestershire Integrated Transport Model is a consistent method of modelling transport impacts and mitigation measures. The Highways Agency (HA) has agreed with its use for the strategic assessment of the Borough Council's preferred development strategy subject to a more detailed assessment of the highway mitigation by the HA using junction assessment tools at a later date. Based on this it has been agreed between the Borough Council, City Council, County Council and the HA that the Stage 2 modelling work can commence and that further sensitivity analysis will not be required.
The framework provided by the Regional Plan should not be followed as a strategy because the principle of urban concentration is no longer appropriate.	The principle of urban concentration remains valid. It provides the most sustainable means of accommodating growth and is part of the policy approach underpinning the Regional Plan.
The Regional Plan's evidence base was out of date	The Regional Plan remains part of the Development Plan. A robust evidence base has been assembled to support the Core Strategy.
The Sustainable Urban Extensions will not be delivered as planned.	The planned housing trajectory will be closely monitored to ensure expectations of delivery are achieved.
The scope and purpose of the consultation document is unclear.	The purpose of the supplementary consultation is set out in Paragraph 1.3 "to show how new evidence and changing circumstances have affected the options for distributing development before any final decisions are taken by the Council's Cabinet about the final development strategy for the Borough" .
The consultation period was too short.	This was not a statutory consultation and was extended beyond the published timescale to allow for late responses.
The 'top down' approach is based on targets for housing and industrial development which are no longer appropriate for the Borough.	The Regional Plan remains part of the Development Plan. In addition the Borough Council is working closely with neighbouring authorities to accommodate anticipated levels of growth.
The economic downturn should lead to a reassessment of the	The plan needs to accommodate levels of growth to 2028.

KEY ISSUE RAISED	RESPONSE
housing requirement and employment assumptions	
The Sustainability Appraisal identifies a high number of negative impacts of development compared to a lower number of benefits.	It is accepted that development may result in some negative impacts. The purpose of the Sustainability Appraisal is to ensure that the impacts are assessed so that they can inform the policy development and appropriate mitigation measures put in place.
Changed circumstances mean that the presumption that the Borough should accommodate high levels of growth and the interpretation of 'sustainability' should be reassessed	The Supplementary Consultation acknowledged the changes that have occurred but the Plan will need to make provision for development needs to 2028.
The SUEs may not deliver the required housing levels and consequently the Borough should be planning for a larger quantum of development over a longer time period.	The planned housing trajectory will be closely monitored to ensure expectations of delivery are achieved.
The housing requirement for North Charnwood should not be met.	The housing requirement is derived from the Regional Plan which remains part of the Development Plan
Development of brownfield sites such as Wymeswold airfield plus smaller, appropriately scaled developments around all existing settlements should be considered as should development on the eastern side of Loughborough.	All reasonable options have been considered as part of the plan preparation process.
OPTION 1: NORTH OF BIRSTALL	
This is a sequentially preferable area of search free of planning policy constraints, with no land ownership, land assembly or physical constraints at a strategic location close to the important A6 / A46 crossroads.	These comments are noted.
The infrastructure is already in place and the development would have easy access to shops and other facilities including the recently constructed park and ride site.	These comments are noted.
The proposed development is on greenfield land and it would have a negative effect on landscape character and tranquillity.	The Charnwood Landscape Character Assessment provides a structured assessment of landscape in the Borough, and will help to inform planning policy.
Development would lead to more pollution and a reduction in air quality and general environment for existing Birstall residents.	The environmental impacts of all options have been considered in the Sustainability Appraisal.
Development could affect the setting of Rothley Park (to the north of the area) which includes a number of designated heritage assets.	The effect upon designated heritage assets has been considered as part of the Sustainability Appraisal. Detailed considerations of layout and design would also be considered during the planning application process.
Farmland would be lost and it should be retained for growing food that will be required for an expanding population.	It is accepted that development in the countryside may involve the loss of agricultural land. The Sustainability Appraisal will have

KEY ISSUE RAISED	RESPONSE
	regard to its significance.
The drainage system will not be able to cope with more frequent heavy downpours and additional development would exacerbate this problem.	Development will be directed away from areas of high flood risk in accordance with the findings of the Strategic Flood Risk Assessment (2008)
Birstall is already at capacity as there has been excessive development in the area which has not been accompanied by adequate facilities, particularly schools, health and leisure facilities.	These comments are noted.
Housing development off the A6 has already created substantial traffic congestion and further development would exacerbate the problem. The additional housing at Ashton Green will also add to the congestion. The park and ride facility is not widely used by Birstall residents or visitors. In addition, the limited parking facilities in Birstall village will not be able to cope with the additional development	<p>These comments largely refer to the transport impacts of past development decisions.</p> <p>The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.</p>
The proposed Wanlip bypass tries to address the problem of congestion by providing a new link to the development. However, the narrow road is already busy and would be totally inadequate for the potential amount of traffic.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
Further significant growth at Birstall may result in such potentially significant and wide ranging strategic impacts on the highway network that they are unacceptable to the local highway authority. Development of 1500 or 2000 dwellings and the proposed mitigation is likely to have some negative impacts on use of the A6 / A46 and surrounding, more local, routes.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
This type of site is dislocated from other settlements and would be contrary to the urban concentration strategy underpinning the Core Strategy.	The existing transport network contributes to the dislocation of this site from adjacent development. Issues of connectivity would need to be addressed if the site were to be allocated.
The A46 provides physical separation from the Principal Urban Area while the A6 also divides Birstall into two communities, presenting a major obstacle to the integration of the new and the old communities. Development to the north of the A46 would also lead to coalescence of Birstall and Rothley.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts. It is agreed that coalescence between settlements should be minimised to safeguard the character of individual settlements. The Landscape Character Appraisal addressed issues of settlement identity which will inform planning decisions.
Alternative options would be to develop brownfield sites in urban areas or develop sites in proximity to the A46.	Opportunities to develop brownfield sites will be sought.

KEY ISSUE RAISED	RESPONSE
OPTION 2: NORTH OF BIRSTALL AND NORTH OF GLENFIELD	
Birstall is as big as it can be taking into account the current range and capacity of services available. However, there is land available up to the A46 which is capable of considerable growth and would make use of the Park and Ride and the road infrastructure is already in place.	The selection of options has had regard to the full range of reasonable options.
There will not be coalescence with Thurmaston because of the Soar Valley, inherent flood risk and in particular Watermead Park. If the need for growth cannot be met elsewhere in the Borough then this area has fewer downsides than most.	Comments are noted.
The infrastructure is in place with good access to roads and facilities. The site is better equipped to take the burden of 2143 houses than, for example, south and east of Syston.	Comments are noted.
It may be possible that development in this area (North of Birstall) could be mitigated through sensitive design as part of a master planning process.	Comments are noted.
Glenfield has already been subjected to a lot of growth and these proposals would just exacerbate urban sprawl and cause a merger with the City and the coalescence of Glenfield, Kirby Muxloe and Anstey. The villages should retain their sense of identity.	Agreed that coalescence between settlements should be minimised to safeguard the character of individual settlements. The Landscape Character Appraisal addressed issues of settlement identity which will inform planning decisions.
Birstall is divided into two communities by the A6. This presents a major obstacle to the integration of the new and the old communities.	The difficulties of severance caused by the major transport routes in Birstall is recognised. The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
The Green Wedge north of Glenfield should be protected to maintain these separate communities; to provide a green lung for nearby residents; to provide access to recreational space and fresh air; and to maintain the Rothley Brook wildlife corridor.	The Core Strategy will seek to retain strategically important areas of open space.
There will not be enough land for housing and associated facilities given the amount of floodplain in this location. Development will lead to more pollution and a reduction in air quality and general environment for existing Birstall residents.	The Core Strategy will be informed by the Sustainability Appraisal which has considered these important issues.
Development could affect the setting of Rothley Park (to the north of the area) which includes a number of designated heritage assets.	Development at this location would need to have regard to impact on nearby sites.
This option will only exacerbate traffic congestion on the A46	The Leicester and Leicestershire Integrated Transport Model will

KEY ISSUE RAISED	RESPONSE
because of the major housing development to the south of the A46 at Ashton Green.	assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
New housing at Birstall has already created more traffic congestion on the A6 and the A50/ A46 Junction is already a bottle-neck. The County Hall traffic island, where the development would be located, is also congested.	The comment relates to existing problems with the transport network The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
The park and ride facility at Birstall is not used by Birstall residents and is not well patronised generally. The proposed Wanlip Bypass would not be able to cope with additional traffic.	The park and ride facility in Birstall is already in place. The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
Development at Glenfield will not be large enough to justify the new infrastructure that will be needed. Local services in Beaumont Leys and Glenfield are beyond walking distance	The infrastructure required to implement the strategy will be set out in an accompanying Infrastructure Schedule.
Consideration needs to be given to what will be done to cope with the strain on existing services such as the health centre, local police station and primary schools in Glenfield.	The infrastructure required to implement the strategy will be set out in an accompanying Infrastructure Schedule.
It is not clear where the residents will work. The nearby New Parks area already has high unemployment levels.	It is agreed that residential development should have regard to employment, and wherever possible local jobs will be promoted for new residential developments.
None of the proposed mitigation to manage the impact of growth is guaranteed. This Option is not in strict conformity with the Regional Plan and brownfield sites in urban areas should be developed first.	The planning system can impose conditions and negotiate Section 106 contributions to ensure that the impacts of development are addressed. It is for the Core Strategy to set out policy in accordance with the overall strategic framework of the Regional Plan. Opportunities to redevelop brownfield sites will be promoted.
OPTION 3: NORTH OF GLENFIELD AND SOUTH AND EAST OF SYSTON	
Thurmaston is in need of regeneration and could be revitalised by growth proposals, but not to the extent that it merges with Syston.	The regeneration need of Thurmaston is acknowledged. Coalescence between settlements will be minimised to safeguard the character of individual settlements.
Glenfield has already been subjected to a lot of growth and these proposals would just exacerbate urban sprawl and the loss of village identity. There is a risk of settlement coalescence. The green wedge to the north of Glenfield is essential to maintain separate communities; to provide a green lung; to provide access to recreational space; and to maintain the Rothley Brook Wildlife Corridor.	Comments regarding the impacts of growth at Glenfield are noted. Careful consideration would be given to coalescence between settlements so as to safeguard the character of individual settlements.

KEY ISSUE RAISED	RESPONSE
Proposing development at Glenfield will not have a positive affect on access to the countryside.	The Sustainability Appraisal has considered this issue and it will help to inform policy choices.
Development at Syston is likely to affect the heritage assets at Barkby including Barkby Conservation Area and a number of listed buildings within the settlements	Careful consideration would be given to coalescence between settlements so as to safeguard the character of individual settlements.
Syston suffers from poor air quality. Monitoring takes place on Melton Road where even more traffic could exacerbate the problem. The majority of Syston is in a floodplain and there are concerns over flooding from Rothley Brook.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
This option will cause too much strain on infrastructure, such as the health centre, local police station and primary schools in Glenfield. The need for a cemetery at Syston is an example of where infrastructure has not kept pace with need.	The infrastructure required to implement the strategy will be set out in an accompanying Infrastructure Schedule.
This option will only exacerbate traffic congestion on the A46 because of the major housing development to the south of the A46 at Ashton Green	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
Public transport will need to be vastly improved to cope with demand from new developments.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts. This would include a package of public transport measures.
The 2012 Traffic Assessment does not consider the localised pressure points caused by 6000 houses in one location and it will simply not be possible to achieve 100% mitigation	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts. Options would be supported that achieve high levels of mitigation.
Parking in Syston Town Centre is already a major problem and it is not possible to find land near the town centre for additional parking.	This issue will help to inform future policy development.
It is not clear where new residents would work. The nearby New Parks area already has high unemployment levels. Employment in Syston is restricted and decreasing.	It is agreed that residential development should have regard to employment, and wherever possible local jobs will be promoted for new residential developments.
The coalescence of Syston and Leicester City may lead to administrative boundaries changing. This could result in a huge loss of revenue for Charnwood Borough Council.	Potential boundary changes are beyond the scope of the plan.
This Option is not in conformity with the Regional Plan.	Comment is noted.
There should be no further development beyond the urban area until all brownfield sites within them have been fully utilised. Empty and derelict homes should be utilised first before considering building new homes.	The Core Strategy will encourage opportunities to redevelop brownfield sites and to bring back empty and derelict homes into use. The scale of housing development over the plan period will however require provision to be made for new areas of residential

KEY ISSUE RAISED	RESPONSE
	development.
OPTION 4: SOUTH AND EAST OF SYSTON	
Growth at Syston would not affect smaller villages which should be allowed to expand within the overall concept of this option but with some green separation between each of them.	Comments are noted.
Thurmaston is in need of regeneration and could be revitalised by growth proposals	The regeneration needs of Thurmaston are acknowledged.
This area is appropriate for development as it is already semi-urban and has good connections to Syston, Thurmaston and Leicester. Syston has the infrastructure to cope with additional growth	Comments are noted.
Development at this location would lead to the eventual coalescence of Syston, Barkby, Queniborough and Thurmaston, severely affecting settlement identity and character	Careful consideration would be given to possible coalescence between settlements so as to safeguard the character of individual settlements.
Thurmaston is already liable to flooding and additional development will only make the problem worse.	Careful consideration will be given to planned development to minimise flood risk and ensure that it does not exacerbate flooding elsewhere.
Development which involves building on the green wedge and areas of separation should be avoided.	The Sustainability Appraisal has considered these issues. Coalescence between settlements will be minimised to safeguard the character of individual settlements and strategically important areas of green space protected.
Development here would result in the loss of high value good quality agricultural land.	High quality agricultural land should be protected wherever possible.
The environmental impact will be extensive with a huge loss of local habitats and wildlife and vulnerable species will be lost forever.	The findings of Sustainability Appraisal will help to inform policy development.
This option will cause too much strain on infrastructure, such as the schools, dentist and medical centres in Syston.	The infrastructure required to implement the strategy will be set out in an accompanying Infrastructure Schedule.
The need for a cemetery at Syston is an example of where infrastructure has not kept pace with need	The infrastructure required to implement the strategy will be set out in an accompanying Infrastructure Schedule.
Industrial uses should be relocated on land to the north of the A46 so that unused industrial land within Thurmaston can be reallocated for housing.	An employment land study has recently been undertaken to inform policy development.
Traffic routes between the City and Syston are already congested at busy periods and the 2012 Traffic Assessment does not consider the localised pressure points caused by 6000 houses in one location and it will simply not be possible to achieve 100% mitigation.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.

KEY ISSUE RAISED	RESPONSE
Public transport will need to be vastly improved to cope with the demand from new developments and reduce the need to travel by car. In addition, pollution from increased traffic will have an effect upon local air quality.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts of development options and a package of measures put in place to mitigate the impacts.
Whilst this option is for just 1500 dwellings it would actually form a total Sustainable Urban Extension of 6000 dwellings because of those proposed at Syston. Development would still require an additional 643 units to be identified elsewhere and there are concerns about where this additional housing would actually go. Instead of such a large amount of growth being directed to Syston, Glenfield should also be included in this option.	Comments are noted.
The coalescence of Syston and Leicester City may lead to administrative boundaries changing. This could result in a huge loss of revenue for Charnwood Borough Council. Also, this Option is not in strict conformity with the Regional Plan	Potential boundary changes are beyond the scope of the plan.
Brownfield sites should be exhausted before using green sites. Derelict housing within Syston should be used first before new homes are built.	The need to redevelop brownfield sites in urban areas is acknowledged.
OPTION 5: NOT MEETING THE HOUSING REQUIREMENT	
The quantity of housing proposed in the plan cannot be accommodated in the borough without damage to the environment, local amenity and subsuming villages.	It is acknowledged that housing development will have impacts but these will be rigorously appraised in the Sustainability Appraisal.
Housing development is severely constrained by the Charnwood Forest area and the Soar Valley floodplain. Many of the site options, especially down the Soar Valley, will lead to linear urban growth and further erosion of the identity of village rural centres. The overall level of growth will breach the environmental capacity of the area to accommodate this.	The high landscape quality of Charnwood Forest is acknowledged as is the need to avoid development being affected by, or contributing to, flooding. The Core Strategy will seek to ensure that development needs can be accommodated in the most sustainable way.
There should be no further housing development at all until the change in building regulations requiring housing to be zero carbon.	Sustainable construction methods will be promoted in the plan to help meet carbon reduction targets but it is considered that curtailing housing development would not promote sustainable development.
There should be no further development beyond the major urban areas until brownfield sites have been fully utilised.	The Core Strategy will promote the redevelopment of brownfield land in urban areas. The Strategic Housing Land Availability Assessment (2012) identifies the scale of urban capacity within the Borough. It found that the number of sites within the built up areas

KEY ISSUE RAISED	RESPONSE
	is insufficient to meet housing requirements.
Development in rural areas would have a detrimental affect on the attractiveness of parts of the borough possibly reducing visitor numbers and therefore tourism revenue	Comments are noted. The Sustainability Appraisal has had regard to social, economic and environmental considerations to inform policy choices.
The evidence is based on out of date data and trends and that the housing requirement reflects the unsustainable assumptions that growth can continue and is inherently desirable.	Not agreed. The evidence base for the plan is robust, comprehensive and up to date.
The 'urban concentration' policy requiring 42% of housing to be in PUA should be reviewed, and the burden should be shared by all authorities bordering Leicester, not just Charnwood and Blaby. If this option is selected it would need to be carefully managed and undertaken in conjunction with neighbouring authorities as part of the 'duty to cooperate.'	The Regional Plan's policy of urban concentration is part of the Development Plan as is the approach to development in the Leicester Principal Urban Area. The Borough Council is working closely with neighbouring authorities to implement this policy through the duty to cooperate.
Development should be concentrated on the service centres and spread across the Borough.	Ensuring appropriate levels of development in the service centres should assist their sustainability.
The Core Strategy would be at risk of being found unsound as it would not fit the objectives to deliver sustainable development in the NPPF as indicated by the Council's own Sustainability Appraisal work.	The Core Strategy will be prepared in accordance with all the regulations and Government policy requirements. Whether the plan is found sound will be determined by an independent inspector.
This option would not be in conformity with the regional plan	Agreed.
The Council should first consider whether this housing requirement can be met elsewhere in the District (for example at the Loughborough / Shepshed sub regional centre and in the Soar Valley corridor where good transport links to the Principal Urban Area are available) before choosing Option 5.	Options for South Charnwood (which relate to the requirements of the Principal Urban Area) and North Charnwood (relating to the rest of the Borough) need to be considered separately. Not meeting the housing requirement would not be in accordance with the Regional Plan or a sustainable approach to development.
Wymeswold airfield is an alternative location for development.	Wymeswold Airfield was considered as an option for development in the 2008 Consultation but was found to have the worst impact of all the North Charnwood in terms of overall impact, congestion and average trip length.
OPTION A: SOUTH OF LOUGHBOROUGH	
Compared to the other options, there would not be as much landscape impact in this area and it could be mitigated by creative planting. There will still be a green area between Loughborough and its neighbouring villages.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which considers settlement identity, and also by the Charnwood Borough Council Green Wedge Review 2011.
There are no major constraints in terms of archaeology, agricultural land quality, noise and air quality and development will not have a	The Sustainability Appraisal has looked at all development options in consistent way

KEY ISSUE RAISED	RESPONSE
significant impact on biodiversity.	
The area south of Loughborough is not in a flood zone and there are no drainage concerns. Development would not affect the separate identity or character of Woodthorpe.	<p>Minimising flood risk is an important consideration and will be informed by the Strategic Flood Risk Assessment (2012).</p> <p>Avoiding settlement coalescence will also inform policy development having regard to the findings of the Borough Council's Green Wedge Review, 2011.</p>
A development south of Loughborough provides opportunities to provide new, high quality facilities to serve surrounding communities. The developers of South Loughborough would work with local communities to deliver high quality development and new residents would have access to services and facilities within Loughborough.	Comments are noted
This Option has good connections by a variety of transport modes and good access to Loughborough Town Centre, the A46, M1, Leicester as well as employment opportunities and services. It is within walking and cycling distance of the town centre.	The Core Strategy will be informed by the Leicester and Leicestershire Integrated Transport Model which provides information on length of trips and levels of public transport usage.
Development at this location has the potential to provide a bus service which is currently lacking in the Grange Park development being developed adjacent to Option A.	The development strategy will be informed by the Leicester and Leicestershire Integrated Transport Model which provides information on length of trips and levels of public transport usage.
The transport infrastructure in this area can cope better than other areas.	Comments are noted. The transport modelling will provide a robust analytical tool to compare transport impacts.
Development could take place if transport infrastructure in this area is improved. Suggested road schemes include a full outer eastern distributor road or a western distributor road.	Improvements to transport infrastructure could form part of the package of mitigation measures.
The work that Leicestershire County Council has undertaken to date does not rule out this option although detailed discussions will be required about what is needed to be done to make development acceptable.	Comments are noted.
Option A is the most sustainable and deliverable of the additional alternative locations for growth.	The Core Strategy will promote development in the most sustainable and deliverable locations.
Projected housing delivery is robust as South Loughborough is an attractive location and is clearly distinguishable from West Loughborough in housing market terms. Development of Option A is needed in the short term in order to address current housing land shortfalls, to relieve impact on villages and to maintain the urban concentration strategy	Agreed that the housing needs of South Loughborough are distinguishable from Loughborough and other parts of North Charnwood. Option A is one of seven options for accommodating the area's development needs

KEY ISSUE RAISED	RESPONSE
<p>Infrastructure in South Loughborough is already in place which would enable an early start to development. Development of Option A allows infrastructure to be seamlessly extended as development grows, which is efficient and economical.</p>	<p>Deliverability is a key planning issue and will inform the final choice of options. It will be considered during the examination of the Plan as part of these of soundness.</p>
<p>The area south of Loughborough is a vital area of attractive countryside which helps define the character of the town. Development in this location would seriously erode the separation between Loughborough and Quorn and would create coalescence. It is important to retain the Green Wedge to the south east of Loughborough.</p>	<p>The extent of coalescence will be informed by the Borough Council's Green Wedge Review, 2011.</p>
<p>Development should not encroach on land between Loughborough and Beamanor Hall. This area should be a green corridor between Loughborough and Bradgate Park and there needs to be a buffer between Loughborough and the Charnwood Forest.</p>	<p>Comments are noted.</p>
<p>Development will result in the loss of valuable agricultural land and wildlife habitats. Development in this location will also impact on a number of listed buildings and could affect the settings of a number of conservation areas and scheduled ancient monuments.</p>	<p>All of these issues will be taken into account in determining the preferred options. They are appraised in a systematic way by the Sustainability Appraisal</p>
<p>There would be little scope to develop additional shopping or other facilities locally</p>	<p>Comment is noted.</p>
<p>Congestion is a problem in South Loughborough.</p>	<p>The Leicester and Leicestershire Integrated Transport Model would address the transport aspects of each development option.</p>
<p>Brownfield sites within Loughborough need to be fully utilised.</p>	<p>Agreed that the development of brownfield sites should be regenerated for productive use.</p>
<p>Wymeswold Airfield should be considered for development.</p>	<p>Wymeswold Airfield was considered as an option for development in the 2008 Consultation but was found to have the worst impact of all the North Charnwood in terms of overall impact, congestion and average trip length.</p>
<p>Extra housing should be part of one of the original Sustainable Urban Extensions rather than a mini-SUE.</p>	<p>Delivery of the SUEs is being informed by an analysis of their viability. Changes in housing numbers would affect viability and sustainability considerations.</p>
<p>OPTION B: SOUTH WEST OF LOUGHBOROUGH</p>	
<p>Growth is needed in and around Loughborough to accommodate the need for additional housing. The option represents the most appropriate opportunity for sustainable urban extensions within North Charnwood as a result of its low agricultural value, impact on</p>	<p>Comments are noted.</p>

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<p>the historic and cultural environment and accessibility to services. The land is owned by a developer with the intention to develop and infrastructure could be provided in a coordinated manner.</p>	
<p>This option contradicts the strategy which seeks to conserve, protect and enhance those features of the natural, historic and built environment which are particularly valued by the community.</p>	<p>The Landscape Appraisal and Sustainability Appraisal have both had regard to these important issues.</p>
<p>The need to protect the best and most versatile agricultural land is a concern.</p>	<p>High quality agricultural land is an important resource and will be protected whenever possible.</p>
<p>The area is designated as particularly attractive countryside and should be part of the proposed Charnwood Forest Regional Park as it is an attractive but as yet undesignated landscape. The Outwoods was also identified as the most popular single green space in Leicestershire in the County Council's Green Spaces Consultation Report (December 2011).</p>	<p>The Outwoods is recognised as being an important green space. The Core Strategy will be fully informed by the Charnwood Landscape Character Assessment 2012.</p>
<p>The high scenic quality of the land means that the area should be afforded protection from development. The land was bequeathed to the public by the Nancy Cope Trust and it should be kept as open countryside for the enjoyment of the population of Loughborough</p>	<p>The Core Strategy will be fully informed by the Charnwood Landscape Character Assessment 2012.</p>
<p>The area is rich in biodiversity and supports protected species and a rich variety of bird life, small mammals and an abundance of insect life.</p>	<p>Biodiversity is one of the issues considered by the Sustainability Appraisal. Protecting biodiversity is an important issue which the plan will promote.</p>
<p>The proposed development would significantly impact upon the setting of several Grade II listed buildings and the setting of Woodhouse, including a conservation area and a number of listed buildings at Beacon Hill, could also be affected.</p>	<p>The Core Strategy will be fully informed by the Charnwood Landscape Character Assessment 2012 which also considers settlement identity.</p>
<p>The risk of flooding would increase substantially. There is already a problem with surface water running down off Beacon Hill. Development could contribute to flooding in areas such as the bottom of Forest Road, Epinal Way and Bramcote Road.</p>	<p>Flooding and flood risk is an important issue which the Plan will have regard to in identifying areas for development. This will be informed by the Strategic Flood Risk Assessment, 2008.</p>
<p>Building on the Outwoods will eventually cause the villages of Woodhouse and Woodhouse Eaves to lose their identity, much in the same manner that the hamlet of Woodthorpe has just about been absorbed by the current new developments.</p>	<p>The Core Strategy will be fully informed by the Charnwood Landscape Character Assessment 2012 which also considers settlement identity.</p>
<p>Delivery of housing stock in this area of the quantity described would require additional primary school provision as existing schools are at capacity. The existing health facilities may also find it difficult to cope with additional demands.</p>	<p>The infrastructure needs of new development will be set out in an Infrastructure Schedule which will accompany the Plan.</p>

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The land between Loughborough and the Outwoods is an important recreational asset for the local population. It is busy with walkers, runners and families out getting exercise at weekends and during the week.	The Outwoods is recognised as being an important green space. The Core Strategy will be fully informed by the Charnwood Landscape Character Assessment 2012.
The transport infrastructure would not be able to cope with the additional traffic that would be generated by this development and existing problems will be exacerbated as roads are almost at capacity. It would also add more congestion to Epinal Way and the Shelthorpe Roundabout.	The Leicester and Leicestershire Integrated Transport Model will assess the impacts upon the transport network of development options.
Development at this location is too far from Loughborough Train Station and is, therefore, not a sustainable option.	Proximity to Loughborough Train Station is an important factor but it is only one of many transport considerations which will determine sustainability.
Brownfield and infill sites within the existing urban area of Loughborough should be developed as an alternative.	The redevelopment of brownfield sites will be promoted. The Strategic Land Availability Assessment identified a limited number of sites within the main urban areas.
Wymeswold Airfield is an alternative preferred location for development.	Wymeswold Airfield was considered as an option for development in the 2008 Consultation but was found to have the worst impact of all the North Charnwood in terms of overall impact, congestion and average trip length.
Growth to the east of Loughborough should be prioritised as it is an area in need of regeneration	Development to the east of Loughborough was presented as an option during this consultation. Regard will be given to the full range of comments received and other sustainability considerations.
The proposed sustainable urban extension west of Loughborough could be increased in size to accommodate more development and improve its viability.	Master planning of the West of Loughborough SUE will have regard to levels of housing which are most sustainable and deliverable. Increasing the numbers of dwellings could affect the sustainability and deliverability of the scheme
OPTION C: EAST OF LOUGHBOROUGH	
It is of lesser landscape quality than other options. The Landscape Sensitivity and Capacity Appraisal identifies land around Cotes as having a medium-high capacity to accommodate development.	Comments are noted.
There is potential to create a Water Country Park (with a new causeway road) which maximises the attractive features of the river valley and could incorporate flood management.	Comments are noted.
Growth in this location will open up much needed opportunities for the Wold's villages and allow them to grow. The development will provide affordable homes and jobs. The Wolds are in need of new	Comments are noted.

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facilities that a development like this will provide.	
Growth to the east of Loughborough would help to support the shopping and industrial zones in Loughborough. The land at Cotes could also incorporate new job opportunities as part of a sustainable development.	Development to the east of Loughborough was presented as an option during this consultation regard will be given to the full range of comments received and other sustainability considerations.
There is good access to Loughborough Railway Station.	Comment is noted.
Development here will reduce the need of people commuting across Loughborough and support new road improvements.	Commuting patterns would be determined by the location of housing and jobs.
Public transport accessibility could be further enhanced by improvements to the Red9 Bus Service. There is also scope to develop a park and ride facility.	Improvements to the Red9 Bus Service would be an issue for the commercial bus operator and the promoters. Park and ride sites can make a major contribution to transport movements and they need to be located at strategic gateways to the town or city.
This seems a viable option but clearly the roads into or better still, around Loughborough need improvement. A bypass is clearly required with any large volume increase to Loughborough. A full outer eastern distributor road would clearly do this option as per LCC road assessment. There is also excellent potential to increase rail use and add a park and ride.	Infrastructure needs will be set out in an Infrastructure Schedule. Park and ride sites should be located at strategic gateways to the town or city.
The development could be designed to mimic the organic development by which a sustainable and attractive settlement naturally develops and the settlement would have a clear identity and a historical reference.	Comment is noted.
This option is the most sustainable option for development both in the immediate plan period and for the longer term. It would provide the opportunity to deliver a high quality sustainable development to meet housing requirements to 2028.	Comment is noted.
While growth to the east of Loughborough would be located across the river valley, there are strong functional relationships with the town.	Comment is noted.
Development at this location may have an adverse impact upon the historic environment for example the Scheduled Monument of Cotes Mediaeval Village and the Grade II Listed Cotes Mill. The setting of the Prestwold estate also needs to be considered. There will also be a loss of rare flora and fauna in the Meadows SSSI which would be put at risk by development and associated flood risk.	If development were to take place at this location it would need to have regard to its impact upon important environmental assets.
There is a high risk of flooding in this location and the mitigation	Flooding and flood risk are important issues which the Core

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required for flood risk will be extensive, expensive and likely to impact adversely on the character of the landscape	Strategy will have regard to in identifying areas for development. This will be informed by the Strategic Flood Risk Assessment, 2008.
The identity of Cotes would be lost as the proposed development would envelop Cotes on three sides.	The Landscape Character Assessment forms an important part of the evidence base to determine options for development.
Development at this location would reduce access to the countryside and limit access to the rights of way network. Farmland and Greenfield sites should only be considered as a last resort.	Development would need to ensure good connectivity to the countryside and the rights of way network. The scale of the land requirements mean that there would not be sufficient capacity in the urban area to accommodate growth.
There are no schools or health facilities in the immediate vicinity. Capacity at nearby schools is an issue as is the availability of health facilities.	Infrastructure needs would be set out in an Infrastructure Schedule.
Development here will have a negative impact on Cotes. Roads are already heavily congested especially at rush hour (particularly near Cotes Mill and on the A60) and there is very limited public transport, particularly along Loughborough Road and any future provision is at the discretion of operators and cannot be guaranteed and is unlikely to serve all employment destinations. Increased traffic will also impact on Barrow on Soar.	Transport impacts would be considered thoroughly as part of the evidence base of the Core Strategy.
The recent improvements to the A60 entry into Loughborough and the new link road adjacent to the railway station have been very successful in improving traffic flow and a new community on the scale proposed would undermine these improvements.	The successful implementation of the A60 Gateway has improved the route into the town. The transport impacts of development at Cotes would be fully assessed, and mitigation measures put in place to ensure that additional transport flows were successfully managed.
The proposed mitigation set out in the Transport Evidence document is flawed as the proposed new road linking to the to the A6 crosses the floodplain and the cost is likely to be prohibitive. The houses at the junction of the A60 and Stanford Lane are very close to the road restricting visibility and improvements. The impact of new employment land generating HGV traffic and the impact on the Wolds villages have not been considered.	The Leicester and Leicestershire Integrated Transport Model will assess the impacts upon the transport network of development options.
It is highly unlikely that a developer would have the funds to implement the mitigation measures necessary.	Comment is noted.
Cotes should not be viewed as a Sustainable Urban Extension since it would be significantly detached from the urban edge of Loughborough and cannot therefore be considered as an urban extension. This is in conflict with the RSS policy of urban	Although this location is reasonably close to the town centre it is agreed that the river valley does act as a barrier. A viable development scheme would need to support essential infrastructure.

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concentration. It would be insufficient in scale to justify provision of essential infrastructure and services.	
OPTION D: ADJOINING SHEPSHED	
Shepshed has the infrastructure to cope with expansion and further development could also strengthen it. There would need to be lots of small local shops rather than a big supermarket.	Comments are noted.
Development at East Shepshed will provide less pressure on the local road network as there is good access to the M1 and A6. Better access to the local road network will mean less traffic travelling/ cutting through Loughborough.	Good access to the M1 from development on the east of Shepshed could help to facilitate commuting rather than assist regeneration of the town.
This is potentially a good location for development. However, careful consideration will need to be given to managing the increased traffic on the A512 and M1 which are already congested.	The Leicester and Leicestershire Integrated Transport Model would assess transport impacts and the mitigation measures necessary to address those impacts.
This option will support the strategy of urban concentration and regeneration. The evidence base shows that the West of Shepshed is a suitable and sustainable location for development and additional growth.	The regeneration of Shepshed is a policy priority.
The site at Oakley Road is the only viable option from the SHLAA sites. This site is a logical location for development that will assist in creating a small expansion to Shepshed at the right size and scale.	Comment is noted.
Shepshed will merge with other surrounding villages and lose its own identity. Likewise Hathern is in danger of losing its identity and should be protected from further major development. Land south of the urban sprawl towards the motorway would destroy Loughborough's image and particularly that of the University	The Landscape Character Assessment forms an important part of the evidence base to determine options for development and settlement identity is one of the issues considered.
The A512 has always been seen as part of Charnwood Forest and should be preserved. The Scouthouse Hill area is considered by the Leicestershire and Rutland Wildlife Trust to be an important part of the Charnwood Forest Living Landscape Project which aims to reconnect fragmented wildlife sites.	The Landscape Character Assessment forms an important part of the evidence base to determine options for development.
West of Shepshed has high value, good quality agricultural land and is of scenic quality and therefore should not be developed. Development could affect the setting of Garendon Park and the Shepshed Conservation Area.	These issues are addressed by the Landscape Character Assessment which forms an important part of the evidence base to determine options for development.
There are a number of badger sets and historical buildings which would be lost if development happened here. There will be loss of	The development of brownfield land in urban areas will be an important part of the Core Strategy but evidence from the Strategic

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open countryside and access to it. Therefore, brownfield land should always be built on first in order to save and protect valuable countryside and agricultural land.	Housing Land Availability Assessment shows that this would not be sufficient to provide for development needs.
Black Brook flows in to this area and potentially could create issues elsewhere as this watercourse in places has raised flood defences.	Development will be directed away from areas of high flood risk. The Strategic Flood Risk Assessment (2008) is an important part of the evidence base to inform these decisions.
There is a lack of local services in Shepshed and most residents have to travel outside of the town for employment, shopping and leisure activities. Development to the west of Tickow Lane would further exacerbate this. Shepshed has been allowed to expand over the years with little thought to providing an adequate town centre to support this.	New residential development could help to promote regeneration benefits in the town if it was part of a planned approach.
There are not enough employment opportunities in this location to cope with additional growth in this area.	Comment is noted.
Development to the east of Shepshed is not viable due to close proximity of the Motorway and the proposed Newhurst Quarry development which would impact on the quality of life in this location. No one should be subjected to noise, air pollution and accidents 24 hours a day, 365 days a year by siting housing and industries next to the M1.	Comments are noted.
Development here will not bring with it any infrastructure improvements as the development will be considered as 'in close proximity to Loughborough' with easy and convenient access already available.	Proximity to Loughborough is a positive factor as it would provide access to a wider range of job opportunities and services. However, there would also be an opportunity enhance the regeneration of Shepshed.
Shepshed has already felt the massive impact of housing and commercial developments including increased traffic (e.g. Charnwood and Leicester Roads), pollution and noise, lack of car parking provision and congestion at peak travel times.	Comments are noted.
This location is not convenient for public transport. Bus services have already been reduced which means this location would not support and encourage sustainable modes of travel.	The Leicester and Leicestershire Integrated Transport Model will assess the transport impacts and the mitigation measures which is likely to include public transport provision.
These proposals fail several of the core planning principles of the National Planning Policy Framework. The sequential test should be applied equally to all development options to identify the best sites for development. This option would not pass that test.	Comments are noted.
Wymeswold Airfield would be a more suitable location for development	Wymeswold Airfield was considered as an option for development in the 2008 Consultation but was found to have the worst impact of

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	all the North Charnwood in terms of overall impact, congestion and average trip length.
Other brownfield, vacant and derelict properties in Shepshed and Loughborough should be bought back in to use before building new ones.	The regeneration of brownfield land will be a priority but new sites for residential development will still be required to meet development needs.
OPTION E: CONCENTRATE ADDITIONAL DEVELOPMENT IN LOUGHBOROUGH AND SHEPSHED	
Shepshed is a desirable place to live, located next to the National Forest. West and east of Shepshed would appear the best locations for development, with some justification for development to the south of the town.	Comments are noted.
This option will strengthen weak high streets and make more vibrant urban culture.	New residential development could help to promote regeneration benefits in the town if it was part of a planned approach.
Areas to the east of Shepshed and west of Loughborough provide better access for major road routes in an area already very developed.	Noted, but good access to the M1 from development on the east of Shepshed could help to facilitate commuting rather than assist regeneration of the town.
Shepshed, Hathern and Loughborough must all retain their separate identity. Development in this location will affect urban separation and local identity	The Landscape Character Assessment considers issues of settlement identity and so will help the consideration of this issue.
The area of land between Loughborough, Hathern and Shepshed is liable to flooding. There is a need to retain prime agricultural land as a source of local income for local farmers, to grow food and for indigenous wildlife.	Development will be directed away from areas of high flood risk. The Strategic Flood Risk Assessment (2008) is an important part of the evidence base to inform these decisions. Development in the countryside is likely to have an effect upon agricultural land. Both of these issues are considered by the Sustainability Appraisal.
If development happens here, future residents will be subjected to unacceptable noise and air pollution from being located close to the M1 motorway.	Comments are noted.
The Green Wedge to the West of Loughborough includes a national cycle route which is also suitable for people with disability scooters. It also includes one of only two bridleways on the edge of Shepshed. This option will reduce the ability to access countryside for those in Shepshed.	Comment is noted.
Shepshed lacks local amenities, facilities and infrastructure. The proposal will increase commuting along the M1, and lead to Loughborough becoming a dormitory town and losing its proud market town heritage.	New residential development could help to promote regeneration benefits in the town if it was part of a planned approach.
This option assumes an increased delivery from urban capacity	Comment is noted.

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sites and will do little to change the perception of Loughborough to house purchasers, which will be necessary to achieve required rates of delivery.	
Shephed has seen significant development in recent years at the same time as employment opportunities in the immediate area seem to have diminished. This option will lead to uncertainty, and will not provide direction to developers and the planning of infrastructure.	New residential development could help to promote regeneration benefits in the town if it was part of a planned approach.
There is a need for agricultural land to grow food locally to support local businesses and shops.	The need to retain high quality agricultural land whenever possible is acknowledged. The Sustainability Appraisal will inform these considerations.
Existing transport infrastructure is inadequate to deal with increases in traffic. The unsound traffic model means that more housing here would cause transport chaos	<p>The Leicester and Leicestershire Integrated Transport Model is used by all Leicestershire local authorities and validated by the Highways Authority.</p> <p>It assesses the impact of development and the mitigation measures.</p>
Wymeswold Airfield is an alternative as well as brownfield sites in Loughborough.	Wymeswold Airfield was considered as an option for development in the 2008 Consultation but was found to have the worst impact of all the North Charnwood in terms of overall impact, congestion and average trip length.
OPTION F: SPREAD ADDITIONAL DEVELOPMENT ACROSS THE BOROUGH	
The character of the Borough will be retained if the developments are planned sensitively	Comment is noted.
This option will have less overall impact than the other alternatives as it does not cause settlement coalescence.	Whether settlement coalescence occurs would depend on the scale and location of development at each location.
This option will cause less concentration of traffic and will have minimum impact on public transport and other services	Transport impacts could still be significant at some locations and would need to be assessed.
There should be policies to support the extension of all villages outside the Principal Urban Area, with an emphasis on small light industrial units and affordable housing. This approach would enable villages to retain young people and families.	It is agreed that sustainable development in rural areas is a key issue which the plan will address. The scale and nature of development will need to need to have regard to the character and function of each rural settlement.
The development of suitable employment sites in Service Centres is encouraged and is advocated through NPPF.	Agreed. The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking appositve approach to sustainable new

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<p>There are infrastructure concerns associated with transport around Loughborough Town Centre and the M1 Motorway as well as constraints around surface water drainage. These restrictions in infrastructure capacity have implications for meeting housing supply targets for Charnwood Borough. Option F is therefore supported as it relieves growth pressures on Loughborough/ Shepshed and accords with the NPPF which states: ‘to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities’</p>	<p>development. Constraints on development have been considered in the Sustainability Appraisal which will inform policy development. Dispersing development can place less pressure on infrastructure and the environment but there are also economies of scale and sustainability benefits from concentrating development at specific locations</p>
<p>This approach would limit the pressure on existing infrastructure and could be viable as long as a doctor’s surgery, school capacity and transport capacity are considered.</p>	<p>Dispersing development can place less pressure on infrastructure and the environment but there are also economies of scale and sustainability benefits from concentrating development at specific locations</p>
<p>All communities large and small should be taking a share of the housing to address the housing crisis. Spreading development across the whole borough has worked successfully for years.</p>	<p>A wide range of considerations will be taken into account in determining the location of future development and the Sustainability Appraisal will systematically assess the social, economic and environmental implications for each location.</p>
<p>There is concern that the Council is seeking to over-strategise the delivery of every single housing unit, rather than finding pragmatic ways of freeing-up the planning framework to ensure the delivery of housing to address a shortfall. For this reason it could be an acceptable top-level strategic position not to have identified specific development sites/locations.</p>	<p>The NPPF states that local plans should meet objectively assessed needs for their areas with sufficient flexibility to adapt to rapid change. The Core Strategy will follow this strategic approach.</p>
<p>There will be cumulative environmental impacts from development under this option and the Sustainable Urban Extensions also planned. It is not appropriate to distribute 1,313 homes without identifying a direction for growth, given the significant environmental constraints.</p>	<p>A wide range of considerations will be taken into account in determining the location of future development and the Sustainability Appraisal will systematically assess the social, economic and environmental implications for each location.</p>
<p>Housing estates of 1500 to 4500 properties have problems where the houses have small rooms and garden with insufficient room for roads.</p>	<p>These are matters for the detailed design which will be considered during the determination of individual planning applications.</p>
<p>This Option is only likely to have a minor positive effect on the delivery of housing.</p>	<p>Comment is noted.</p>
<p>The unsound transport model means that additional housing will lead to transport chaos</p>	<p>The Leicester and Leicestershire Integrated Transport Model is a consistent method of modelling transport impacts and mitigation measures. The Highways Agency (HA) has agreed with its use for</p>

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	the strategic assessment of the Borough Council's preferred development strategy subject to a more detailed assessment of the highway mitigation by the HA using junction assessment tools at a later date. It has been agreed between the Borough Council, City Council, County Council and the HA that the Stage 2 modelling work can commence and that further sensitivity analysis will not be required.
This option is contrary to the urban concentration strategy and the Service Centres are less sustainable than urban edge locations.	A wide range of considerations will be taken into account in determining the location of future development and the Sustainability Appraisal will systematically assess the social, economic and environmental implications for each location
This Option places too much emphasis on Service Centres which have already been allocated development in recent years.	A wide range of considerations will be taken into account in determining the location of future development and the Sustainability Appraisal will systematically assess the social, economic and environmental implications for each location
Development is unlikely to provide sufficient developer contributions to mitigate the impact on service centres. This would lead to highly unsatisfactory outcomes and uncertainty over where development would be located	The Infrastructure Schedule will set out the infrastructure necessary to deliver the Core Strategy. Negotiations with developers will determine developer contributions. The Borough Council is also looking at the possibility of introducing the Community Infrastructure Levy to fund essential infrastructure.
A Core Strategy should provide greater certainty for developers and for the planning of infrastructure and should specify a direction for growth. There is no point in a strategic plan which leaves the location of development to a later planning document, where there may be reduced public involvement.	The Core Strategy will set out directions for growth and infrastructure requirements which will provide more certainty for development.
The borough has extensive areas of brownfield and redundant industrial and commercial space; these should be fully exploited via change of use and imaginative schemes (as exemplified by the development near Loughborough station)	The Core Strategy will promote the regeneration of brownfield land and redundant premises.
There should be scope to increase density of development within the existing boundary of Loughborough through more apartments for families. Empty homes and business should be used first - infill across the borough should be the answer.	The Core Strategy will encourage land and buildings to be used more productively.
OPTION G: CONCENTRATE ADDITIONAL DEVELOPMENT IN SERVICE CENTRES	
Spreading development across a number of Service Centres may have positive impacts upon the historic environment compared to	Comments are noted.

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<p>larger scale extensions</p> <p>Development in the Service Centre meets the needs of rural communities and assists in the viability of settlements.</p>	<p>The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. The Core Strategy's policies for rural will be informed by the Sustainability Appraisal.</p>
<p>Large extensions to urban areas can lead to socio-economic problems, whereas developments within existing communities can be better assimilated.</p>	<p>All development will be expected to achieve sustainable development outcomes.</p>
<p>The development of suitable employment sites in Service Centres is encouraged and is advocated through NPPF.</p>	<p>Agreed. The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.</p>
<p>There are infrastructure concerns associated with transport around Loughborough Town Centre and the M1 Motorway as well as constraints around surface water drainage. These restrictions in infrastructure capacity have implications for meeting housing supply targets for Charnwood Borough. Option G is supported as it could relieve growth pressures on Loughborough/ Shepshed and accords with the NPPF which states: 'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities'</p>	<p>Constraints on development have been considered in the Sustainability Appraisal which will inform policy development. Dispersing development can place less pressure on infrastructure and the environment but there are also economies of scale and sustainability benefits from concentrating development at specific locations</p>
<p>Development in Service Centres helps to deliver a wide choice of housing (rather than being focussed in Sustainable Urban Extensions), which is an approach advocated by the NPPF. Development in Service Centres will help to assure delivery of the housing target and is sustainable as evidenced by Service Centre Capacity Assessment 2011.</p>	<p>A wide range of considerations will be taken into account in determining the location of future development and the Sustainability Appraisal will systematically assess the social, economic and environmental implications for each location</p>
<p>This option will dilute the impact of the additional houses but this depends upon the location of new developments relative to the Sustainable Urban Extensions.</p>	<p>A wide range of considerations will be taken into account in determining the location of future development and the Sustainability Appraisal will systematically assess the social, economic and environmental implications for each location</p>
<p>The Soar Valley is already a congested ribbon community, and further growth at the Service Centres will impact on their unique character and could lead to coalescence. The Service Centres should retain their individual identity.</p>	<p>The Landscape Character Assessment will help inform policy choices including a consideration of settlement identity which will help determine issues of settlement coalescence.</p>
<p>Major expansion of the Service Centres could lead to expansion up</p>	<p>The Landscape Character Assessment will help inform policy</p>

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the hillsides which are valued for their landscape and environmental character. This level of growth exceeds the environmental capacity of the area and is harmful to it.	choices.
There will be cumulative environmental impacts from development under this option and the Sustainable Urban Extensions also planned.	A wide range of considerations will be taken into account in determining the location of future development and the Sustainability Appraisal will systematically assess the social, economic and environmental implications for each location
Significant further development within Service Centres is less favoured by those communities.	The Landscape Character Assessment will help inform policy choices including a consideration of settlement identity which will help determine issues of settlement coalescence. The views of communities affected by planned development will also be fully taken into account before final decisions are taken.
Building in Shepshed and Loughborough will place an increased strain on emergency services which have been subject to cuts.	The Infrastructure Schedule will set out the infrastructure necessary to deliver the Core Strategy. Negotiations with developers will determine developer contributions. The Borough Council is also looking at the possibility of introducing the Community Infrastructure Levy to fund essential infrastructure.
The Service Centres are concentrated in the Soar Valley which experiences frequent disruptive flooding. This severely compromises road access.	Planning decisions will be informed by the Strategic Flood Risk Assessment (2008).
It is not clear whether new residents will be matched by comparable numbers of jobs available locally.	The Infrastructure Schedule will set out the infrastructure necessary to deliver the Core Strategy. Negotiations with developers will determine developer contributions. The Borough Council is also looking at the possibility of introducing the Community Infrastructure Levy to fund essential infrastructure.
Service Centres are struggling to cope with extra residents with schools, healthcare social facilities and transport networks already stretched. The numbers involved in each centre would not see the improvement in facilities	The Sustainability Appraisal considers economic, social and environmental aspects for each location. The Infrastructure Schedule will set out the infrastructure necessary to deliver the Core Strategy.
A Core Strategy should provide greater certainty for developers, for the planning of infrastructure, and for the potential communities that may be affected by development	The Infrastructure Schedule will set out the infrastructure necessary to deliver the Core Strategy. Negotiations with developers will determine developer contributions. The Borough Council is also looking at the possibility of introducing the Community Infrastructure Levy to fund essential infrastructure.
There are limited options for development available within Service Centres. This means development is unviable without significant investment.	An assessment of viability will help inform planning decisions.

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This option is contrary to the urban concentration strategy	Comments are noted.
Wymeswold Airfield is a suitable location for additional growth	Wymeswold Airfield was considered as an option for development in the 2008 Consultation but was found to have the worst impact of all the North Charnwood in terms of overall impact, congestion and average trip length.
New Service Centres should be built in the east of the borough	The development of a new settlement would require a full examination of the social, economic and environmental implications through the Sustainability Appraisal process.
OPTION 1: OVERALL HOUSING FIGURE FOR THE SERVICE CENTRES	
The Core Strategy is a strategic document and until such time as detailed individual site assessments have been undertaken it is considered premature to define precise housing figures for the service centres. Specifying the number of dwellings to be provided in individual service centres would be unnecessarily constraining. It would also reduce the impact on any single location with each application for development considered on its merits.	This is a strategic assessment based on the findings of the Service Centre Capacity Assessment, 2011. For all service centre options a separate planning document would be prepared, at which time specific sites would be appraised.
It would provide most flexibility for the Council to consider the appropriate scale of development for individual service centres as part of an Allocations DPD. It would also provide the flexibility to allow for the release of sites to address shortfalls in the 5 year housing supply.	Comments are noted.
Overall housing figures are too high already and the services will not be able to cope with additional development. Placing additional pressure on local service centres to deliver a larger proportion of the perceived housing need is not acceptable as these have already been disproportionately developed in the recent past and this risks further damaging their essence and the reason that they are popular locations. Any of the higher figures envisaged would need to be supported by service provision and leisure facilities.	The figures are based on the Regional Plan's housing requirements. The amount to be allocated to service centres would be part of a broader strategy for distributing development across the borough. The scale of development at service centres would be appraised against the sustainability appraisal framework.
This option would result in development taking place in an unplanned way. It would provide flexibility but the more popular villages, specifically Barrow upon Soar, would be subject to speculative applications.	Comments are noted.
OPTION 2: RELATIVE ASSESSMENT OF SERVICE CENTRES	
This option would dilute the impact of additional housing but would also give the opportunity to manage the allocations.	The option would make use of the Service Centre Capacity Assessment, 2011 which provides a strategic assessment of

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	capacity. It would enable development to be focussed on those towns which have existing capacity of services and facilities. However, it would not necessarily 'dilute' the impact. That would depend on the amount of development and the characteristics of the locations.
<p>The service centres would not be able to cope with this scale of development.</p> <p>All of the service centres have already been overdeveloped, and will lose their rural character if any more significant development on greenfield land takes place.</p>	Comments are noted.
<p>The Service Centre Capacity Assessment, 2011 does not provide sufficient evidence of constraints on capacity to justify ranking the service centres or the selection of specific housing figures for individual centres.</p>	<p>The Service Centre Capacity Assessment, 2011 provides a strategic assessment of capacity. It would enable development to be focussed on those towns which have existing capacity of services and facilities. The scale of development at service centres would be appraised against the sustainability appraisal framework.</p>
<p>Without a sensible strategy in place, this option will allow developers to put development wherever they like.</p>	Comments are noted.
OPTION 3: HOUSING FIGURE FOR EACH SERVICE CENTRE	
<p>It was felt that the Council would have the evidence in place such as the Charnwood Service Centre Capacity Assessment 2011 to identify a specific housing target for each of the Service Centres and should do so.</p>	Comments are noted.
<p>Providing housing provision figures for each service centre would provide certainty for all parties and be beneficial to effective planning, particularly neighbourhood planning as well as the provision of infrastructure</p>	<p>Neighbourhood planning is an important new aspect of the planning system and the Borough Council will work closely with its communities in its implementation.</p>
<p>Anstey and Syston should be considered separately from the other Charnwood Service Centres as they are functionally part of the Leicester Principal Urban Area. Service Centre growth should therefore be distributed between Barrow upon Soar, Mountsorrel, Quorn, Rothley and Sileby.</p>	Comments are noted.
<p>Any building in future at service centres should be limited to brownfield sites only so as to avoid coalescence between settlements.</p>	<p>Bringing brownfield land back into productive use is in accordance with national policy and will be promoted by the Core Strategy. The capacity of service centres to accommodate development based solely on brownfield is however likely to be unduly restrictive.</p>
<p>The Service Centre Capacity Assessment does not provide</p>	It is important to distinguish between strategic allocations based on

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sufficient evidence of constraints on capacity to justify a separate housing figure and specifying the number of dwellings to be provided in individual Service Centres at this stage would be unnecessarily constraining.	a comparative assessment of capacity of services and facilities and detailed site specific considerations of constraints and impacts which would be subject to sustainability appraisal.
Until such time as detailed individual site assessments have been undertaken it is considered premature to define precise housing figures for the Service Centres	Comment is noted.
OTHER COMMENTS	
PROPOSED NORTH EAST OF LEICESTER SUSTAINABLE URBAN EXTENSION	
Development in this area would result in a loss of countryside (including public footpaths and bridleways) and wildlife habitats such as hedgerows and ditches which support many different species of birds and animals and will increase air quality issues and carbon emissions in the area.	The development strategy is informed by Phase I Habitat Survey of Potential Strategic Development Areas (2008), and also by the Sustainability Appraisal Report. The Sustainability Appraisal Report considers the air quality issues and carbon emissions.
Development of this scale would have an impact on the identities of Thurmaston, Syston, Queniborough, East Goscote, Barkby and Barkby Thorpe as separate villages to Leicester. Compared to many sites around the City boundary, this area is extremely rural and the farmland setting of Barkby and Barkby Thorpe is a key part of their identity.	The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which considers settlement identity.
Development will result in the loss of productive agricultural land and increase flood risk	The development strategy will be informed by evidence about the quality of agricultural land.
Thurmaston is already suffering from being separated by the bypass and affected by the Asda and related shopping centre. Large scale development further threatens the settlement. This proposal will be tacked onto Thurmaston impacting on the local doctors, dentists, schools, community facilities and local services. A large number of potential houses in this location may mean there is a need to expand or close the Barkby village school.	The difficulties of severance caused by the major transport routes in Thurmaston are recognised. The opportunity to improve the attractiveness of existing routes across Thurmaston is something which can be considered as part of the planning of a potential sustainable urban extension. The borough council will work with other key stakeholders to ensure that appropriate infrastructure is provided. The Core Strategy will be supported by an Infrastructure Schedule.
Development here will prevent tenant farmers from continuing their family tradition of farming this land and destroy livelihoods.	Comment is noted.
Development of this scale could result in the requirement of more supermarkets or even shopping centres, threatening local enterprises.	The hierarchy of centres within the borough will be informed by the Charnwood Retail and Town Centre Study, further stakeholder engagement and further evidence about the role and function of different centres.

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<p>Development would cause air quality issues and traffic problems as this scale of development cannot be supported by existing roads. Many roads are already congested at certain times for example Troon Way, Hamilton Way, Humberstone Lane, Barkby Thorpe Lane, Highway Road.</p>	<p>The development strategy is informed by Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority, Highways Agency and also by the Sustainability Appraisal Report. The Sustainability Appraisal Report considers the air quality issues and carbon emissions.</p>
<p>The 2012 Traffic Assessment does not consider the localised pressure points caused by 6000 houses in one location. The 2009 Traffic Assessment for South Charnwood demonstrated that even with expensive highway measures only 71% mitigation was achieved. As this option proposes 6000 new homes in the area south and east of Syston, north of Hamilton and east of Thurmaston, it will simply not be possible to achieve 100% mitigation.</p>	<p>Comment is noted.</p>
<p>PROPOSED WEST OF LOUGHBOROUGH SUSTAINABLE URBAN EXTENSION</p>	
<p>There is a green wedge between Loughborough and Shepshed preventing the coalescence of the two towns. The green wedge has been identified as one of the most highly prized in a recent consultation by the County Council. This development would impact on the settlement identity of Shepshed and Hathern.</p>	<p>The development strategy will be informed by the Charnwood Landscape Character Assessment 2012 which considers settlement identity, and also by the Charnwood Borough Council Green Wedge Review 2011.</p>
<p>Development would mean the loss of an area used for walking, horse riding, running, cycling and numerous other leisure activities. This area would become an urban sprawl with all the problems that go with.</p>	<p>Comment is noted.</p>
<p>This area is a historical area of natural beauty, containing prime agriculture land and woodland. Flood risk would also increase if development takes place</p>	<p>The development strategy will be informed by the Charnwood Landscape Character Assessment 2012, by evidence about the quality of agricultural land and by the Strategic Flood risk Assessment 2008.</p>
<p>Shepshed has already been allowed to expand from a rural village into a dormitory housing estate without an adequate town centre and very poor road infrastructure. Further development is not what is needed. There has been a lack of vision for Shepshed</p>	<p>The Development Strategy will be informed by other plans and strategies, notably Charnwood Regeneration Strategy 2012 and Shepshed Community Plan 2011. The Charnwood Retail and Town Centre Study 2008 will inform the broad approach to town centres.</p>
<p>The road infrastructure in this location is inadequate for the proposed extra traffic. The A6 and A512 are already congested and the air quality in Loughborough is already at poor levels. Traffic problems will be exacerbated by the lack of a good link between the</p>	<p>The development strategy is informed by Leicestershire Integrated Traffic Model, on-going engagement with Leicestershire Highway Authority, Highways Agency and also by the Sustainability Appraisal Report. The Sustainability Appraisal Report considers</p>

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A512 and Epinal Way and the cumulative effects of the proposed Science Park and Biffa site at Newhurst quarry. The inner relief road will not alleviate this development.	the air quality issues and carbon emissions.
This proposal will exacerbate the imbalance in Loughborough, with the town centre and the railway station located on the eastern side and the majority of housing located on the western side. This already leads to many unnecessarily long journeys, mostly by car. Residents have no opportunity to live close to the town centre and railway.	The development strategy will be informed by Leicestershire Integrated Traffic Model which provides information on length of trips and levels of public transport usage.
There should be no presumption that an urban extension to the West of Loughborough is the preferred option. It was rejected by the public in 2006 and 2008 and that should be taken into account in light of the Localism Act and the planned abolition of Regional Plans.	Cabinet Report Local Development Framework Position Report and Way Forward 27 th September 2012 explains the decision making since 2008. Appendix 5 of the Interim Sustainability Appraisal Report (June 2012) explains the implications of changes in circumstance since 2008 Core Strategy Further Consultation Report was published.
The proposed Sustainable Urban Extensions remain the same despite the fact that the evidence base has been completely revised since 2008 and the circumstances have changed.	Appendix 5 of the Interim Sustainability Appraisal Report (June 2012) explains the implications of changes in circumstance since 2008 Core Strategy Further Consultation Report was published.
The need for more housing in this area is questionable as many houses are for sale and some have been on the market for over a year.	Housing needs have been identified most recently through the Leicester and Leicestershire Housing Requirements Study 2011.
BASIS OF THE HOUSING REQUIREMENTS	
The housing targets require further clarity and independent scrutiny based on what is proposed by the Regional Plan and the Leicester and Leicestershire Housing Options Report.	Housing needs have been identified most recently through the Leicester and Leicestershire Housing Requirements Study 2011. Evidence about housing need will be independently scrutinised as part of the Examination in Public of the Core Strategy.
The Council should challenge the targets and undertake a study to determine demand. Changing economic circumstances suggests that housing needs will change. Not every individual needs their own dwelling and it might be better to encourage a multi-generational housing solution	Housing needs have been identified most recently through the Leicester and Leicestershire Housing Requirements Study 2011.
The level of housing required should take account of developments already permitted, empty properties and expected windfall sites.	The level of housing required takes into account of developments already permitted empty properties and expected windfall sites.
The focus should be on controlling population growth. Central government should do this by controlling immigration, international marriages, and change fiscal incentives to discourage people from	Controlling immigration, international marriages, and fiscal incentives is beyond the remit of Charnwood Borough Council.

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having larger families. This would be cheaper than the investment needed for building new homes.	
There is no evidence that Charnwood Borough Council has done a full Housing Needs Assessment including tenure, size and types of homes needed. This assessment is needed to understand where homes should be located (i.e. social housing needs to be close to facilities and public transport whereas larger homes will be occupied by people with cars able to access services further away) and what levels of profitability will be achieved and therefore the contribution developers will be able to make to infrastructure.	Housing needs have been identified most recently through the Leicester and Leicestershire Housing Requirements Study 2011, and Strategic Housing Market Assessment 2008. This evidence is used in conjunction with The Residual Housing Market Testing Report, July 2012. Further viability work to inform the development strategy will also be carried out to inform the development strategy.
It is considered that the approach to the appraisal of options to accommodate the identified housing shortfall is overly mechanistic and as a result has not considered the range of available options to accommodate the required level of housing within and adjoining the Leicester Principal Urban Area. The approach is inflexible in applying a 500 dwelling threshold for the consideration of potential directions for growth. It also does not consider alternative combinations of growth options.	The Borough Council is only considering specific directions for growth that 'strategic', and a threshold of 500 dwellings. Options 1-4 in the 2012 Supplementary Consultation Report assume that a certain amount of development will take place within and adjoining the Principal Urban Area.
Providing the majority of housing within the Principal Urban Area and the Sustainable Urban Extensions is supported and the opportunity to maximise the overall allocation of housing in these locations should be looked at. The reduction in the Sustainable Urban Extensions has been attributed to densities, build-out rates and initial market testing but these factors would affect development in any part of the Borough.	All options for the development strategy reflect the most up-to-date evidence about likely densities and build out rates.
Housing sites need identifying for affordable housing and policies need to be clear about what level of affordable housing is intended.	The Core Strategy will include policies which will set out the level of affordable that is required in new developments.
ENVIRONMENTAL ISSUES	
Any plans must recognise that Loughborough has natural boundaries that have been reached in many places. If existing green wedges are to be preserved, there is little scope for large scale greenfield expansion.	The development strategy will be informed by the Sustainability Appraisal which considers economic and social considerations, alongside environmental considerations, including settlement identity.
There is a need for the Local Plan to secure biodiversity enhancements, protect the interests of the numerous SSSIs, local wildlife sites and BAP habitats within the Borough. This should also incorporate areas of local separation, high quality green	The Core Strategy will include detailed policies which seek to protect, and where possible, enhance biodiversity, landscape, geological assets and other aspects of 'green infrastructure'.

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infrastructure and increased access to nature. The Local Plan will also need to protect the historic environment, local landscape character and geological assets from growth.	
The majority of the sites under consideration have some element of flood risk. Although the majority of sites will be developable, there may be some limitation on the numbers of dwellings that can be constructed, and focus should be on locating development in the appropriate low flood risk zones and using the Sequential Test approach,	The development strategy will be informed by Strategic Flood Risk Assessment 2008, and by on-going discussions with the Environment Agency.
Increased amount of waste water and sewage effluent produced by the new developments will need to be collected and treated to ensure that there is no deterioration in the quality of the water courses in the area to meet the Water Framework Directive River Basin Management Plans.	The development strategy will be informed by on-going discussions with the Environment Agency. The Core Strategy will be informed by Water Framework Directive River Basin Management Plans.
Given the predicted effects of global warming, and increased demand for food and bio-energy crops, building on Grade 2 or better land should be avoided.	The development strategy will be informed by evidence about the quality of agricultural land.
Barrow and Sileby both have seen significant development in recent years. Locating more housing in these two villages risks their character being irreparably changed and with the lack of additional local employment opportunities they will increasingly become dormitory villages serving Loughborough and Leicester putting pressure on the local road network.	The development strategy will be informed by Service Centre Capacity Assessment (2011), section 5 considers the balance between homes and jobs. The development strategy will also be informed by the Leicester and Leicestershire Integrated Transport Model.
TRANSPORT & INFRASTRUCTURE REQUIREMENTS	
Walking and cycling routes, together with bicycle parking, should be included in all new estates to encourage walking and cycling. Loughborough also needs a bus station	The Core Strategy will reflect best practice and government policy on transport planning. It will be informed by evidence which will set range of measures aimed at reducing the impact of car traffic and promoting shifts to other forms of transport.
Loughborough suffers from delays and congestion. This will not be eased by the diversion of the A6 round the town centre. There is a need to widen the M1 to at least four lanes from junctions 21 to 25.	The development strategy including supporting infrastructure and mitigation packages will be informed by Leicester and Leicestershire Integrated Transport Model.
The Council should be planning for car ownership as it is unrealistic that alternatives will replace the car. Planning should be taking account of a future where car design will remove the problem of pollution and size of vehicles, rather than focusing on getting people out of their cars.	Assumptions around future car ownership levels have been calculated as part of Leicester and Leicestershire Integrated Traffic Model.

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The planning process has previously proceeded on a piecemeal basis with no evidence of foresight for the future needs of the community. For example, traffic problems on Epinal Way mean the stretch between Shelthorpe and Ashby Road will have to be dualled but this is not being taken into account through planning decisions.	The development strategy including supporting infrastructure and mitigation packages will be informed by Leicester and Leicestershire Integrated Transport Model. Supporting infrastructure and mitigation packages by requirements over the plan period.
There are outstanding issues with the transport modelling data obtained from Leicestershire County Council and the Highways Agency is challenging the figures. This raises the question of the validity of this consultation if the data is flawed.	The Highways Agency (HA) has agreed that they are happy for LLITM to be used in the strategic assessment of the Borough Council's preferred development strategy.
The impact on existing infrastructure should be considered together with new requirements including; doctors surgeries, schools, transport infrastructure, social and community facilities, policing and electricity infrastructure.	An Infrastructure Schedule will be published alongside the Core Strategy which will identify the type and phasing of infrastructure delivery.
The Council should work with Rushcliffe to change the county boundary and build a bridge over the Soar to overcome the problem that Loughborough is situated right on the perimeter of the Borough, bordered by the river Soar and its floodplain. One option would be from the Astra Zeneca site to Stanford Road, providing access to almost unlimited greenfield sites above the floodplain and provide a much-needed additional route across the river.	The changing of administrative boundaries is beyond the scope of the Core Strategy. The development strategy including supporting infrastructure will be informed by Leicester and Leicestershire Integrated Transport Model.
The Core Strategy should include specific policies to protect or replace existing sports facilities that may be affected.	The Core Strategy will include policies to protect or replace sports facilities, in line with national planning policy and will be informed by the Open Spaces, Sport and Recreation Study 2010
Housing growth may require the expansion and upgrading of existing sewerage systems and sewage treatment works. If the sewerage network does not have the capacity to accept the flows then development must be phased in with the upgrading of the network.	An Infrastructure Schedule will be published alongside the Core Strategy which will identify the type and phasing of infrastructure delivery.
It is important that additional housing sites are located so as to maximise the benefits brought by infrastructure and facilities associated with the Sustainable Urban Extension and Science and Business Park.	The development strategy will be informed potential opportunities for the existing community to use infrastructure and facilities in new development. This is reflected in the sustainability appraisal notably sustainability objectives 11 and 14.
URBAN CAPACITY & BROWNFIELD SITES	
Brownfield sites within the existing urban areas should be first choice for future housing, particularly affordable housing. This scale of greenfield development would not be needed if brownfield	The development strategy seeks to maximise the use of brownfield land, and options for development are informed by Strategic Housing Land Availability Assessment.

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sites are used. There needs to be an active policy to prioritise brownfield land and make early and better use of derelict land. Infill greenfield sites should be used as a second priority.	
Brownfield sites will usually require less infrastructure (such as roads, gas and water mains and sewers) and residents will have the benefit of short travel distances to town services and facilities.	Noted.
There are a number of sites in Loughborough and Thurmaston which could be considered for housing including disused factories, the old hospital site, several acres available between the Grange Park and Fairmeadows developments, sites on Great Central Road and Beacon Road.	The development strategy seeks to maximise the use of brownfield land, and options for development are informed by Strategic Housing Land Availability Assessment.
Shelthorpe Golf Course site could be considered for housing because it is close to shops and services in Shelthorpe and a replacement course could be created on Council owned land to the south of the Nanpantan Sports complex	The Charnwood Borough Council Green Spaces Strategy 2012 considers how existing areas of open space should be managed to best meet the needs of the community, which may include potential redevelopment or replacement. This Green Strategy will inform the development strategy.
SOCIAL ISSUES	
The sustainability of a settlement should only be based upon evidence of jobs and amenities for that settlement. Local plans need to be distilled down to specific neighbourhoods to reflect local circumstances for example, in Shepshed there is existing stock unsold.	Settlement Hierarchy Review 2008 provides information about the level of job, services and facilities within each settlement. Core Strategies will be informed by Service Centre Capacity Assessment (2011). Evidence from these studies will inform policies for specific areas within Charnwood.
There are a large number of properties in multiple occupation by numbers of unrelated persons, usually students. I suggest that the Council make a policy to discourage any further increases in the numbers of properties in multiple occupation and positively encourage landlords to let their properties to new households. It is hoped that the rise in student tuition fees will reduce the pressure on housing in the environs of the University and cause landlords to seek other tenants for their properties.	The Charnwood Core Strategy will include a policy approach which deals with Houses in Multiple Occupation. Housing needs have been identified most recently through the Leicester and Leicestershire Housing Requirements Study 2011 which took account of student profile.
A student village would significantly alleviate accommodation pressures in the town and return areas which are currently dominated by students to original residents. A student village would not place the same demands on infrastructure and could be accommodated on a brownfield site outside the town	The Charnwood Core Strategy will include a policy approach which deals with Houses in Multiple Occupation. Student housing must meet the same tests of sustainability set out in the National Planning Policy Framework.
More should be done to retain and enable new town centre housing	The Core Strategy will include policies that apply to town centres

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and to create more town centre accommodation by converting rooms over shops and offices into flats.	which will aim to ensure a mixture of uses, to promote their long term vitality and viability, including
ECONOMIC ISSUES	
With the closure of Astra and no new significant employment opportunities being created other than the warehousing and distribution centres, major housing development will lead to out commuting,	The development will be informed by Leicester and Leicestershire Integrated Transport Model which examines the effect of land uses on transportation.
Consideration needs to be given to where new residents will work to avoid becoming a dormitory town serving Leicester, Nottingham, Derby, Birmingham and Coventry.	
The Quarry at Mountsorrel, which is a major employer, should be protected from development which encroaches upon it and any expansion of the quarry should be dependent upon returning the landscape into its natural state.	The Leicestershire Minerals Core Strategy and Development Control Policies form part of the Development Plan. Policy MDC8 relates to Safeguarding Mineral Resources.
The need to co-locate employment with large scale housing development is supported, but it is questioned whether some of the smaller housing options could be separated from employment development to minimise the residual to be found. The further evidence on the employment land requirements being undertaken can be used to inform the final development of this policy.	The amount and distribution of employment land will be informed by up-to-date evidence principally the Employment Land Study 2012.
There is a need for a large scale building program of council housing as it will create much needed jobs i.e. maintenance tradesmen and women that can be directly employed by the council.	The Core Strategy will seek to provide affordable houses as part the development strategy. A shift to the provision of Council Housing, outside currently recognised means of delivery is outside the remit of the Core Strategy.
GENERAL STRATEGIC ISSUES	
Whilst strategic growth is important, organic growth should be supported by finding ways of freeing-up the planning framework. Spreading development across the whole of Charnwood has worked successfully for years and provided better houses for families than huge estates will. This approach spreads the traffic out across the County. There are areas around villages that would benefit from additional housing.	The urban concentration strategy is underpinned by evidence which was independently examined as part of the Regional Plan process which indicates that it is the most sustainable approach given a range of social, economic and environmental factors.
The urban concentration strategy underpinning the Core Strategy should be changed and new areas should be sought. Having a strategy to concentrate development in urban areas is putting pressure on existing services, leading to settlements merging,	The urban concentration strategy is underpinned by evidence which was independently examined as part of the Regional Plan process which indicates that it is the most sustainable approach given a range of social, economic and environmental factors.

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<p>creating an ill defined suburban area which is difficult to service by public transport and tends to be wholly reliant of car transport and no longer provides a compact environment where people can walk everywhere and have a strong sense of community. The onion skin approach of building layer upon layer of new housing restricts access to the countryside from the earlier development and increases the pressure on the town.</p>	
<p>A number of factors show that the principal of large scale Sustainable Urban Extensions is potentially an outdated concept and other models should be investigated. In the new economic and legislative environment, there are some questions about whether the provision of infrastructure will be delivered with Local Authorities no longer responsible for the building of new schools, Primary Care Trusts being abolished and the reduced road building programme by the Government. Under new legislation Section 106 has also been revised and the Community Infrastructure Levy introduced which is a further reason why aggregating all development together to maximise local contribution to road traffic and other infrastructure is less relevant. An alternative could be dispersed development which, whilst making less impact on their immediate local environment, could still contribute to overall infrastructure improvements through the Community Infrastructure Levy.</p>	<p>The urban concentration strategy is underpinned by evidence which was independently examined as part of the Regional Plan preparation which indicates that it is the most sustainable approach given a range of social, economic and environmental factors. The Core Strategy will also be informed by a sustainability appraisal report.</p>
<p>The overall strategy of urban concentration is supported as these are the most sustainable locations to grow the Borough and the strategy is consistent with the Regional Plan, with limited further development directed to the Service Centres including employment development.</p>	<p>The urban concentration strategy is underpinned by evidence which was independently examined as part of the Regional Plan preparation which indicates that it is the most sustainable approach given a range of social, economic and environmental factors.</p>
<p>The Consultation should include the larger Sustainable Urban Extension sites, where the majority of homes are directed, as part of a more imaginative rethink and holistic approach in light of the significant changes in the housing numbers needed and the economic and social outlook. To not include them pre-determines the major public consultation due later in 2012.</p>	<p>Housing needs have been identified most recently through the Leicester and Leicestershire Housing Requirements Study 2011. The options included for consultation in the Publication Draft of the Core Strategy will be explained in the sustainability appraisal report including reasons why options have been either included or rejected.</p>
<p>The Core Strategy needs to take into account the planning horizon beyond 2026. Options which may not score highly in the current plan may be very significant when considering a longer time frame.</p>	<p>The Core Strategy will be informed by sustainability appraisal, which includes an appraisal of long term effects.</p>
<p>The Council is late in developing and approving its Core Strategy</p>	<p>The Council's intention is to prepare a 'sound' Core Strategy,</p>

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<p>and this has led to officer recommendations to permit a number of applications for planning permission that otherwise would have been refused. Whilst there is a need to proceed with speed to the approval of a Core Strategy this should not be at the risk of approving a plan that is flawed because of the lack of additional information or evidence</p>	<p>including one that is justified by robust evidence.</p>
<p>Support should be given to neighbourhood plans. Close collaboration with neighbourhoods could provide some of the answers.</p>	<p>The Core Strategy will be supportive of Neighbourhood Plans.</p>
<p>The planning process has previously proceeded on a piecemeal basis with no evidence of foresight for the future needs of the community. For example, traffic problems on Epinal Way mean the stretch between Shelthorpe and Ashby Road will have to be dualled but this is not being taken into account through planning decisions.</p>	<p>The Council's intention is to prepare a 'sound' Core Strategy. Tests of soundness include that the Plan is positively prepared, justified, effective and consistent with national policy. As part of demonstrating the plan is sound, the Council will demonstrate that the plan is the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</p>
<p>People aspire to live in rural, rather than urban areas and as the economy recovers this should be taken into account when looking at proposals for new sites in Service Centres.</p>	<p>The development strategy will be informed by sustainability appraisal which includes analysis of a range of environmental, economic well as social factors.</p>
<p>Too much weight is being put on the starting point being 'yes' and not enough on the need for development to be 'sustainable'. The sustainability of a settlement should only be based upon evidence of jobs and amenities for that settlement. Local plans need to be distilled down to specific neighbourhoods to reflect local circumstances for example, in Shepshed there is existing stock unsold.</p>	<p>The development strategy is informed by a range of evidence including Leicester and Leicestershire Housing Requirements Study 2011 which examines the overall need for new housing. Charnwood Borough Council has recently published evidence on delivery of new housing within different market areas within the borough which will also inform the development strategy. (Residual Housing Strategic Market Testing Report 2012).</p>
<p>The intention to progress directly to a Pre-submission version of the Core Strategy, without formally consulting on Preferred Options, is an approach that does carry some risks. There will be no formal stage at which consultees will be able to comment on whether the most suitable option has been proposed, only whether the option proposed is 'sound'. In order to mitigate and minimise the risks associated with this approach the Council should maintain open and ongoing discussions with statutory consultees and service providers.</p> <p>The statement that the Preferred Strategy in the North of the Borough will be influenced by the decision in the south of the Borough is a flawed approach. Housing should be provided within</p>	<p>The Council's intention is to prepare a 'sound' Core Strategy. Tests of soundness include that the Plan is positively prepared, justified, effective and consistent with national policy. As part of demonstrating the plan is sound, the Council will demonstrate that the plan is the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</p>

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North Charnwood on its merits, and not be regarded as an area for growth residual to South Charnwood.	
To meet the objectives of sustainability the Service Centres should be locations where some of the Borough's development needs should be met not could be met. As drafted, the plan seeks to disregard the Service Centres in most of the options, with just 2 houses per annum for each Service Centre. This is contrary to the NPPF and will decrease affordability in Service Centres.	A range of options for development within Service Centres was identified within the Core Strategy Supplementary Consultation Document 2012. The development strategy will be informed by sustainability appraisal, other evidence plans and strategies, together with national planning policy.
WYMESWOLD AIRFIELD	
The reason given for Wymeswold Airfield not being included as an option is unclear and contrary to national policy as this is a brownfield site and should be prioritised over Greenfield land.	A direction for growth within and adjoining Wymeswold Airfield was considered within the Sustainability Appraisal Core Strategy Development Plan Document Further Consultation report - Sustainability Appraisal 2008. This option was dismissed at that stage and reasons were set out in the 2008 Core Strategy Further Consultation Report. The final Sustainability Appraisal Report will present how different option were considered at different stages in the preparation of the Charnwood Core Strategy
Wymeswold Airfield is a derelict area which would be improved by development. It is used only for temporary activities such as cart racing, which could easily be located elsewhere. This option avoids destroying valuable agricultural land, green space, wildlife habitats and local beauty spots, which would be unacceptable when there is a suitable brownfield alternative.	A direction for growth within and adjoining Wymeswold Airfield was considered within the Sustainability Appraisal Core Strategy Development Plan Document Further Consultation report - Sustainability Appraisal 2008. This option was dismissed at that stage and reasons were set out in the 2008 Core Strategy Further Consultation Report. The final Sustainability Appraisal Report will present how different option were considered at different stages in the preparation of the Charnwood Core Strategy
Wymeswold Airfield is close to Loughborough, benefits from good road links to the A46 with recent improvements and provides a location for development beyond the next 15 years. Development here would help the local economy of the surrounding villages. It would relieve the pressure on Loughborough's infrastructure including the roads and services and facilities.	A direction for growth within and adjoining Wymeswold Airfield was considered within the Sustainability Appraisal Core Strategy Development Plan Document Further Consultation report - Sustainability Appraisal 2008. This option was dismissed at that stage and reasons were set out in the 2008 Core Strategy Further Consultation Report. The final Sustainability Appraisal Report will present how different option were considered at different stages in the preparation of the Charnwood Core Strategy
The opportunity should be taken to be forward thinking and progressive in how we meet housing needs by developing a new settlement, even if this is more difficult. New settlements are	A direction for growth within and adjoining Wymeswold Airfield was considered within the Sustainability Appraisal Core Strategy Development Plan Document Further Consultation report -

KEY ISSUE RAISED	RESPONSE
supported by the National Planning Policy Framework which highlights the Garden City approach. Development here would avoid the potential “onion skin” pattern of development and its associated disadvantages.	Sustainability Appraisal 2008. This option was dismissed at that stage and reasons were set out in the 2008 Core Strategy Further Consultation Report. The final Sustainability Appraisal Report will present how different option were considered at different stages in the preparation of the Charnwood Core Strategy
The decision to not support development at Wymeswold airfield seems to be at odds with Option C, which sees the potential of development around Cotes.	A direction for growth within and adjoining Wymeswold Airfield was considered within the Sustainability Appraisal Core Strategy Development Plan Document Further Consultation report - Sustainability Appraisal 2008. This option was dismissed at that stage and reasons were set out in the 2008 Core Strategy Further Consultation Report. The final Sustainability Appraisal Report will present how different option were considered at different stages in the preparation of the Charnwood Core Strategy
Money from extra council tax and the money from the government for housing targets should be used to provide services and facilities. The road improvements to make Wymeswold Airfield work could be provided by the developers.	A direction for growth within and adjoining Wymeswold Airfield was considered within the Sustainability Appraisal Core Strategy Development Plan Document Further Consultation report - Sustainability Appraisal 2008. This option was dismissed at that stage and reasons were set out in the 2008 Core Strategy Further Consultation Report. The final Sustainability Appraisal Report will present how different option were considered at different stages in the preparation of the Charnwood Core Strategy
CONSULTATION ARRANGEMENTS	
Residents have not been correctly informed about proposals and the consultation has made it difficult for people to make comments by expecting everyone to have internet access.	Public consultations on planning documents follow the requirements of the Statement of Community Involvement. Consultation responses will be reported and will inform decisions on the development strategy.
Residents that will be directly affected by these proposals have not been contacted or provided with enough information and will not be told about the proposals until after decisions have been taken.	Public consultations on planning documents follow the requirements of the Statement of Community Involvement. Consultation responses will be reported and will inform decisions on the development strategy.
The documents give only a broad brush overview of the situation in Charnwood as seen by the planning officers. The detail required is not presented and is yet to be addressed.	The Core Strategy Submission Draft will be accompanied by appropriate range of evidence, and supporting documents, which will be clearly presented. The Council’s intention is to prepare a ‘sound’ Core Strategy, including one that is justified by robust evidence.
The opportunity to comment on the West of Loughborough and	Consultations on the Core Strategy give the opportunity to

KEY ISSUE RAISED	RESPONSE
North East of Leicester Options should be given through the survey to reflect that a decision has not been made and to allow all options to be explored.	comment on all aspects of the development strategy. Consultation responses will be reported and will inform decisions on the development strategy.
This consultation is a prelude for a full six week consultation in late August/September but is about the 'add-ons' to major proposals being consulted on later. This is not a logical order to consult in.	The Core Strategy Supplementary Consultation Document at paragraphs 1.7 to 1.12 set out the background to the consultation. Consultations on the Core Strategy give the opportunity to comment on all aspects of the development strategy
The effectiveness of the consultation in delivering a meaningful and informed response from the community will be severely curtailed by the complexity of the options and the supporting information, and there is a question over how authoritative a body of evidence is.	The Core Strategy Submission Draft will be accompanied by appropriate range of evidence, and supporting documents, which will be clearly presented. The Council's intention is to prepare a 'sound' Core Strategy, including one that is justified by robust evidence.
The consultation document should have outlined the potential timing of development, defined sustainability, explained the next steps for the Local Plan and particularly the need for Infrastructure Planning if growth allocations and locations are to be sustainable.	The Core Strategy will be informed by a Housing Trajectory. The Core Strategy will be consistent with the national planning policy framework which defines sustainable development at paragraph 7.
It would have been useful, for the purposes of this consultation, to have indicated each option more clearly on a map, under each option heading.	A consistent level of information was provided for each option, sufficient for the strategic nature of the Core Strategy Supplementary Consultation 2012.
SUSTAINABILITY APPRAISAL	
The sustainability appraisal report considers each direction for growth in combination with a West Loughborough SUE or a North east of Leicester SUE and does not carry out a separate appraisal for each of the options. This approach makes it difficult to establish how each option performs. A separate appraisal of each individual direction for growth is required to enable members to make an informed decision.	The Interim Sustainability appraisal Report June 2012 considers each direction for growth in combination with West Loughborough Sustainable Urban Extension or North East Leicester of Leicester Sustainable Urban Extension in order to show the full effects against each sustainability appraisal objective. The comment is noted and future Sustainability Appraisal Report will be drafted so that the effects of directions for growth can more easily be discerned.
The sustainability appraisal uses confusing terminology and criteria, scoring as 'positive' the benefits that small mitigation measures have on the huge damage greenfield development has on the landscape and the environment.	Assumptions are clearly stated within the Interim Sustainability Appraisal Report. The terminology is consistent with Sustainability Appraisal reports prepared across England, however plain English will be used where possible.
The interim sustainability appraisal is not explicitly supported by evidence base such as the PPG17 Study and the Green Wedge Review. The final sustainability appraisal needs to be thorough	The Sustainability Appraisal process is considered to be thorough, but future reports will make more explicit references to evidence base as relevant.
An overview of the sustainability appraisal scoring for the south	The options that have been identified for appraisal are all those

KEY ISSUE RAISED	RESPONSE
Charnwood options indicate a large number of significant and minor negative scores: an objective view of these proposals recommend a search for an alternative, sustainable solution.	considered reasonable alternatives within a broader strategy of urban concentration and regeneration.
The statement about mitigation of potential negative effects is welcomed and should not be forgotten by inconsiderate or rushed design.	Detailed design will take place as part of the masterplanning of Sustainable Urban Extensions and arrangements will be put in place to ensure a thorough approach to design.
The statement about mitigation of potential negative effects is wishful thinking and bears no relation to reality.	Statements in the sustainability appraisal report involve a degree of professional judgement, and are informed by experience from other developments.
Appendix 5 includes a table which sets out the implications of changes in circumstances since 2008 and does not include a discussion to support scoring given.	Explanation of scoring is given on page 166 of the Interim Sustainability Appraisal Report 2012.
OPTIONS FOR NORTH CHARNWOOD	
COMMENTS ON ALL OPTIONS A-G	
English Heritage considers that the impacts of the options on the historic environment have been underestimated as part of the SA process.	Noted, the effects on the historic environment are fed into the Sustainability Appraisal Report. However evidence from English Heritage will form an important part of the engagement process.
English Heritage states that further investigation is required into the environmental impacts of this level of growth, as well as for the proposed sustainable urban extensions	Noted, the effects on the historic environment are fed into the Sustainability Appraisal Report. However evidence from English Heritage will form an important part of the engagement process.
The sustainability appraisal report does not set out the qualitative and quantitative information why Wymeswold Airfield did not perform well in sustainability appraisal, and why it was not considered	A direction for growth within and adjoining Wymeswold Airfield was considered within the Sustainability Appraisal Core Strategy Development Plan Document Further Consultation report - Sustainability Appraisal 2008. This option was dismissed at that stage and reasons were set out in the 2008 Core Strategy Further Consultation Report. The final Sustainability Appraisal Report will present how different options were considered at different stages in the preparation of the Charnwood Core Strategy.
The sustainability appraisal fails to distinguish the relative effects of various locations for employment development, including such factors as proximity to major transport corridors, to centres of population to deprived communities.	The matrices in Appendices 1-3 of the Interim Sustainability Appraisal Report distinguish these effects in the descriptions for SA objectives 11 and 16, with reference to levels of deprivation and proximity to major transport corridors and public transport routes.
COMMENTS WEST LOUGHBOROUGH	
English Heritage considers that the impact of the proposed road through Garendon registered park and garden and the impact of the	Impacts on historic environment within the Sustainability Appraisal Report will be revisited in light of evidence from English Heritage.

KEY ISSUE RAISED	RESPONSE
<p>SUE on the setting of the park will have a significant negative effect, which is in contrast to the appraisal which states that this 'could have' a significant negative effect. Reference in the sustainability appraisal to mitigation as a way of overcoming negative impacts are unlikely to overcome impacts on the historic environment</p>	<p>The evidence from English Heritage will form an important part of the engagement process.</p>
<p>OPTION A SOUTH LOUGHBOROUGH</p>	
<p>The sustainability appraisal fails to distinguish between the relative transport implications of the development directions. The availability of existing highway infrastructure in south Loughborough, well used national cycle route, ease of extending bus services are all positive factors</p>	<p>The Interim Sustainability appraisal Report June 2012 considers each direction for growth in combination with West Loughborough Sustainable Urban Extension or North East Leicester of Leicester Sustainable Urban Extension in order to show the full effects against each sustainability appraisal objective. The comment is noted and future Sustainability Appraisal Report will be drafted so that the effects of directions for growth can more easily be discerned. Reference to the cycle route will be considered for inclusion in the SA objectives 12 and 15.</p>
<p>OPTION B SOUTHWEST LOUGHBOROUGH</p>	
<p>Sustainability Appraisal objective 2 (To maintain and enhance townscape and landscape character) makes no mention of the impact of development in the area south west of Loughborough on landscape character and 'to minimise detrimental visual intrusion of development'.</p>	<p>Noted. At this stage of the Sustainability Appraisal process an appropriate and proportionate amount of evidence has been considered, however this will be considered in more detail in the next iteration of Sustainability Appraisal.</p>
<p>Sustainability appraisal objective 15 (To increase access to countryside, open space and semi-urban environments) refers to footpaths links to the Outwoods, which are presently in open countryside but would have no value in the future, as they would be lost following development</p>	<p>Noted. At this stage of the Sustainability Appraisal process an appropriate and proportionate amount of evidence has been considered, however this will be considered in more detail in the next iteration of Sustainability Appraisal.</p>
<p>The over-riding negative of option B is its effect on the human need to view open space and to be in it, a factor which is not reflected in the sustainability appraisal objectives, but should be.</p>	<p>The evidence base includes a Landscape Assessment and a PPG17 Open Space and Recreation Study which will inform the Core Strategy.</p>
<p>The role of open spaces and views in attracting high calibre people is an important contributor to economic prosperity should be reflected in the sustainability appraisal objectives.</p>	<p>The evidence base includes a Landscape Assessment and a PPG17 Open Space and Recreation Study which will inform the Core Strategy.</p>
<p>The negative impacts of all options, including for option B, cannot be adequately mitigated. Paragraph 3.20 implies that impacts can</p>	<p>The Core Strategy will be prepared to reflect the National Planning Policy Framework paragraph 152.</p>

KEY ISSUE RAISED	RESPONSE
be mitigated.	
OPTION C EAST OF LOUGHBOROUGH	
The sustainability appraisal should have assessed issues to do with the viability of local services and facilities given that option C represents a new settlement proposal.	Noted. At this stage of the Sustainability Appraisal process an appropriate and proportionate amount of evidence has been considered, however this will be considered in more detail in the next iteration of Sustainability Appraisal.
Consultation responses disagree with the sustainability appraisal report which states that an east Loughborough option would have significant negative effect on increased flood risk. The area predominantly falls outside an area of flood risk. Consultants are working with the Environment Agency to establish any risk of flooding associated with the A60. A surface water drainage strategy is being prepared for the area east of Loughborough.	Noted. The next iteration of Sustainability Appraisal will reflect updated evidence.
There is a disagreement with the sustainability appraisal that services and facilities in Loughborough would not be accessible to new residents in east Loughborough; a promotional document clearly demonstrates that east Loughborough will provide a well connected development.	Noted. Promoters are able to submit their own evidence as part of the process.
Consultation responses disagree with the sustainability appraisal in terms of the regeneration opportunities associated with east Loughborough. Reference is made to the new employment land, community and recreational facilities that would be accessible to residents of east Loughborough	Noted.
Consultation responses disagree with the sustainability appraisal in terms of the impact on heritage assets, and reference is made by the promoters of working with English Heritage to ensure heritage assets are safeguarded	Impacts on historic environment within the Sustainability Appraisal Report will be revisited in light of evidence from English Heritage. The evidence from English Heritage will form an important part of the engagement process.
The sustainability appraisal does not highlight the benefits of an east Loughborough option in addressing current open spaces deficiencies	Noted. At this stage of the Sustainability Appraisal process an appropriate and proportionate amount of evidence has been considered, however this will be considered in more detail in the next iteration of Sustainability Appraisal.
OPTION F	
The sustainability appraisal identifies many impacts for development around Shepshed and Hathern which are unknown or that require further research. Extra work is needed to be done before a decision can be made on Shepshed/ Hathern	Noted. At this stage of the Sustainability Appraisal process an appropriate and proportionate amount of evidence has been considered, however this will be considered in more detail in the next iteration of Sustainability Appraisal.

KEY ISSUE RAISED	RESPONSE
OPTIONS FOR SOUTH CHARNWOOD – LEICESTER PRINCIPAL URBAN AREA	
COMMENTS ON ALL OPTIONS 1-5	
English Heritage considers that the impacts of the options on the historic environment have been underestimated as part of the SA process, in particular options 3 and 4 are considered to be inaccurate.	Impacts on historic environment within the Sustainability Appraisal Report will be revisited in light of evidence from English Heritage. The evidence from English Heritage will form an important part of the engagement process.
OPTIONS 1 -4	
There is no serious analysis or recognition of the destructive social and psychological effects of proposed developments for the options around south Charnwood	Sustainability effects have been identified where there is evidence to support the effects.
There is disagreement with the scoring of options 1-4 on social objectives, as further urbanisation would increase crime, social stress, traffic density and drug use.	Sustainability effects have been identified where there is evidence to support the effects.
OPTION 5 (NOT MEET HOUSING REQUIREMENT)	
The requirement for development plans to achieve net gains in social, economic and environmental objectives to deliver sustainable development set out in paragraph 152 of the National Planning Policy Framework would not be met by option 5, as indicated by the Council's own sustainability appraisal.	Noted. The development strategy will be informed by the sustainability appraisal together with any other relevant evidence and strategies.
The scoring of option 5 (non development of green field land) <i>sic</i> having a minor negative effect on good quality agricultural land is questioned.	It is accepted that development in the countryside may involve the loss of agricultural land. The Sustainability Appraisal will have regard to its significance.
There is disagreement that option 5 (Not meeting Housing Requirement) will have a negative effect on meeting local housing needs.	Option 5 (Not meeting housing requirement) will not address needs as identified in the Leicester and Leicestershire Housing Market Assessment 2011. It is considered to have a negative effect against this objective.
English Heritage disagree that option 5 would present fewer opportunities to re-use buildings at risk, as this is not reliant upon large scale housing developments. English Heritage disagrees with sustainability appraisal scoring and considers that option 5 is likely to have a positive effect on the historic environment.	Impacts on historic environment within the Sustainability Appraisal Report will be revisited in light of evidence from English Heritage. The evidence from English Heritage will form an important part of the engagement process.
SERVICE CENTRES OPTION 2	
There is less clarity in the sustainability appraisal of the options for Service Centres to come to any firm conclusion	Noted. The development strategy will be informed by the sustainability appraisal together with any other relevant evidence

KEY ISSUE RAISED	RESPONSE
	and strategies.
COMMENTS RECEIVED ON SUSTAINABILITY APPRAISAL OBJECTIVES	
SO1: To MAINTAIN AND ENHANCE BIODIVERSITY, FLORA AND FAUNA	
The SSSIs on the Charnwood and Wolds sides of Loughborough require the highest levels of protection	The protection of Sites of Special Scientific Interest is covered within the objective “to maintain and enhance biodiversity, flora and fauna”
This is a negative for Garendon, but now compounded by the decision to allow a waste incinerator (EfW) at Newhurst.	Proposals that have not been built are not included in the sustainability appraisal. We do note however that permission has now been given for the Energy from Waste facility.
The qualification that damage should be avoided should be a requirement, rather than a hope	The development strategy will be informed by Phase I Habitat Survey of Potential Strategic Development Areas (2008). The Core Strategy will include detailed policies on the protection of biodiversity which will be consistent with national planning policy.
The effects of development on biodiversity would be overwhelmingly negative, and reference to ‘enhance biodiversity’ would be ineffective and absurd.	The reference to ‘enhance biodiversity’ relates to the sustainability objectives. Judgements about how different options perform against this objective are informed by evidence, principally the Phase I Habitat Survey of Potential Strategic Development Areas (2008)
Natural England is satisfied that all options have been systematically appraised against appropriate sustainability objectives, that the assessment has been based on sound evidence and the findings of each options appears reasonable	The support is from a statutory consultee is welcomed and will be noted in the final Sustainability Appraisal Report.
SO2: To MAINTAIN AND ENHANCE TOWNSCAPE AND LANDSCAPE CHARACTER	
This is recorded as a negative for Garendon because it is a greenfield site. There are no indications of town/landscape enhancements. Zone 15 is medium to high acceptability but Loughborough South is a high zone.	References to town/landscape enhancements will be included in the sustainability appraisal where they are relevant. Scoring and commentary in the Sustainability Appraisal Report are informed by the Charnwood Landscape Character Assessment 2012.
It is likely that the Distributor Road and additional infrastructure will significantly damage Garendon Park.	The Sustainability Appraisal will be reviewed to ensure the effects on landscape and townscape explicitly refer to the effects of major infrastructure.
Development on Garendon is also recorded as damaging the separation of Loughborough and Shepshed; equally between Quorn and the town to the south.	The effect on separation is informed by the Charnwood Landscape Character Assessment 2012.
Little weight is given within the appraisal to the Garden City approach	Options are appraised on a consistent basis with no reference to a particular design philosophy.
Much consideration is given to hiding built development, but who	The sustainability appraisal is informed by the Charnwood

KEY ISSUE RAISED	RESPONSE
would want to hide good design?	Landscape Character Assessment 2012, and there are no references to hiding development.
SO3: TO INCREASE THE VIBRANCY AND VIABILITY OF SETTLEMENTS	
Large developments have the potential to overload or increase the viability of services, depending on their capacity. There is insufficient evidence to judge which applies on each site.	The capacity of services and facilities is informed by discussions with key services providers which in turn informs the Infrastructure Schedule. Infrastructure will be provided as part of the development strategy so services are not overloaded.
Development on the east is likely to bring greater viability to Wolds villages which, for example, lack good bus service or recreational facilities.	Sustainability Appraisal will be reviewed so that there is explicit references to the evidence, including any potential to improve bus services and address deficiencies in recreational facilities.
With regard to sustainability appraisal objective 3 (to increase the vibrancy and viability of settlements), the term 'vibrancy' is vague	<p>For each sustainability appraisal objective there are sub-objectives to clarify terms used. For sustainability appraisal 3 the sub-objectives are:</p> <ul style="list-style-type: none"> ▪ To increase the attractiveness of town, district and local centres ▪ To increase the sense of place ▪ To maintain settlement identity and prevent coalescence ▪ To increase neighbourhood satisfaction levels ▪ To increase patterns of development and movement that helps to tackle congestion <p>The full Sustainability Appraisal Framework will be included in the Final sustainability Appraisal Report.</p>
SO4: TO CONSERVE AND ENHANCE THE HISTORIC AND CULTURAL ENVIRONMENT	
Management of Garendon and Prestwold Parks needs a lot more detail and assurance.	The broad approach to the management of major areas of green space included in the development strategy will be addressed by detailed policies within the Core Strategy.
SO5: TO PROTECT AND IMPROVE SURFACE AND GROUND WATER QUALITY AND RESOURCES	
Severn Trent Water seem to have sanctioned all sites. There will be a negative effect on water quality	The Sustainability Appraisal of alternative options will be informed by information from Severn Trent Water and consultation responses from the Environment Agency
SO6: TO IMPROVE LOCAL AIR QUALITY	
The MVA Traffic Impact Assessment suggests significant congestion at Epinal Way junctions and significant flow restrictions across Garendon Park. These findings do seem to be reflected in the Sustainability Appraisal Report	Noted.
SO7: TO REDUCE THE BOROUGH'S CONTRIBUTION TO AND VULNERABILITY TO CLIMATE CHANGE	

KEY ISSUE RAISED	RESPONSE
<p>The MVA Transport Impact Assessment suggests that the residents of Garendon SUE would use the M1 and the rest of the Strategic Road Network to access employment in the large cities, increasing journey lengths and green house gases.</p> <p>The Cotes and Wymeswold sites would be the best for micro wind and solar energy.</p>	<p>Noted.</p>
<p>SO8: TO REDUCE VULNERABILITY TO FLOODING</p>	
<p>Black brook is a flood hazard with significant defensive infrastructure along the length of the brook through Gorse Covert, Thorpe Acre and Dishley. The SUE to the west of Loughborough appears to cross an area of high flood risk (zones 2 and 3a), whilst Cotes/Wymeswold is on the edge of a large area of high flood risk (zones 2 and 3a) associated with the River Soar.</p>	<p>The Sustainability Appraisal is informed by Strategic Flood Risk Assessment and also consultation with the Environment Agency.</p>
<p>SO9: TO REDUCE WASTE, AND CONSERVE MINERAL RESOURCES</p>	
<p>This is where brownfield sites like Wymeswold score for both re-using materials and for introducing more sustainable waste management</p>	<p>The re-use of materials for building and sustainable waste management can be achieved at all locations, provided the necessary management arrangements are put in place. It is not considered to be a factor which is related to a particular location more than another.</p>
<p>SO10: TO PROTECT SOIL RESOURCES AND QUALITY AND MAKE EFFICIENT USE OF LAND AND BUILDINGS</p>	
<p>Due to a part of the [West Loughborough] SUE being located on high quality grade 2 agricultural land, all of the options are anticipated to have a significant negative effect on soil resource.</p>	<p>The Interim Sustainability appraisal Report considers each direction for growth in combination with West Loughborough Sustainable Urban Extension or North East Leicester of Leicester Sustainable Urban Extension in order to show the full effects against each sustainability appraisal objective. The comment is noted and future Sustainability Appraisal Report will be drafted so that the effects of directions for growth can more easily be discerned.</p>
<p>SO11: TO REDUCE POVERTY AND SOCIAL EXCLUSION, REDUCE CRIME, ANTI-SOCIAL BEHAVIOUR AND INCREASE COMMUNITY SAFETY</p>	
<p>The commentary on this objective does not really address this issue. The commentary correctly identifies wards where there is deprivation but does not refer to affordable housing, good urban design. Cohesion is not mentioned and nor is urban renewal on the east side of Loughborough.</p>	<p>Noted.</p>
<p>Leicestershire Constabulary would appreciate background about assumptions made in sustainability appraisal about reduced crime</p>	<p>Noted.</p>

KEY ISSUE RAISED	RESPONSE
rates as an indirect benefit of employment development in the Leicester Principal Urban Area.	
Leicestershire Constabulary consider that mitigation measures should refer to maintaining policing through growth	The potential for funding services such as policing is considered through the Infrastructure Schedule which will support the Core Strategy.
SO12: To INCREASE HEALTHY LIFESTYLES	
There is no examination of the PPG17 Study [Open Spaces, Sport and Recreation Study	The Sustainability Appraisal process is thorough, but future reports will make more explicit references to evidence base as relevant, including the Open Spaces, Sport and Recreation Study.
Access to the countryside is as important as opportunities for recreation. This is high in east Loughborough which neighbours Derby Road sports area.	The Sustainability Appraisal process is thorough, but future reports will make more explicit references to evidence base as relevant, including the Open Spaces, Sport and Recreation Study.
Both Garendon Park and Prestwold Park offer possibilities but these need to be spelt out.	Noted.
Road safety is not mentioned, and this is a limiting factor in accessing recreation.	Road safety is covered with Sub-Objective 12 as sub-objective refers to “To improve healthy lifestyles through road safety measures”. Road safety will be referred to where relevant.
SO13: To ENSURE THAT THE HOUSING STOCK MEETS THE HOUSING NEEDS OF ALL SECTIONS OF THE COMMUNITY.	
Until the proportion of affordable housing is known the assessment is incomplete	The Sustainability Appraisal will refer to the most up-date evidence available. The Core Strategy will set out the proportion of affordable housing to be delivered.
SO14: To INCREASE ACCESS TO A WIDE RANGE OF SERVICES AND FACILITIES	
There is a need for an approach for new development which are themselves large enough to be self-sustaining or attached to existing villages to form areas which are self-sustaining.	Noted. Access to services and facilities is a sustainability criteria and will inform the development strategy.
The Wolds has the highest deprivation in terms of ‘Barriers to Housing and Services’ and would greatly benefit from development to address that.	Noted.
SO15: To INCREASE ACCESS TO THE COUNTRYSIDE, OPEN SPACE AND SEMI URBAN ENVIRONMENTS (EG PARKS)	
Development at Garendon [West Loughborough] would reduce access for the majority of residents to the countryside, as development would be on existing Green Wedge and make the countryside more distant from existing residents.	Wherever development is located there will be some impact on access to the countryside. The sustainability appraisal notes reference to the existing Public Rights of Way network in appraising this sustainability objective.
SO16: To ENCOURAGE A SUSTAINABLE ECONOMY SUPPORTED BY EFFICIENT PATTERNS OF MOVEMENT ATTRACTIVE TO INVESTORS	
The sustainability appraisal report contradicts the findings of the	Noted. The next iteration of the Sustainability Appraisal will take

KEY ISSUE RAISED	RESPONSE
Transport Impact Assessment which states that journey times will be longest from a West Loughborough SUE because it will attract motorway commuters	into account the most up to date transport evidence.
SO17: TO REDUCE DISPARITIES IN ECONOMIC PERFORMANCE AND IMPROVE SKILLS AND EMPLOYABILITY	
The report simply suggests that the more employment land is available, the better the situation will be, which is neither enlightening nor informative.	Noted.

APPENDIX D

DEVELOPMENT OPTIONS OBJECTIVE ASSESSMENT

Introduction

This objective assessment considers the options available for strategic development as part of the Charnwood Core Strategy. The assessment considers the evidence available from the sustainability appraisal process and other technical reports and the views raised through public consultation on the strategic development options since 2006.

Development Options

This assessment considers strategic development options, supplementing and collating the work undertaken previously by the Council. It includes:

- **Sustainable Urban Extensions:** preferred options identified in the 2008 Core Strategy Further Consultation Document:
 - North East of Leicester
 - West of Loughborough
- **Strategic Employment Proposals:** identified in the 2006 Science Park Development Plan Document, 2008 Core Strategy Further Consultation Document and in response to the consultation on the Core Strategy Further Consultation Document:
 - Watermead Corridor
 - Loughborough Science & Enterprise Park
- **Residual Housing Options:** including all the options identified in the 2012 Core Strategy Supplementary Consultation:

South Charnwood

- Direction for Growth North of Birstall
- Direction for Growth North of Glenfield
- Direction for Growth South and East of Syston
- Not Meeting Residual Housing Requirements for the Principal Urban Area

North Charnwood

- Direction for Growth South of Loughborough
- Direction for Growth South West of Loughborough
- Direction for Growth East of Loughborough
- Direction for Growth Adjoining Shepshed
- Concentrating Residual Development within and adjoining Loughborough and Shepshed

- Spreading Residual Development within and adjoining Loughborough, Shepshed and Service Centres
- Concentrating Residual Development within and adjoining Service Centres
- **Alternatives Proposed Through Consultation:** additional options proposed by respondents in response to the 2012 consultation:
 - Direction for Growth South of Anstey
 - Alternative Sustainable Urban Extension Option Wymeswold Airfield

Assessment Format

This assessment is based on the National Planning Policy Framework requirement that planning contributes to the achievement of sustainable development, a principle which is reflected in the tests of soundness for the Core Strategy. There are three dimensions to sustainable development: economic, social and environmental.

Pursuing sustainable development has been, and continues to be, a fundamental principle underpinning our approach for preparing the Core Strategy. This is reflected in the joint Core Strategy and Sustainable Community Strategy objective themes of 'Prosperity Matters', 'People Matter' and 'Places & Environment Matter' and also the most recent Charnwood Corporate Plan themes of 'Our Place to Grow and Prosper', 'Our Place to Celebrate and Enjoy' and 'Our Place to Protect for Future Generations'.

This document considers each strategic development option in turn and presents the headlines in terms of the key issues against the three strands of sustainable development. It also presents transport issues and other policy considerations independently as these are areas that can result in affects across all three aspects of sustainable development. A summary of the issues is provided for each option at the end of each individual option assessment and in a collective summary at the end of the document.

The main issues raised during the public consultations which took place in 2006, 2008 and 2012, in relation to the strategic development options, are also summarised as part of this assessment. A full summary of the consultation responses to each consultation can be seen in the Report of Consultations, available by following the links from here: <http://www.charnwood.gov.uk/pages/corestrategydpd>

Evidence Base

A suite of evidence studies has been prepared during the preparation of the plan. These relate to environmental, social, economic and transport issues. The evidence suite has informed the development of the strategy and has been, and continues to be, tested by Sustainability Appraisal.

The table below shows the issues covered by the assessment and the key individual technical reports that have been used alongside the Sustainability Appraisal. A full list of evidence base studies is available on the website here: www.charnwood.gov.uk/evidencebase.

KEY ISSUES	EVIDENCE
SUPPORT FOR ECONOMIC REGENERATION	
<p>Attractiveness of the location of the option to inward investment.</p> <p>This is important in order to assess the potential for options to deliver new jobs and economic growth.</p>	<p>Draft PACEC Employment Land Review Report 2012 and supporting market evidence.</p> <p>Leicester and Leicestershire Employment Land Study (PACEC 2008) www.charnwood.gov.uk/employmentlandstudy</p>
<p>Potential for proposed development to support new or existing retail provision.</p> <p>This is important in order to assess the potential for options to support the vibrancy and vitality of new or existing retail centres.</p>	<p>Retail and Town Centre Study (2008) www.charnwood.gov.uk/retailandleisurestudy</p> <p>Promoter evidence on the mix of uses.</p> <p>Ordnance Survey Maps, Aerial Photography and Site Visits.</p>
<p>Relationship of the option to existing and proposed employment.</p> <p>This is important in order to assess the potential for options to provide access to local job opportunities and economies of scale.</p>	<p>Draft PACEC Employment Land Review Report 2012 and supporting market evidence.</p> <p>Charnwood Employment Land Study 2005 www.charnwood.gov.uk/employmentlandstudy</p> <p>Ordnance Survey Maps, Aerial Photography and Site Visits.</p>
<p>Impact of the option on the overall economic strategy for the Borough.</p> <p>This is important in order to assess the potential for options to support economic and sustainable growth.</p>	<p>Draft PACEC Employment Land Review Report 2012</p> <p>Leicester City Core Strategy 2010 www.leicester.gov.uk/corestrategy/</p> <p>Charnwood Regeneration Strategy 2012 www.charnwood.gov.uk/committees/cabinet</p> <p>River Soar and Grand Union Canal Strategy www.thewaterwaystrust.org.uk/media/7333/riversoar.pdf</p>
SUPPORT FOR SUSTAINABLE COMMUNITIES	
<p>Relationship to Priority Neighbourhoods.</p>	<p>Local Area Agreement Priority Neighbourhood Profiles (2007 and</p>

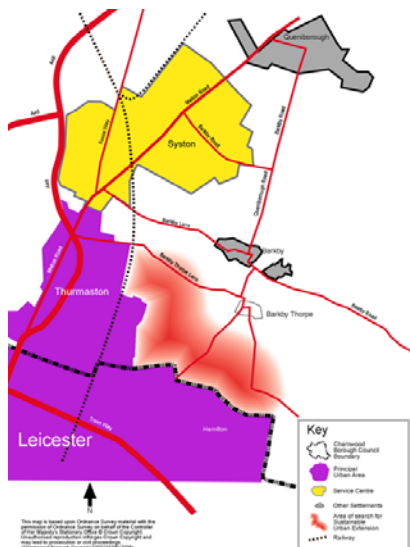
<p>This is important in order to assess the potential for options to provide the most deprived communities with access to new jobs, affordable homes, services and facilities.</p>	<p>2008) www.lsr-online.org/reports/categories/LAA+Priority+Neighbourhood+Profiles</p>
<p>Potential for integration with the existing community.</p> <p>This is important in order to assess the potential for options to physically integrate with the existing community and whether there are any significant barriers to integration that may impact of the benefits of the development for the new or existing communities.</p>	<p>Ordnance Survey Maps, Aerial Photography and Site Visits.</p>
<p>Provision of employment and supporting infrastructure.</p> <p>This is important in order to assess the potential for options to provide a balance between homes and jobs and a range of facilities to help reduce the need to travel.</p>	<p>Promoter evidence on the mix of uses.</p> <p>Service Provider's response to the Core Strategy Consultations (2008 & 2012) http://consult.charnwood.gov.uk/portal</p> <p>Leicester and Leicestershire Employment Land Study (PACEC 2008) www.charnwood.gov.uk/employmentlandstudy</p> <p>Sustainable Urban Extension Housing and Employment Land Study 2010 www.charnwood.gov.uk/employmentlandstudy</p>
<p>IMPACT ON ENVIRONMENT</p>	
<p>Landscape impact.</p> <p>This is important in order to assess the capacity of the landscape to accommodate development and consider issues such as visual intrusion on the natural environment.</p>	<p>The Charnwood Landscape Character Assessment (2012) www.charnwood.gov.uk/green_infrastructure</p>
<p>Biodiversity impact.</p> <p>This is important in order to assess the potential impact of the option on biodiversity both directly and in terms of disrupting important wildlife corridors.</p>	<p>Phase 1 Habitat and Species Survey (2008 & 2011) www.charnwood.gov.uk/habitat_and_species_assessments</p>
<p>Heritage impact.</p> <p>This is important in order to assess the potential impact of the option on the</p>	<p>Historic Environment Records</p> <p>English Heritage response to the Core Strategy Consultations 2008 and 2012</p>

cultural heritage of Borough.	http://consult.charnwood.gov.uk/portal
<p>Settlement separation impact.</p> <p>This is important in order to assess the potential impact on the identify of settlements and the scale of separation between them.</p>	<p>The Charnwood Landscape Character Assessment (2012)</p> <p>www.charnwood.gov.uk/green_infrastructure</p>
<p>Agricultural land impact.</p> <p>This is important in order to assess the potential impact of the option on the best and most versatile land.</p>	DEFRA Agricultural Land Classifications
<p>Flood Risk</p> <p>This is important in order to assess the potential flood risk associated with the option.</p>	<p>Strategic Flood Risk Assessment (2008)</p> <p>http://www.charnwood.gov.uk/pages/sfra</p> <p>Environment Agency response to the Core Strategy Consultations (2008 & 2012)</p> <p>http://consult.charnwood.gov.uk/portal</p>
TRANSPORT PACKAGE	
<p>Potential traffic mitigation.</p> <p>This is important in order to assess the potential to mitigate the impact of traffic generated by development proposals.</p>	<p>Charnwood Borough Council Transport Assessments (2008, 2009 and 2012)</p> <p>http://www.charnwood.gov.uk/pages/transportassessment</p>
<p>Potential for sustainable travel.</p> <p>This is important in order to assess the potential for new residents or employees to access local centres for employment and retail by sustainable modes of travel, in particular buses.</p>	<p>Charnwood Borough Council Transport Assessments (2008, 2009 and 2012)</p> <p>http://www.charnwood.gov.uk/pages/transportassessment</p>
OTHER POLICY CONSIDERATIONS	
<p>Market impact and deliverability.</p> <p>This is important in order to assess the potential of the option to support the delivery of the housing requirements in the plan period and in particular the impact of the option on the delivery of the preferred option North East of</p>	<p>Residual Housing Market Testing (2012)</p> <p>www.charnwood.gov.uk/pages/market_testing</p>

Leicester.	
<p>Conformity with the East Midlands Regional Plan and relationship to national policy and local priorities.</p> <p>This is important in order to assess the conformity of the option with the Regional Plan requirements as it remains part of the Development Plan for Charnwood and how options relate to the National Planning Policy Framework, the Charnwood Corporate Plan 2012-2016 and the Charnwood Regeneration Strategy.</p>	<p>East Midlands Regional Plan (2009) www.leics.gov.uk/east_midlands_regional_plan2.pdf</p> <p>National Planning Policy Framework 2012 www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/</p> <p>Charnwood Corporate Plan 2012-2016 http://www.charnwood.gov.uk/pages/corporate_plan?video_size=large</p> <p>Charnwood Regeneration Strategy 2012 www.charnwood.gov.uk/committees/cabinet</p>

SUSTAINABLE URBAN EXTENSION OPTION - NORTH EAST OF LEICESTER

4,500 homes and associated employment and infrastructure



NB: The above diagram is intended to be indicative and is an extract from the 2008 Core Strategy Further Consultation Document which proposed 5,000 dwellings.

Support for Economic Regeneration

Advantages	Disadvantages
<p>Close association between housing and mixed use development provides a vehicle for investment in infrastructure required to address market failure in the delivery of free standing employment sites.</p> <p>Potential to be serviced by a dedicated local centre and well connected to the city centre, Thurmaston and Hamilton with potential to support higher order retail, services and facilities.</p> <p>Well located in relation to existing employment sites in adjoining areas of Leicester City.</p> <p>Provides an opportunity to locate new jobs with new homes and to relocate businesses who currently occupy premises approaching the end of their design life from sub-prime sites within the City of Leicester and to regenerate Thurmaston village centre, supplementing local employment opportunities.</p>	<p>Less accessible from the strategic road network and therefore less attractive to investors than other alternatives.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Well related to South Charnwood Priority Neighbourhood providing significant opportunities to benefit deprived communities and tackle social exclusion.</p> <p>Good opportunity for integration with the existing Thurmaston, Hamilton and Rush Mead communities.</p> <p>Opportunity to deliver a large scale mixed use sustainable urban extension including facilities and services and enabling a close association between homes and jobs contributing to a more sustainable low carbon footprint.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Impact on Environment

Advantages	Disadvantages
<p>Landscape has a medium capacity for development.</p> <p>Area of good/moderate quality agricultural land (grade III – with small amount of grade II).</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>All options around Leicester Principal Urban Area are likely to have negative effects upon biodiversity, flora and fauna, although there may be scope for some mitigation of these effects.</p> <p>Potential impact on heritage due to proximity to the deserted mediaeval village at Hamilton.</p> <p>Potential significant impact on the settlement separation of Thurmaston, Syston and Barkby, however potential to be mitigated through masterplanning.</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel, located on a high frequency bus route to the city centre with good accessibility to existing centres.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Other Policy Considerations

Advantages	Disadvantages
Sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Leicester Principal Urban Area.	Scale of development required to achieve a full and comprehensive infrastructure package cannot be delivered within the plan period.

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>It is well located close to the edge of Leicester with good accessibility to the city’s services, facilities and employment opportunities;</p> <p>It would bring benefits to neighbouring Thurmaston and assist regeneration;</p> <p>Could be well served by sustainable transport to including quality bus services;</p> <p>It would not have a significant impact on environmental features or landscape and is in an area that is not liable to flooding.</p>	<p><i>Consultation responses raised the following:</i></p> <p>There would be an increase in traffic and congestion. Access to the site would be on roads which are inadequate;</p> <p>The loss of open countryside, public footpaths, wildlife habitats and agricultural land would impact on people’s quality of life in this area;</p> <p>Greenfield land should be protected and brownfield land prioritised instead;</p> <p>Development of this scale would have an impact on the identities of Barkby and Barkby Thorpe.</p>

Summary

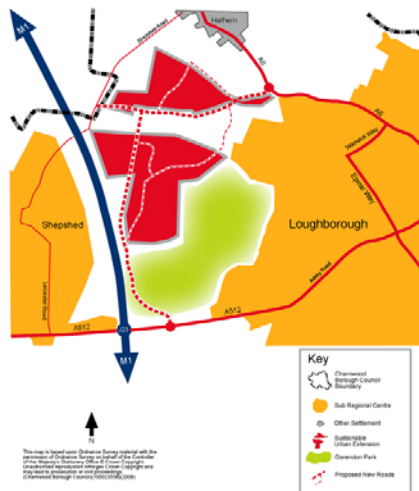
The 2008 Further Consultation document outlined that to meet the Council’s aim of focusing the majority of development in urban areas; the preferred option was for most greenfield development to be delivered in the form of sustainable urban extensions. In considering the reasonable options, the area east of Thurmaston and north of Hamilton was identified as performing best against the range of sustainability criteria and with the potential to bring forward a deliverable scheme.

This option has a number of advantages which could support economic regeneration and sustainable communities. There is a mixture of advantages and disadvantages in terms of environmental impacts associated with this option, although many of the impacts could be mitigated through careful design and masterplanning.

This option has advantages in terms of transport, although the scale of development required to achieve a full and comprehensive infrastructure package cannot be fully delivered within the plan period. It fits well with the urban concentration and regeneration strategy.

SUSTAINABLE URBAN EXTENSION OPTION - WEST OF LOUGHBOROUGH

3,000 homes and associated employment and infrastructure



NB: The above diagram is intended to be indicative and is an extract from the 2008 Core Strategy Further Consultation Document which proposed 3,500 dwellings.

Support for Economic Regeneration

Advantages	Disadvantages
<p>Potential to be attractive to investors due to direct access to the strategic road network and Airport.</p> <p>Close association between homes and a mix of uses provides a vehicle for investment in infrastructure required to address market failure in the delivery of free standing employment sites.</p> <p>Potential to be serviced by a dedicated local centre and well connected to Loughborough and Shepshed to support higher order retail and services in the town centres and aid regeneration of Shepshed to assist in developing a viable and vital town centre.</p> <p>Well located in relation to existing and emerging employment sites in Shepshed, north east Loughborough, the University and Science Park.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Well related to the Loughborough West Priority Neighbourhood providing significant opportunities to benefit deprived communities and tackle social</p>	<p>Limited vehicle connections with existing community, requirement for well planned walking and cycling access to realise positive integration.</p>

<p>exclusion.</p> <p>Scope to deliver a large scale mixed use sustainable urban extension enabling a close association between homes and jobs contributing to a more sustainable low carbon footprint.</p>	
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Impact on Environment

Advantages	Disadvantages
<p>Landscape has medium high capacity for development (although some areas of medium low capacity).</p> <p>Least damaging option around Loughborough and Shepshed for biodiversity although potential for some disruption of biodiversity network.</p> <p>Area of mainly good/moderate agricultural land (grade III some grade II primarily in the Park and Garden)</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>Potential significant impact on heritage due to the road proposal through historic parkland and development affecting the setting of the parkland, although there is potential for restoration of Garendon Historic Park and Garden.</p> <p>Potential significant impact on the settlement separation of Loughborough, Shepshed and Hathern, however potential mitigated through masterplanning.</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel, located on a high frequency bus route with good accessibility to existing centres.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Sub-Regional Centre.</p>	<p>The scale of development required to achieve a full and comprehensive infrastructure package cannot be delivered within the plan period.</p>

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the</i></p>	<p><i>Consultation responses raised the</i></p>

<p><i>following:</i></p> <p>The proposal provides a highly sustainable location for delivering balanced housing growth associated with the employment opportunities at the proposed extended Science Park to the south.</p> <p>The proposal allows restoration of the historic Garendon Park and brings this area into use as a district park available for public use.</p> <p>It logically extends the town in a sustainable manner with good communication options and is well related to existing public transport routes that can be extended.</p> <p>It is capable of providing a good range of services and facilities including new employment, primary schools, local shopping, and community space.</p> <p>The proposal avoids incursion into sensitive areas such as Soar Valley and Charnwood Forest and is an area of lower flood risk away from the River Soar and Wreak Corridors.</p>	<p><i>following:</i></p> <p>The impact on the historic park and garden and its biodiversity. Access to Garendon Park will not compensate for the costs of development.</p> <p>Would involve the loss of a strategically important green wedge and impact on the identity of Shepshed and Hathern, The traffic implications of development leading to congestion on key arterial routes.</p> <p>The proposal is some distance from the town centre and its associated services and facilities, employment and railway station. It is poorly located to assist the regeneration of Loughborough and Shepshed.</p> <p>Increased levels of flood risk in an area which is prone to flooding.</p>
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Summary

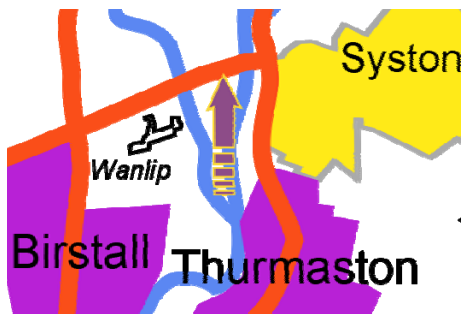
The 2008 Further Consultation document outlined that to meet the Council's aim of focusing the majority of development in urban areas, the preferred option was for most greenfield development to be delivered in the form of sustainable urban extensions. In considering the reasonable options, the area west of Loughborough/north of Garendon Historic Park and Gardens was identified as providing the best opportunity to continue to protect important landscapes and biodiversity areas whilst making provision for deliverable development which is closely related to the services and facilities.

This option has a number of advantages which could support economic regeneration and sustainable communities. There is a mixture of advantages and disadvantages in terms of environmental impacts associated with this option, most notably the impact on the historic environment, although many of the impacts could be mitigated through careful design and masterplanning.

This option has advantages in terms of transport, although the scale of development required to achieve a full and comprehensive infrastructure package cannot be fully delivered within the plan period. It fits well with the urban concentration and regeneration strategy.

STRATEGIC EMPLOYMENT OPTION - WATERMEAD CORRIDOR

Approximately 18ha of new and replacement employment land



Support for Economic Regeneration

Advantages	Disadvantages
<p>Potential to be highly attractive to investors due to direct access to the strategic road network.</p> <p>The regeneration of the Watermead Corridor and protection of the Country Park between Thurmaston and Birstall is likely to have a significant positive effect on the viability and vibrancy of Thurmaston village and retail centres.</p> <p>Well located in relation to existing employment sites in adjoining areas of Leicester City.</p> <p>Provides an opportunity to relocate businesses who currently occupy premises approaching the end of their design life from sub-prime sites within the City of Leicester and to regenerate Thurmaston village centre and waterfront supplementing local employment opportunities.</p>	<p>Potential competition with Leicester City Centre for the accommodation of office development.</p> <p>Absence of enabling development may point to a need for public funding to support the delivery of essential infrastructure.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Reasonably well related to South Charnwood Priority Neighbourhood with the potential to provide reasonably accessible employment opportunities.</p> <p>Potential for a new visitor centre & improvements to access - accessible open space for local residents and visitors to participate in active outdoor activities.</p>	<p>Physically separate from strategic housing options, although well related to existing housing areas of Birstall, Thurmaston and Syston.</p>

Impact on Environment

Advantages	Disadvantages
<p>Landscape has a medium capacity for development.</p> <p>No designated heritage sites or buildings in the immediate area.</p> <p>Area of poor quality agricultural land (grade IV).</p>	<p>All options around Leicester Principal Urban Area are likely to have negative effects upon biodiversity, flora and fauna, although there may be scope for some mitigation of these effects.</p> <p>Potential significant impact on the settlement separation of Birstall and Thurmaston, however potential mitigation through masterplanning.</p> <p>Parts of the option fall within higher flood risk zones 3a where water compatible and less vulnerable uses, including offices, general industrial and storage and distribution uses may be appropriate. Further work required to investigate mitigation potential.</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel located close to a high frequency bus service that serves Syston, Thurmaston and Leicester.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Well located in relation to the North East of Leicester option and capable of supporting accessible employment opportunities within businesses requiring access to the national road network.</p> <p>The delivery of Watermead is identified as a priority in the Charnwood Corporate Plan and the Charnwood Regeneration Strategy.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Consultation Responses – Key Issues Raised

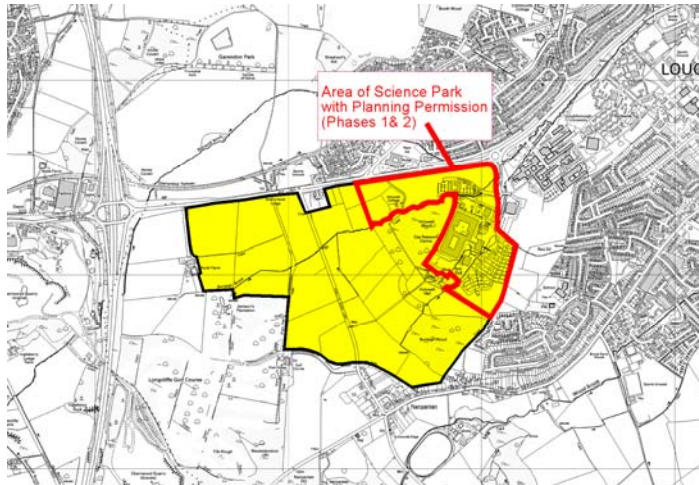
Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>Facilitates redevelopment of the Bridge Business Park and Pinfold Industrial Estate to provide mixed use development, enhances connectivity to Watermead Country Park and exploits the design advantages afforded by the Thurmaston waterfront.</p> <p>Delivery of related improvements to enhance accessibility and connectivity to Watermead Country Park and the prospect of other community benefits for sport and recreation.</p>	<p><i>Consultation responses raised the following:</i></p> <p>Concerns that restrictions on the proportion of office development to avoid conflict with the promotion of office development in the City Centre, could lead to unattractive industrial scale buildings employing relatively few people.</p>

Summary

This option has a number of advantages which could support economic regeneration and sustainable communities and a mixture of advantages and disadvantages in terms of environmental impact. Some of the environmental impacts have the potential to be mitigated through careful design and masterplanning. This option has advantages in terms of transport and is identified as a priority in the Corporate Plan and Regeneration Strategy.

STRATEGIC EMPLOYMENT OPTION - LOUGHBOROUGH SCIENCE & ENTERPRISE PARK

Up to 50ha of high-value employment land



NB: The above diagram is intended to be indicative and is an extract from the 2008 Core Strategy Further Consultation Document.

Support for Economic Regeneration

Advantages	Disadvantages
<p>Potential to be attractive to investors due to direct access to the strategic road network and East Midlands International Airport and its strategic location towards the centre of the Loughborough and Shepshed.</p> <p>Uniquely located next to Loughborough University and existing Science Park.</p> <p>A unique opportunity to harness the research and development capabilities of the University to aid technology transfer supporting growth in the high technology and knowledge based sectors with benefits to the sub region.</p> <p>Potential for the consolidation of a centre of excellence for innovative industries with the capacity to progress from incubation to move on facilities to independent production within a high quality campus style environment.</p> <p>Scope for the growth and expansion of Loughborough University as a centre for education, research, enterprise and sports development clusters.</p>	<p>Absence of enabling development may point to a need for public funding to support the delivery of essential infrastructure.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Reasonably well related to the Loughborough West and East Priority Neighbourhoods with the potential to provide reasonably accessible employment opportunities.</p> <p>Provision of high tech firms will help increase learning, skills and employability of the community.</p> <p>Well related to preferred option for a sustainable urban extension at West of Loughborough, enabling a close association between homes and jobs contributing to a more sustainable low carbon footprint.</p>	<p>Physically separate from housing options, although well related to west Loughborough, Shepshed and the preferred option West of Loughborough.</p>

Impact on Environment

Advantages	Disadvantages
<p>Landscape has a medium capacity for development.</p> <p>Area of good/moderate quality agricultural land (grade III).</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>All Loughborough and Shepshed options have a significant negative effect on biodiversity; this option alongside others has the most detrimental effect.</p> <p>Potential impact on heritage as close to two listed buildings and may affect their setting.</p> <p>Potential significant impact on the settlement separation of Loughborough and Shepshed, however potential mitigated through masterplanning.</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel, located on a high frequency bus route to Loughborough and Shepshed.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Strong relationship with strategic employment ambitions for Charnwood and Leicestershire.</p> <p>The delivery of the Science Park is identified as a priority in the Charnwood Corporate Plan and the Charnwood Regeneration Strategy.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Consultation Responses - Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>The Science and Business will deliver vital economic development over the next 20 years. A significant choice of accessible jobs would be available to serve the needs of Loughborough and an opportunity for inward investment.</p> <p>Development should be controlled to ensure that occupiers have appropriate links with the University, each other or other 'high added value' high technology, or research and development based companies in the town.</p>	<p><i>Consultation responses raised the following:</i></p> <p>Development of a science park is likely to be visually intrusive and adversely affect the setting of nearby listed buildings and the registered Park.</p> <p>A more flexible approach to the type and mix of uses at the Science Park should be considered.</p> <p>Restricting uses will distort the market and prevent entrepreneurs from establishing in Loughborough</p> <p>All reasonable employment activities should be encouraged in Loughborough</p>

Summary

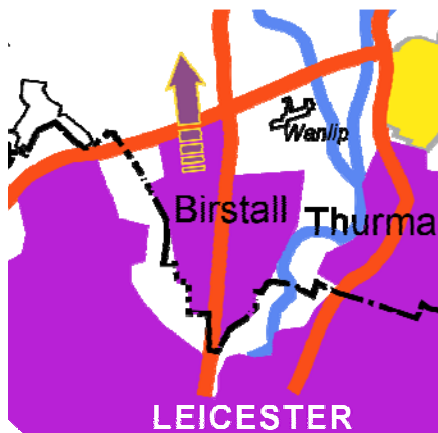
The Science Park Development Plan Document in 2006 and the 2008 Core Strategy Further Consultation document set out a preferred option for a Science Park west of the University in Loughborough, south of the A512.

This option has a number of advantages which could support economic regeneration and sustainable communities. There are a number of environmental impacts associated with this option, most notably on biodiversity, although many of the impacts could be mitigated through careful design and masterplanning.

This option has advantages in terms of transport, although there are deliverability issues. It fits well with the urban concentration and regeneration strategy.

RESIDUAL HOUSING OPTION - NORTH OF BIRSTALL

Up to 2,000 homes and associated employment and infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
<p>Potential to be highly attractive to investors due to direct access to the strategic road network.</p> <p>Close association between homes and a mix of uses provides a vehicle for investment in infrastructure required to address market failure in the delivery of free standing employment sites.</p> <p>Potential to be serviced by a dedicated local centre and well connected to the city centre and Birstall with potential to support higher order retail and services.</p> <p>Well located in relation to the new 6 ha “Interchange Leicester” employment site at Hallam Fields and Rothley Lodge.</p> <p>Provides an opportunity to locate new jobs with new homes while contributing to a strategic supply of employment land to assist in the delivery of urban renewal within the City of Leicester and supporting growth and economic recovery within the Borough.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Reasonably well related to Mountsorrel Priority Neighbourhood and may offer some opportunities for tackling social exclusion in deprived communities.</p>	<p>A46 is likely to be a major barrier to the integration of this option with the existing Birstall community.</p>

Opportunity to deliver a mixed use development including facilities and services and enabling a close association between homes and jobs contributing to a more sustainable low carbon footprint.	
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Impact on Environment

Advantages	Disadvantages
<p>No designated heritage sites or buildings in the immediate area.</p> <p>Located in the lowest flood risk zone and no access constraints.</p>	<p>Landscape has a medium high capacity for development; however the road infrastructure is likely to have a significant impact on the landscape.</p> <p>All options around Leicester Principal Urban Area are likely to have negative effects upon biodiversity, flora and fauna, although there may be scope for some mitigation of these effects.</p> <p>Potential moderate impact on the settlement separation of Birstall, Rothley and Wanlip, however potential mitigated through masterplanning.</p> <p>Potential cumulative effects within other options along the Soar Valley which could increase the effects on coalescence.</p> <p>Area of very good quality agricultural land (grade II).</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel, located on the high frequency Loughborough to Leicester bus route with good accessibility to existing centres.</p>	<p>Potential for some impacts on the wider road network which may be difficult to mitigate. Further work will need to be undertaken to fully understand impacts.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Not likely to have a significant market impact on the delivery of the preferred option North East of Leicester and could</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

<p>realistically be built within the plan period.</p> <p>Sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Leicester Principal Urban Area.</p>	
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Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>The infrastructure required to support development is already in place, good access to A46 and Birstall Park and Ride, shops and other facilities</p>	<p><i>Consultation responses raised the following:</i></p> <p>Impact on the environment including: coalescence, visual impact, reduction in tranquillity, reduction in air quality, impact on heritage, loss of farmland and inadequate drainage infrastructure</p> <p>Lack of facilities and services, and the A46 is a barrier to community integration</p> <p>Increased traffic congestion, inadequate parking and public transport, impact on strategic road network</p>

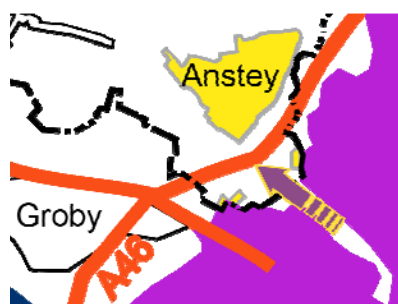
Summary

This option has a number of advantages which could support economic regeneration and sustainable communities, although the A46 would act as a significant barrier requiring careful consideration to achieve integration with the existing community. There are a number of environmental impacts associated with this option, many of which could be mitigated through careful design and masterplanning.

This option has a number of advantages in terms of transport, delivery of housing within the plan period and it also fits well with the urban concentration and regeneration strategy. Further work is needed to understand traffic impacts.

RESIDUAL HOUSING OPTION - NORTH OF GLENFIELD

Up to 500 homes and associated infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
Well located in relation to existing employment sites in adjoining areas of Leicester City.	Not of a scale to be serviced by a dedicated local centre and limited potential to benefit local shops and services due to access arrangements.

Support for Sustainable Communities

Advantages	Disadvantages
On the balance of the evidence available there are unlikely to be any strategic advantages.	Reasonably close to priority neighbourhoods in Leicester City providing only limited opportunities to benefit deprived communities due to the access arrangements and scale of development. Limited opportunity for integration with the existing Anstey, Glenfield or Beaumont Leys communities due to the strategic road network and flood plain. Limited opportunity to deliver a mixed use development with facilities and services to enable a close association between homes and jobs contributing to a more sustainable low carbon footprint due to the limited capacity of this location to accommodate growth and therefore dependent upon opportunities within the adjacent areas for services and employment.

Impact on Environment

Advantages	Disadvantages
Landscape has a medium capacity for development.	All options around Leicester Principal Urban Area are likely to have negative

<p>No designated heritage sites or buildings in the immediate area.</p> <p>Area of good/moderate quality agricultural land (Grade III).</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>effects upon biodiversity, flora and fauna, although there may be scope for some mitigation of these effects.</p> <p>Potential severe impact on the settlement separation of Anstey, Glenfield and Beaumont Leys, however potential mitigated through masterplanning.</p>
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Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p>	<p>Less opportunities for sustainable travel than the other options as it is on a medium frequency bus route and is less well connected to existing centres.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Leicester Principal Urban Area.</p> <p>Least market impact on the delivery of the preferred option North East of Leicester.</p>	<p>Will only deliver 500 homes due to limited land availability and therefore would need to be combined with one of the other options to meet the housing requirements.</p> <p>There is no active promoter for comprehensive development of the area and therefore uncertainty about whether it will realistically built within the plan period.</p>

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>Suitable infrastructure already exists to support development.</p>	<p><i>Consultation responses raised the following:</i></p> <p>Impact on the environment including: coalescence and loss of village identity, reduction in countryside access, reduction in air quality, impact on heritage, loss of farmland and flooding</p> <p>Impact on facilities and services, and the road network is a barrier to community integration</p> <p>Increased traffic congestion, poor pedestrian access</p>

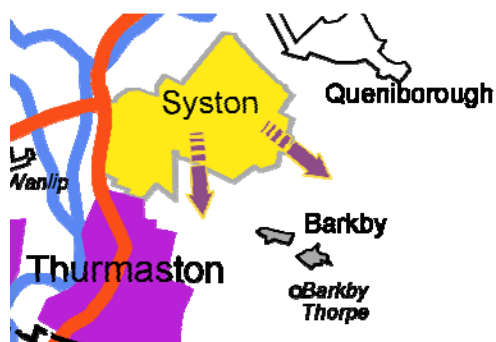
Summary

This option has a number of disadvantages making it more difficult to support economic regeneration and sustainable communities. There are mixed environmental impacts, with the notable negative impact being upon settlement separation.

Whilst this option fits well with the urban concentration strategy, it has disadvantages in terms of supporting sustainable travel and delivery of houses, as there is not an active promoter for the comprehensive development of the area.

RESIDUAL HOUSING OPTION - SOUTH AND EAST OF SYSTON

Up to 1,500 homes and associated employment and infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
<p>Close association between housing and mixed use development provides a vehicle for investment in infrastructure required to address market failure in the delivery of free standing employment sites.</p> <p>Potential to be serviced by a dedicated local centre and well connected to the city centre and Syston with potential to support higher order retail, services and facilities.</p> <p>Provides an opportunity to locate new jobs with new homes while contributing to a strategic supply of employment land to assist in the delivery of urban renewal within the City of Leicester and supporting growth and economic recovery within the Borough.</p> <p>Well located in relation to existing employment sites in Syston.</p>	<p>Less accessible from the strategic road network and therefore less attractive to investors than alternative options.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Well related to the South Charnwood Priority Neighbourhood and providing significant opportunities to benefit deprived communities and tackle social exclusion.</p> <p>Good opportunity for integration with the existing Syston community.</p> <p>Opportunity to deliver a mixed use development including facilities and</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

services and enabling a close association between homes and jobs contributing to a more sustainable low carbon footprint.	
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Impact on Environment

Advantages	Disadvantages
<p>There are two distinct landscape areas with medium and medium high capacity for development.</p> <p>No designated heritage sites or buildings in the immediate area, although potential cumulative impact due to the proximity of this option to the preferred option North East of Leicester.</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>All options around Leicester Principal Urban Area are likely to have negative effects upon biodiversity, flora and fauna, although there may be scope for some mitigation of these effects.</p> <p>Potential significant impact on the settlement separation of Syston, Thurmaston and Barkby, however potential mitigated through masterplanning. Potential cumulative effects of development at north east Leicester which could cause complete coalescence.</p> <p>Area of very good quality agricultural land (grade II).</p>

Transport Package

Advantages	Disadvantages
<p>Good potential for sustainable travel, located on a high frequency bus route and train links to the city with good accessibility to existing centres.</p>	<p>The strategic transport assessment shows that the traffic mitigation is uncertain and that further work will need to be undertaken to understand the impact of varying scales of development in this location.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>Greatest market impact on the delivery of the preferred option North East of Leicester and therefore could reduce the delivery of housing in the plan period.</p> <p>Not sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Leicester Principal Urban Area, compared to other options adjoining the Principal Urban Area.</p>

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>An appropriate urban area for development, infrastructure is already in place and there are good connections with Thurmaston and Leicester</p> <p>Support for the regeneration of Thurmaston</p>	<p><i>Consultation responses raised the following:</i></p> <p>Impact on the environment including: poor air quality, coalescence, flooding, heritage, farmland, biodiversity</p> <p>Lack of facilities and services, and employment</p> <p>Not possible to mitigate traffic congestion, lack of parking, lack of sustainable travel</p> <p>Not in conformity with the Regional Plan, no demand for so much housing</p>

Summary

This option has a number of advantages in supporting sustainable communities and economic regeneration and a mixture of advantages and disadvantages in terms environmental impacts, with the notable negative impact being upon settlement separation.

Although this option has good potential for sustainable travel, further work is needed to understand traffic impacts. This option could affect the rate at which housing is delivered by competing with the preferred option north east of Leicester. This option does not fit well with the urban concentration and regeneration strategy as it does not adjoin the Leicester Principal Urban Area.

RESIDUAL HOUSING OPTION - NOT MEETING FULL RESIDUAL HOUSING REQUIREMENTS FOR PRINCIPAL URBAN AREA

Support for Economic Regeneration

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>Not meeting the housing requirements has the potential to result in an overall relative fall in economic activity which could disadvantage centres providing higher order retail, shops and services.</p> <p>Insufficient housing supply may be expected to restrict opportunity and inflate prices with resultant impact upon the local labour market and skills pool discouraging investment and the prospects for supporting regeneration.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>Opportunities for providing accessible employment to residents in Priority Neighbourhoods would be constrained</p> <p>No scope to plan infrastructure improvements or deliver facilities and services related to new homes or enable a close association between new jobs and homes as part of mixed used developments contributing to a more sustainable low carbon footprint.</p>

Impact on Environment

Advantages	Disadvantages
<p>This option would have less impact on the environment as fewer homes would be delivered in the Borough.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Transport Package

Advantages	Disadvantages
<p>This option would result in a minimal increase in traffic generation as fewer homes would be delivered.</p>	<p>Limited potential to benefit from coordinated delivery of major infrastructure.</p>

Other Policy Considerations

Advantages	Disadvantages
On the balance of the evidence available there are unlikely to be any strategic advantages.	<p>This option would not meet Charnwood's housing needs identified in the Leicester and Leicestershire Housing Requirements Study.</p> <p>This option is not in conformity with the East Midlands Regional Plan housing targets or the National Planning Framework.</p>

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>Environment cannot accommodate the quantity of housing proposed</p> <p>No impact on attractiveness of the Borough to tourists</p> <p>Urban concentration should be reviewed and adjacent authorities should take their share of homes</p>	<p><i>Consultation responses raised the following:</i></p> <p>Not in conformity with the Regional Plan, the Core Strategy will be found unsound</p> <p>This strategy will leave the Borough open to haphazard development</p>

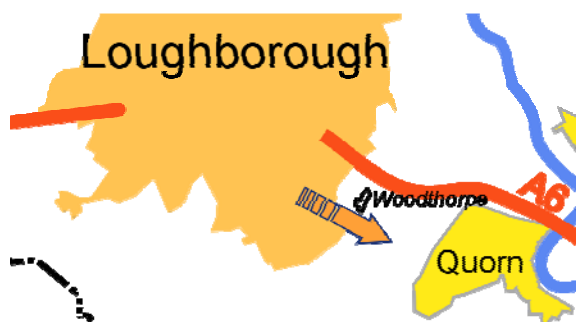
Summary

This option has many significant disadvantages making it more difficult to support economic regeneration and sustainable communities, although it has limited environmental impacts.

This option would have the least impact on traffic generation but would not meet Charnwood's housing needs and would not be in conformity with strategic requirements and national planning policy.

RESIDUAL HOUSING OPTION - SOUTH OF LOUGHBOROUGH

Up to 800 homes and associated employment and infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
<p>Close association between housing and mixed use development provides a vehicle for investment in infrastructure required to address market failure in the delivery of free standing employment sites.</p> <p>Potential to be attractive to investors due to direct access to the strategic road network.</p> <p>Potential to be serviced by a dedicated local centre and well connected to Shelthorpe and Loughborough to support higher order retail and service facilities.</p> <p>Could contribute to a strategic supply of employment land to assist in the delivery of urban renewal and support growth and economic recovery within the Borough.</p>	<p>Limited direct access to existing employment areas in north-east and west Loughborough.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Well related to the Shelthorpe part of the Loughborough East Priority Neighbourhood providing significant opportunities to benefit deprived communities and tackle social exclusion.</p> <p>Good opportunity for integration with existing south Loughborough community.</p> <p>Scope to deliver a mixed use</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

development including facilities and services (including support for the Grange Park housing development) and enabling a close association between homes and jobs contributing to a more sustainable low carbon footprint.	
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Impact on Environment

Advantages	Disadvantages
<p>Landscape has a medium high capacity for development.</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>All Loughborough and Shepshed options have significant negative effect on biodiversity; this option compared to others has less detrimental effects.</p> <p>Potential impact on heritage as close to number of a listed buildings and sites and may affect their setting.</p> <p>Potential significant impact on the settlement separation of Loughborough, Woodthorpe and Quorn, however potential mitigated through masterplanning.</p> <p>Area of very good quality agricultural land (grade II).</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel, located on a high frequency bus route with good accessibility to existing centres.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Not likely to have a significant market impact on the delivery of the preferred option West of Loughborough and has the greatest potential to support housing delivery within the plan period.</p> <p>Sequentially preferable to alternative options in terms of the urban concentration strategy which priorities land within and adjoining the Sub-</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Regional Centre.	
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Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<i>Consultation responses raised the following:</i> Landscape is not as important as other areas and the impact can be mitigated Less important agricultural land and biodiversity Transport infrastructure is better and can cope	<i>Consultation responses raised the following:</i> Impact on the environment including: coalescence, impact on heritage, loss of farmland and biodiversity Lack of facilities and services, and distance to town centre Increased traffic congestion

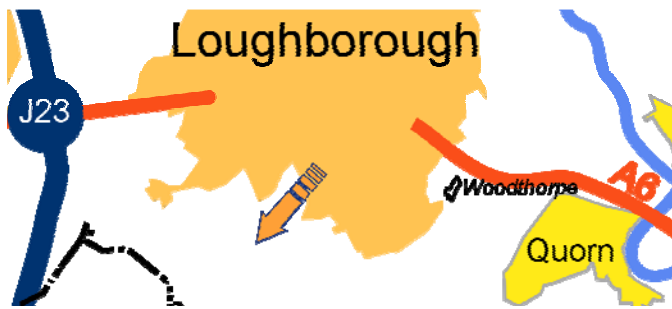
Summary

This option has many advantages in supporting sustainable communities and economic regeneration. This option has a number of environmental impacts, notably on settlement separation.

This option has a number of advantages in terms of transport, delivery and also fits well with the urban concentration and regeneration strategy.

RESIDUAL HOUSING OPTION - SOUTH WEST OF LOUGHBOROUGH

Up to 800 homes and associated employment and infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
<p>Close association between housing and mixed use development provides a vehicle for investment in infrastructure required to address market failure in the delivery of free standing employment sites.</p> <p>Potential to be attractive to investors although less well placed than alternative sites around Loughborough due to the need to rely upon secondary connecting links to the strategic road network.</p> <p>Potential to be serviced by a dedicated local centre and well connected to Shelthorpe and Loughborough to support higher order retail and service facilities.</p> <p>Could contribute to a strategic supply of employment land to assist in the delivery of urban renewal and support growth and economic recovery within the Borough.</p>	<p>Limited direct access to existing employment areas in north-east Loughborough although potential for connections to west Loughborough.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Good opportunity for integration with existing south-west Loughborough community.</p> <p>Scope to deliver a mixed use development including facilities and services and enabling a close association between homes and jobs contributing to a more sustainable low</p>	<p>No direct physical relationship with priority neighbourhoods and therefore potentially less likely to offer any significant opportunities to benefit deprived communities or tackle social exclusion.</p>

carbon footprint.	
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Impact on Environment

Advantages	Disadvantages
<p>Limited impact on settlement separation.</p> <p>Area of lower quality agricultural land (Grade III).</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>Landscape has a medium low capacity for development.</p> <p>All Loughborough and Shepshed options have a significant negative effect on biodiversity; this option alongside others has the most detrimental effect.</p> <p>Potential impact on heritage as close to number of a listed buildings and sites and may affect their setting.</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows the traffic generated can be mitigated.</p>	<p>Less opportunities for sustainable travel than the other options as it is on a medium frequency bus route and is less well connected to existing centres.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Least market impact on the delivery of the preferred option west of Loughborough.</p> <p>Sequentially preferable in terms of the urban concentration strategy which priorities land within and adjoining the Sub-Regional Centre.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p> <p>There is currently no active promoter of this option and therefore it is uncertain whether it could be delivered within the plan period.</p>

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>Good access to the road network</p>	<p><i>Consultation responses raised the following:</i></p> <p>Impact on environment including: significant landscape character, agricultural land, biodiversity, heritage, visual amenity, loss of access to the countryside and flooding</p> <p>Lack of facilities and services</p> <p>Increased traffic congestion and too far</p>

	from the railway station
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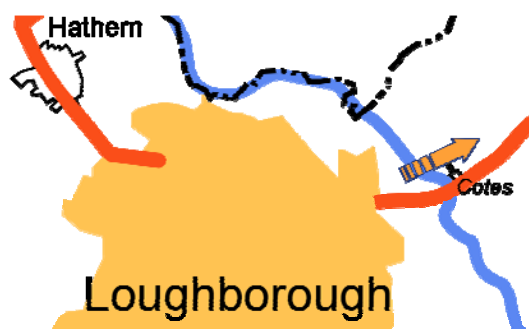
Summary

This option has some advantages in terms of supporting economic regeneration and sustainable communities, although it is not as well related to the priority neighbourhoods. The option has a mixture of advantages and disadvantages in terms of environmental impacts, but most notably has a significant negative impact on the landscape and biodiversity.

This option will provide less opportunity for sustainable travel but has the potential to support housing delivery and it also fits well with the urban concentration and regeneration strategy.

RESIDUAL HOUSING OPTION - EAST OF LOUGHBOROUGH

Up to 800 homes and associated employment and infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
<p>Close association between housing and mixed use development provides a vehicle for investment in infrastructure required to address market failure in the delivery of free standing employment sites.</p> <p>Potential to be serviced by a dedicated local centre and connected to Loughborough to support higher order retail and service facilities.</p> <p>Could contribute to a strategic supply of employment land to assist in the delivery of urban renewal and support growth and economic recovery within the Borough.</p>	<p>Less potential to be attractive to investors due to limited access to the strategic road network with links to M1 Motorway relying upon connections through Loughborough or via rural roads.</p> <p>Poorly located for access to existing employment areas in west Loughborough and although close to employment areas in north-east Loughborough, the wide river valley and existing highway access points acts as a barrier.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Scope to deliver a mixed use development including facilities and services and enabling a close association between homes and jobs contributing to a more sustainable low carbon footprint.</p>	<p>Although this location is reasonably close to the Loughborough East Priority Neighbourhood, the wide river valley limits the scope for the facilities and services provided to benefit deprived communities or tackle social exclusion.</p> <p>Although this location is reasonably close to the town centre and train station, there is poor integration with existing east Loughborough community due to the wide river valley.</p>

Impact on Environment

Advantages	Disadvantages
<p>Landscape has a medium high capacity for development.</p>	<p>All Loughborough and Shepshed options have a significant negative effect on biodiversity; this option alongside others has the most detrimental effect.</p> <p>Potential significant impact on heritage due to the proximity to the Scheduled Ancient Monument at Cotes.</p> <p>Significant impact on settlement identity of Cotes, although limited impact on settlement separation of Cotes and Loughborough.</p> <p>Area of very good quality agricultural land (grade II).</p> <p>The Environment Agency states that there is potential for the option to be compromised by significant flood risk issues related to safe access and egress. Promoters are liaising with Environment Agency on the potential to mitigate.</p>

Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p>	<p>Less opportunities for sustainable travel than the other options as it is on a medium frequency bus route and is less well connected to existing centres.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Not likely to have a significant market impact on the delivery of the preferred option West of Loughborough and has potential to support housing delivery within the plan period.</p>	<p>Not sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Sub-Regional Centre, compared to other options physically adjoining Loughborough and Shepshed.</p>

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p>	<p><i>Consultation responses raised the following:</i></p>

<p>Good access to the railway station and Loughborough town centre</p> <p>Least attractive landscape and no historic importance</p> <p>Development would balance the town to the east</p>	<p>Impact on the environment including: loss of agricultural land, heritage, biodiversity, flooding and access to the countryside, village identity</p> <p>Lack of services and facilities, impact on tourism, option is not an sustainable urban extension and will not deliver infrastructure needed</p> <p>Increased traffic congestion</p>
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Summary

This option has a mixture of advantages and disadvantages in terms of supporting economic regeneration and a number of disadvantages in supporting sustainable communities and in terms of its environmental impact, notably the negative impact on biodiversity. This option would be poorly integrated with Loughborough, and there are unresolved flood risk issues.

This option will provide less opportunity for sustainable travel, but could help deliver housing required within the plan period. This option does not fit well with the urban concentration and regeneration strategy.

RESIDUAL HOUSING OPTION - ADJOINING SHEPSHED

Up to 500 homes and associated infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
<p>Well connected to Shepshed and Loughborough and will support higher order retail and service facilities and aid regeneration in Shepshed to assist in developing a viable and vital town centre.</p> <p>Well located in relation to existing employment areas in Shepshed and potential for connections with employment opportunities at west Loughborough.</p>	<p>Potential to contribute to the regeneration of Shepshed is constrained by limited by the scale of the development option.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Good opportunity for integration with the existing Shepshed community if delivered as part of a wider strategy for Shepshed.</p>	<p>No direct physical relationship with priority neighbourhoods and therefore potentially less likely to offer any significant opportunities to benefit deprived communities or tackle social exclusion by itself.</p> <p>Scale of development limits the scope of the option to deliver a mixed use development with facilities and services.</p>

Impact on Environment

Advantages	Disadvantages
<p>Limited impact on settlement separation.</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with</p>	<p>There are a number of distinct landscape areas adjoining Shepshed, with medium and low capacity for development and an area to the east of Shepshed which have been appraised</p>

development and access.	<p>as having a high capacity for development.</p> <p>All Loughborough and Shepshed options have significant negative effect on biodiversity; this option compared to others has less detrimental effects.</p> <p>Potential impact on heritage as close to number of a listed buildings and sites may affect their setting.</p> <p>Area of very good and good/moderate quality agricultural land (mixture of grade II and grade III).</p>
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Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel, located on a high frequency bus route with good accessibility to existing centres.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Sequentially preferable in terms of the urban concentration strategy which priorities land within and adjoining the Sub-Regional Centre.</p> <p>Smaller scale Greenfield proposal with the potential to maximise the use of previously developed sites within Loughborough and Shepshed in support of an urban concentration policy.</p> <p>Potential to support regeneration priorities at Shepshed identified in the Charnwood Regeneration Strategy</p>	<p>Greatest market impact on the delivery of the preferred option West of Loughborough; however the level of impact will depend on the market conditions.</p>

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>Good access and less pressure to the road network</p>	<p><i>Consultation responses raised the following:</i></p> <p>Impact on the environment including: coalescence, visual impact, reduction in air quality, impact on heritage, loss of</p>

<p>Good access to services and facilities and support for regeneration of Shepshed</p> <p>The land is suitable for infill</p>	<p>farmland and access to the countryside</p> <p>Poor quality of life due to proximity of motorway</p> <p>No delivery of infrastructure and poor sustainable travel</p> <p>No access to employment</p>
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Summary

This option has a mixture of advantages and disadvantages in supporting economic regeneration and sustainable communities. It does not include any new employment or significant infrastructure provision but is well integrated and related to existing employment and retail provision within Shepshed and may also aid regeneration at Shepshed. It has a number of negative environmental impacts but it may be possible to mitigate these with careful design and masterplanning subject to identifying a more specific location adjoining Shepshed.

This option has a number of advantages in terms of transport and it fits well with the urban concentration and regeneration strategy although it may impact on housing delivery but this is dependent on the market conditions.

RESIDUAL HOUSING OPTION - CONCENTRATING DEVELOPMENT WITHIN AND ADJOINING LOUGHBOROUGH AND SHEPSHED

Support for Economic Regeneration

Advantages	Disadvantages
<p>Potential to be attractive to investors due to accessibility of parts of the Sub Regional Centre to the strategic road network.</p> <p>Potential to support higher order retail and service facilities in Loughborough and Shepshed.</p> <p>Potential to be well located in relation to main employment areas in Loughborough and Shepshed.</p> <p>The consultation envisaged the allocation of up to 5 ha of employment land in association with housing; development on that scale could contribute to a strategic supply of employment land to assist in the delivery of urban renewal and support growth and economic recovery within the Borough.</p>	<p>The overall impact on economic regeneration is uncertain and will be dependent upon the exact location of sites.</p> <p>Free standing employment sites are unlikely to attract sufficient investment to secure essential infrastructure and should therefore be co-located with enabling development.</p>

Support for sustainable communities.

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>The overall benefit in terms of priority neighbourhoods and opportunity for integration with the existing community is uncertain and will be dependent upon the exact location of sites.</p> <p>Provides limited opportunities to plan comprehensively for infrastructure.</p>

Impact on Environment

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>The overall environmental impacts are uncertain and will be dependent upon the exact location of sites.</p>

Transport Package

Advantages	Disadvantages
<p>On the balance of the evidence</p>	<p>Impact of transport is unknown as this</p>

available there are unlikely to be any strategic advantages.	<p>pattern of development has not been modelled. Mitigation measures normally funded by development being located in one location may be difficult to provide due to the potential spread of development.</p> <p>The overall benefit in terms of sustainable travel is uncertain and will be dependent upon exact locations.</p>
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Other Policy Considerations

Advantages	Disadvantages
Potential to maximise the use of previously developed sites within Loughborough and Shepshed in support of an urban concentration policy.	Based on recent delivery this is likely to support housing delivery as there is market interest in bringing forward smaller sites, however, this may be difficult to demonstrate against the housing trajectory.

Consultation Responses – Key Issues

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>Better access to major routes</p> <p>Good support for regeneration of Shepshed</p>	<p><i>Consultation responses raised the following:</i></p> <p>Impact on the environment including: coalescence, visual impact, impact on heritage, loss of farmland and access to the countryside</p> <p>Lack of facilities and services</p> <p>Lack of certainty on locations</p>

Summary

Many of the economic, social and environmental impacts and the potential for sustainable travel are unknown for this option. The ability to plan for infrastructure in a comprehensive way is limited because the patterns of development and its cumulative impacts cannot reasonably be foreseen. This option fits well with the urban concentration and regeneration strategy but it may be difficult to demonstrate deliverability.

RESIDUAL HOUSING OPTION - SPREADING DEVELOPMENT WITHIN AND ADJOINING LOUGHBOROUGH, SHEPSHED AND SERVICE CENTRES

Support for Economic Regeneration

Advantages	Disadvantages
<p>Sites located in Loughborough and Shepshed have the potential to be attractive to investors due to accessibility of parts of the Sub Regional Centre to the strategic road network.</p> <p>Potential to support retail and service facilities in Loughborough and Shepshed and the Service Centres.</p> <p>The distribution of employment land between the Service Centres provides an opportunity to redress the loss in traditional industries and affords a degree of flexibility for communities preparing Neighbourhood Plans.</p> <p>The consultation envisaged the allocation of up to 5 ha of employment land at Loughborough / Shepshed and 7 ha distributed among the Service Centres; development on this scale could contribute to a strategic supply of employment land to assist in the delivery of urban renewal and support growth and economic recovery within the Borough.</p>	<p>Small employment sites dispersed across the Service Centres are unlikely to be attractive to investors due to high infrastructure costs.</p> <p>Less potential to be well located in relation to main employment areas in Loughborough and Shepshed.</p> <p>The overall impact on economic regeneration is uncertain and will be dependent upon the exact location of sites.</p>

Support for sustainable communities.

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>The overall benefit in terms of priority neighbourhoods and opportunity for integration with the existing community is uncertain and will be dependent upon the exact location of sites.</p> <p>Provides limited opportunities to plan comprehensively for infrastructure.</p>

Impact on Environment

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any</p>	<p>The overall environmental impacts are uncertain and will be dependent upon</p>

strategic advantages.	the exact location of sites.
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Transport Package

Advantages	Disadvantages
On the balance of the evidence available there are unlikely to be any strategic advantages.	Impact of transport is unknown as this pattern of development has not been modelled. Mitigation measures normally funded by development being located in one location may be difficult to provide due to the potential spread of development. The overall benefit in terms of sustainable travel is uncertain and will be dependent upon exact locations.

Other Policy Considerations

Advantages	Disadvantages
Potential to maximise the use of previously developed sites within Loughborough and Shepshed in support of an urban concentration policy.	Based on recent delivery this is likely to support housing delivery as there is market interest in bringing forward smaller sites, however, this may be difficult to demonstrate against the housing trajectory.

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>This option enables young people and families to remain in the villages</p> <p>Limits pressure on infrastructure including public transport</p> <p>Minimises the impact on any one area</p> <p>No settlement coalescence</p>	<p><i>Consultation responses raised the following:</i></p> <p>Does not accord with urban concentration</p> <p>Environmental constraints</p> <p>Service centres have had too much</p> <p>Lack of certainty which sites will be used and how infrastructure will be delivered</p>

Summary

Many of the economic, social and environmental impacts and the potential for sustainable travel are unknown for this option. The ability to plan for infrastructure in a comprehensive way is limited. This option fits reasonably well with the urban concentration and regeneration strategy but it may be difficult to demonstrate deliverability.

RESIDUAL HOUSING OPTION - CONCENTRATING DEVELOPMENT WITHIN AND ADJOINING SERVICE CENTRES

Support for Economic Regeneration

Advantages	Disadvantages
<p>Potential to support retail and service facilities in the Service Centres.</p> <p>The distribution of employment land between the Service Centres provides an opportunity to redress the loss in traditional industries and affords a degree of flexibility for communities preparing Neighbourhood Plans.</p> <p>The consultation envisaged the allocation of up to 5 ha of employment land at Loughborough / Shepshed and 7 ha distributed among the Service Centres; development on this scale could contribute to a strategic supply of employment land to assist in the delivery of urban renewal and support growth and economic recovery within the Borough.</p>	<p>Small employment sites dispersed across the Service Centres are unlikely to be attractive to investors due to high infrastructure costs.</p> <p>Less potential to be well located in relation to main employment areas in Loughborough and Shepshed.</p> <p>The overall impact on economic regeneration is uncertain and will be dependent upon the exact location of site.</p>

Support for sustainable communities.

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>The overall benefit in terms of priority neighbourhoods and opportunity for integration with the existing community is uncertain and will be dependent upon the exact location of sites.</p> <p>Provides limited opportunities to plan comprehensively for infrastructure.</p>

Impact on Environment

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>The overall environmental impacts are uncertain and will be dependent upon the exact location of sites.</p>

Transport Package

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any</p>	<p>Impact of transport is unknown as this pattern of development has not been modelled. Mitigation measures normally</p>

strategic advantages.	funded by development being located in one location may be difficult to provide due to the potential spread of development. The overall benefit in terms of sustainable travel is uncertain and will be dependent upon the exact location of sites.
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Other Policy Considerations

Advantages	Disadvantages
On the balance of the evidence available there are unlikely to be any strategic advantages.	Based on recent delivery this is likely to support housing delivery as there is market interest in bringing forward smaller sites, however, this may be difficult to demonstrate against the housing trajectory. Not as sequentially preferable in terms of the urban concentration strategy which prioritises land within and then adjoining the Sub-Regional Centre, compared to other options adjoining Loughborough.

Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<i>Consultation responses raised the following:</i> Minimal impact on the historic environment.	<i>Consultation responses raised the following:</i> Impact on environment including: coalescence, landscape character, flooding. Lack of facilities and services.

Summary

Many of the economic, social and environmental impacts and the potential for sustainable travel are unknown for this option. The ability to plan for infrastructure in a comprehensive way is limited. This option fits less well with the urban concentration and regeneration strategy but it may be difficult to demonstrate deliverability.

ALTERNATIVE OPTION - SOUTH OF ANSTEY

Up to 500 homes and associated infrastructure



Support for Economic Regeneration

Advantages	Disadvantages
Well located in relation to existing employment sites in Anstey.	<p>Not of a scale to be serviced by a dedicated local centre but well related to the existing Anstey village centre with potential to support retail and other services and facilities.</p> <p>Less well related to existing employment sites.</p>

Support for Sustainable Communities

Advantages	Disadvantages
Good opportunity for integration with the existing Anstey community.	<p>Reasonably close to priority neighbourhoods in Leicester City providing only limited opportunities to benefit deprived communities due to the access arrangements and scale of development.</p> <p>Limited opportunity to deliver a mixed use development with facilities and services to enable a close association between homes and jobs contributing to a more sustainable low carbon footprint due to the limited capacity of this location to accommodate growth and therefore dependent upon opportunities within the adjacent areas for services and employment.</p>

Impact on Environment

Advantages	Disadvantages
Landscape has a medium capacity for	All options around Leicester Principal

<p>development.</p> <p>Limited impact on settlement separation, although potential cumulative impacts as it forms part of landscape area where settlement separation is an issue.</p> <p>Area of good/moderate quality agricultural land (Grade III).</p> <p>The majority of the land is within the lowest flood risk zone with potential to mitigate risk associated with development and access.</p>	<p>Urban Area are likely to have negative effects upon biodiversity, flora and fauna, although there may be scope for some mitigation of these effects.</p>
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Transport Package

Advantages	Disadvantages
<p>The strategic transport assessment shows that the traffic generated can be mitigated.</p> <p>Good potential for sustainable travel, located on a high frequency bus route to the city with good accessibility to existing centres.</p>	<p>On the balance of the evidence available there are unlikely to be any strategic disadvantages.</p>

Other Policy Considerations

Advantages	Disadvantages
<p>Low market impact on the delivery of the preferred option North East of Leicester.</p>	<p>Will only deliver 500 homes and therefore would need to be combined with one of the other options to meet the housing requirements.</p> <p>Not sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Leicester Principal Urban Area, compared to other options adjoining the Principal Urban Area.</p>

Summary

This option has a mixture of advantages and disadvantages in relation to economic regeneration and sustainable communities and fewer negative environmental impacts.

This option has good potential for sustainable travel and housing delivery. This option does not fit well with the urban concentration and regeneration strategy as it does not adjoin the Leicester Principal Urban Area.

ALTERNATIVE OPTION - WYMESWOLD AIRFIELD

This option was not considered as part of the 2012 Supplementary Consultation. It was presented as an alternative option to the identified preferred options in 2008 as part of the Core Strategy Further Consultation – at that time it was for up to 4,875 dwellings and associated employment and infrastructure.



NB: The above diagram is intended to be indicative and is an extract from the 2008 Core Strategy Further Consultation Document which considered 4,875 homes.

Support for Economic Regeneration

Advantages	Disadvantages
<p>On the balance of the evidence available there are unlikely to be any strategic advantages.</p>	<p>Less potential to be attractive to investors due to limited access to the strategic road network with links to M1 Motorway relying upon connections through Loughborough or via rural roads.</p> <p>Remote from the jobs and higher order retail and service facilities in Loughborough.</p> <p>The distance from Loughborough means this option offers less potential for increasing skills and employability.</p>

Support for Sustainable Communities

Advantages	Disadvantages
<p>Scope to deliver a mixed use development including facilities and services and enabling a close association between homes and jobs, although travel patterns limit any contribution to a more sustainable low carbon footprint.</p>	<p>The separation and distance from the town prevents physical links and integration with the existing communities or the tackling of social exclusion issues.</p>

Impact on Environment

Advantages	Disadvantages
Development, although in an elevated location, would be on relatively flat land.	<p>All Loughborough and Shepshed options have a significant negative effect on biodiversity; this option alongside others has the most detrimental effect.</p> <p>Potential impact on heritage due to the proximity to Prestwold Hall and registered historic park and garden and Hoton.</p> <p>Significant impact on the settlement identify of Hoton, Wymeswold, Prestwold and Burton on the Wolds.</p> <p>Area of very good quality agricultural land (grade II).</p> <p>Potential significant flood risk issues in relation to the safe access and egress.</p>

Transport Package

Advantages	Disadvantages
On the balance of the evidence available there are unlikely to be any strategic advantages.	<p>The Strategic Transport Assessment showed that the Wymeswold option had the worst impact of all the north Charnwood options in terms of overall impact, congestion and average trip length. As there was a slightly better performing option east of Loughborough at Cotes the Wymeswold option was eliminated from further consideration in the more detailed assessments.</p> <p>Worst for its potential to minimise the need to travel by car. It could be expected to have unsustainable patterns of travel due to its distance from the town and the difficulties of developing effective bus links.</p>

Other Policy Considerations

Advantages	Disadvantages
Some redevelopment of previously developed land, although significant use of greenfield land around buildings, runways and dispersal areas.	Not currently being actively promoted and there is no known detailed work to bring the site to market. The lead in times for strategic developments suggests that this site is unlikely to

	<p>contribute to early delivery and may not be able to contribute positively to the housing requirement within the plan period.</p> <p>Not sequentially preferable in terms of the urban concentration strategy which prioritises land within and adjoining the Sub-Regional Centre, compared to other options adjoining Loughborough and Shepshed.</p>
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Consultation Responses – Key Issues Raised

Advantages	Disadvantages
<p><i>Consultation responses raised the following:</i></p> <p>Wymeswold is a brownfield site and should be considered as a suitable alternative for housing and employment development.</p> <p>Opportunity to improve access to services and improve infrastructure in the Wolds.</p>	<p><i>Consultation responses raised the following:</i></p> <p>Impact on settlement identity of Wolds villages.</p> <p>Traffic and transport infrastructure concerns.</p>

Summary

This option has a number of disadvantages in supporting economic regeneration, supporting sustainable communities and in terms of its environmental impact. This option would not be integrated with Loughborough, and there are unresolved flood risk issues.

This option will provide less opportunity for sustainable travel and has disadvantages in terms of delivery of houses, as there is not an active promoter for development of the area for housing. This option does not fit well with the urban concentration and regeneration strategy as it does not adjoin Loughborough.

SUMMARY OF THE OPTIONS

Sustainable Urban Extension Options

North East of Leicester: The Preferred Option for a Sustainable Urban Extension continues to perform well in terms of the evidence and its sustainability and is a sequentially preferable option located adjoining the Principal Urban Area, reflecting the strategy of Urban Concentration and Regeneration supported by Cabinet on the 15th December 2005 (minute 149 05/06 refers).

West of Loughborough: The Preferred Option for a Sustainable Urban Extension continues to perform well in terms of the evidence and its sustainability and is a sequentially preferable option located adjoining the Sub-Regional Centre, reflecting the strategy of Urban Concentration and Regeneration supported by Cabinet on the 15th December 2005 (minute 149 05/06 refers).

Strategic Employment Options

Watermead Corridor: The regeneration of the Watermead Corridor and protection of the Country Park between Thurmaston and Birstall is likely to have a significant positive economic and social effect and is a Council priority set out in the Council's Corporate Plan and Regeneration Strategy. The provision of new and renewal of ageing employment in the locality also provides reasonable access to job opportunities for Birstall, Thurmaston and Syston as well as the South Charnwood Priority Area. The negative impacts of this option could be mitigated through careful design and masterplanning and working closely with partners. Further work is required on deliverability.

Loughborough Science & Enterprise Park: This is a Council priority set out in the Council's Corporate Plan and Regeneration Strategy. There are issues with proving deliverability and this option has a number of negative environmental impacts, although the potential negative impacts might be balanced with the unique opportunity to provide a science and enterprise park in a location that is well related to the University and preferred option for a Sustainable Urban Extension at West Loughborough and by limiting the nature of development that can take place through policy and careful masterplanning. Further work is required on deliverability.

Residual Housing Options

Direction for Growth North of Birstall: A direction of growth north of Birstall provides an opportunity to create a new community with supporting infrastructure that would be in line with the urban concentration and regeneration strategy and would support economic regeneration, sustainable communities, sustainable travel patterns and housing delivery. Although the A46 would act as a significant barrier to integration and there would be some negative environmental impacts, many of these issues including the need to maintain separation between Birstall and Rothley could be mitigated through careful design and masterplanning.

Direction for Growth North of Glenfield: A direction for growth north of Glenfield is limited by the available land in this location and will therefore deliver a smaller scale

of development that will need to be combined with another option to meet the housing requirements and will not deliver significant supporting infrastructure. It is not well located or of a scale to support economic regeneration, sustainable communities or sustainable travel and would have a severe negative impact on settlement separation. There is also uncertainty that it will deliver homes within the plan period as there is no an active promoter for its comprehensive development.

Direction for Growth South and East of Syston: Syston does not form part of Leicester Principal Urban Area and the option is therefore not in conformity with the Regional Plan. A direction for growth South and East of Syston has been considered due to the limited available options adjoining the Principal Urban Area and the need to identify alternatives if the locations adjoining were not suitable for development. This location provides an opportunity to create a new integrated community with supporting infrastructure which would support sustainable communities, economic regeneration and sustainable travel. However this option has both advantages and disadvantages in terms of environmental impacts including cumulative negative impacts due to its proximity to the preferred option north east of Leicester. In particular it would have a significant negative impact on settlement separation and a negative impact on housing delivery by competing with development further south, which it may not be possible to mitigate.

Not Meeting Residual Housing Requirements for the Principal Urban Area: A Core Strategy that does not fully meet the objectively assessed housing needs for the Borough would not meet the requirements of the National Planning Policy Framework or strategic policy set out in the Regional Plan. There is currently no agreement with other Councils, whose areas constitute the Principal Urban Area and the wider Housing Market Area, that the requirements identified for Charnwood can be met elsewhere. Without such an agreement the approach would be unlikely to be found sound at Examination. There is no agreement under the duty to co-operate with any other authority to meet the housing requirements outside Charnwood and therefore although this option has environmental and traffic generation benefits, it would not meet housing needs and it would therefore not support sustainable communities or economic regeneration and is unlikely to prevent further development in the Borough.

Direction for Growth South of Loughborough: A direction for growth south of Loughborough provides an opportunity to create a well integrated new community with supporting infrastructure that would be in line with the urban concentration and regeneration strategy and would support economic regeneration, sustainable communities, sustainable travel patterns and housing delivery. There are a number of negative environmental impacts associated with this option, most notably the coalescence of Loughborough and Woodthorpe and impact on the separation between Loughborough and Quorn. It may be possible to mitigate these issues through careful design and masterplanning.

Direction for Growth South West of Loughborough: A direction for growth south west of Loughborough provides an opportunity to create a well integrated new community with supporting infrastructure that would be in line with the urban concentration and regeneration strategy and has the potential to support housing delivery. It has advantages in terms of supporting economic regeneration and

sustainable communities but a number of negative environmental impacts. This location provides less opportunity to support sustainable travel. Most notably this option has significant negative impacts on the landscape and biodiversity that it may not be possible to mitigate.

Direction for Growth East of Loughborough: A direction for growth east of Loughborough provides an opportunity to create a new community with supporting infrastructure. Although this location would support housing delivery as it would not compete with the preferred option west of Loughborough. This location would have negative environmental impacts, most notable on biodiversity and there are unresolved issues of flood risk. Its location, separated from Loughborough by a wide river corridor, means it is dislocated from the town and not as well aligned to the urban concentration and regeneration strategy as other options. This dislocation from Loughborough makes it difficult for this development to support economic regeneration, sustainable communities and sustainable travel and it would be difficult to overcome these challenges.

Direction for Growth Adjoining Shepshed: A direction for growth adjoining Shepshed provides the opportunity for a housing development that would be in line with the urban concentration and regeneration strategy and would be well integrated and connected to the services and facilities and employment available in Shepshed and Loughborough. It has mixed support for economic regeneration and sustainable communities, its smaller scale means it would not provide significant new infrastructure but its location means it is well integrated into existing infrastructure and has the potential to support the Council's priority for regeneration at Shepshed set out in the Council's Corporate Plan and Regeneration Strategy, It has a number of negative environmental and market impacts. It may be possible to mitigate these issues through careful design, masterplanning and phasing.

Concentrating Residual Development within and adjoining Loughborough and Shepshed: This option would support urban concentration but many of the social and environmental impact are unknown. The ability to plan for infrastructure in a comprehensive way is limited and it may not be possible to prove that a strategy including this option is capable of being delivered.

Spreading Residual Development within and adjoining Loughborough, Shepshed and Service Centres: This option has some support for urban concentration but many of the social, environmental and economic impact are unknown. The ability to plan for infrastructure in a comprehensive way is limited and it may not be possible to prove that a strategy including this option is capable of being delivered.

Concentrating Residual Development within and adjoining Service Centres: This option is not sequentially preferable in terms of urban concentration and many of the social, environmental and economic impact are unknown. The ability to plan for infrastructure in a comprehensive way is limited and it may not be possible to prove that a strategy including this option is capable of being delivered.

Alternatives Proposed Through Consultation

South of Anstey: Anstey does not form part of the Leicester Principal Urban Area and therefore this option is not in conformity with the Regional Plan. This location provides an opportunity to create a new integrated community that would support housing delivery and sustainable travel. However this option has both advantages and disadvantages in terms of supporting economic regeneration, sustainable communities and environmental impacts. A direction for growth south of Anstey is limited by the available land in this location and would therefore deliver a smaller scale of development that would need to be combined with another option to meet the housing requirements. Development at this scale will not deliver significant supporting infrastructure.

Wymeswold Airfield: This option does not perform well against the sustainability indicators and performs poorly in terms of an urban concentration and regeneration strategy. It would provide limited support for economic regeneration and sustainable communities due to its poor relationship with Loughborough. It also performs poorly in terms of sustainable travel. It has mixed environmental impacts and it may not be possible to prove that a strategy including this option is capable of being delivered.

Appendix F Equalities Impact Assessment

Title	Core Strategy – Emerging Development Strategy
Date	September 2012
Lead Officer	David Pendle
Team Members this could include representatives from the service, other services in the Authority, service users, partners, stakeholders and external service providers.	Richard Brown

Step 1 – Setting Out the Parameters of the Assessment

A. Scope: Outline the scope of what is being assessed
<p>The Core Strategy Supplementary Consultation 2012 sets out options for meeting future housing and employment land requirements up to 2028. This Equality Impact Assessment relates to the above document and its scope is to:</p> <ul style="list-style-type: none"> • identify and determine the extent of any disproportionate impacts upon groups with protected characteristics of different development options <p>This Equalities Impact Assessment will inform the approach to development within Core Strategy Development Plan Document which will include a number of more detailed policies. Further Equalities Impact Assessment will inform the more detailed policies.</p>

Step 2 – What we already know and where there are gaps

<p>Available research and data</p> <p><u>Details/results of consultation undertaken i.e. who, when, how, and findings from consultation</u></p> <p>In 2007 officers at Charnwood Borough Council held a number of workshops and meetings with specific groups:</p> <ul style="list-style-type: none"> • Young People Workshops at Burleigh, Wreake and Longslade Colleges 26-09-07 and 27-09-07 • Workshop with parents involved with Surestart 11-09-07 • Meeting with the Gypsy and Traveller Liaison group 04-09-07 • Workshop with community members at the Ram Krishna Centre 28-09-07 <p>Detailed comments made at these events can be found at www.charnwood.gov.uk/pages/issues2007</p> <p>Within each of the above workshops a mixture of preferences for different locations for development were expressed. There was a preference for South Loughborough given at the event at the Ram Krishna Centre which considered options around Loughborough.</p> <p>In 2008, as part of the Core Strategy Further Consultation, planning officers attended the Charnwood Youth Forum Annual Conference. The Youth Forum agreed to undertake a workshop on planning for the future of Charnwood Borough as part of the conference. Further information about this event and its findings can be</p>

found using the following link:

www.charnwood.gov.uk/pages/core_strategy_further_consultation_events

Consultation responses in the [Report of Consultation](#) (2009) covered the issues raised by the questions and no responses related to equality and diversity issues.

Findings from previous Equality Impact Assessments

No EIA has specifically been undertaken for the emerging development strategy although an [EIA of the Core Strategy Project](#) was undertaken in 2006.

This analysis identified the following equality issues:

- Race – Language and cultural barriers associated with engaging with Gypsy and Traveller groups
- Gender – Barriers around the timing of consultation events and the potential disadvantage that a narrow range of alternative event timings can have for women.
- Disability – A need to consider the needs of people with disabilities in planning the public realm and in providing access to the countryside. Also the potential that good town and country planning has in improving public health.
- Age – The 10-15 and 20-34 age groups seen to be not as well represented in the planning process
- Religion/beliefs – Need to be aware of the inter-faith calendar and to avoid holding events which clash. Respond to the need for Places of Worship in new development.

Demographic information

A comprehensive record of demographic data for the Borough can be accessed from the [Charnwood Borough Council Demographic Profile](#) document (published 2010). Further [parish and ward level](#) data based on the 2001 Census is also available from the Council's website.

- Race - The BME population of Charnwood is 16,573 or 10.8% of the population. The largest ethnic groups are Indian (7,203 people), Other White (2,639 people) and Bangladeshi (1,249 people). Loughborough Hastings and Thurmaston wards have the highest proportion of people from a BME background in the borough (29.7 and 20.6% respectively). The largest BME communities are the Indian communities in Thurmaston 1,437 people, Syston West (773 people) and Loughborough Lemington (725 people) wards, and the Bangladeshi communities in Loughborough Hastings (648 people) and Loughborough Lemington (470 people) wards.
- Gender – The 2009 mid-year estimates show that the total population is split exactly 50% between male and female although there are significantly more males than females within the 20-24 age bracket
- Disability – no information is available.
- Age – According to the 2011 census, the Borough contains a large proportion of 20 to 24 year olds (especially males) due to the large number of students in Loughborough. 23.7 % of the population are aged 19 years and under, and 14.5% of the population are over the age of 65.
- Religion or Belief - In Charnwood, 59,700 people identified themselves as Christian. The largest non-Christian group is Hindu (3.98%) although a large minority (over 23.78%) stated that they had no religion, or did not state their religion.
- Sexual orientation – no information is available
- Trans-gender - no information is available

Areas where we lack the information required

- Sexual orientation
- Trans-gender
- Disability

Step 3 – Findings

Diversity areas	Evidence of adverse/differential impact on specific groups
Age	Development in Cotes, Wymeswold and to an extent North Birstall, North Glenfield and Southwest Loughborough may have a disproportionate adverse impact on the elderly who would be less able to gain access to service and facilities.
Disability	Development in Cotes and Wymeswold and to an extent North of Birstall, North Glenfield and Southwest Loughborough may have a disproportionate adverse impact on those with physical impairments who would be less able to gain access to service and facilities.
Gender	None of the options are considered to have a disproportionate adverse impact on males or females
Religious Belief	None of the options are considered to have a disproportionate adverse impact on people with a particular religious belief, as there is a lack of information about where those with particular religious beliefs reside within the borough.
Racial Group	<p>Evidence shows that there is a large BME communities in Thurmaston, West of Syston and East Loughborough.</p> <p>Development could have positive impacts in terms of providing housing that could address particular needs of that community. The provision of facilities including community halls within new development could be of benefit to those communities but this would be dependent upon the specifics of a proposal. Difficulties of access may mean that potential opportunities for BME groups in east Loughborough are not realised.</p> <p>Development north east of Leicester, south and east of Syston, could be of benefit to BME communities but this would be dependent upon the specifics of a proposal and so at present the impact is uncertain.</p> <p>None of the options are considered to have a disproportionate adverse impact on people of from different racial groups.</p>
Sexual Orientation	None of the options are considered to have a disproportionate adverse impact on people of different sexual orientation.
Trans Gender	None of the options are considered to have a disproportionate adverse impact on people who are transgender.
Pregnancy/ Maternity	Development in Cotes and Wymeswold and to an extent North of Birstall, North Glenfield and and Southwest Loughborough may have a disproportionate adverse impact on pregnant women, mothers with babies/ young who would be less able to gain access to service and facilities.

		Race	Gender	Disability	Age	Pregnancy/ Maternity	Religion/ Belief	Sexual Orientation	Trans- Gender	
	North east Leicester	↑/?	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	<p>Evidence shows that there is a large BME community in the Thurmaston.</p> <p>Development could have positive impacts in terms of providing housing that could address particular needs of that community. The provision of facilities including areas of worship within new development could be of benefit to that community but this would be dependent upon the specifics of a proposal and so at present the impact is uncertain.</p> <p>Good potential for sustainable travel, located on a high frequency bus route to the city centre with good accessibility to existing centres.</p> <p>There is no evidence that development in this location would have a disproportionate effect on different sections of the community. Consequently it will not discriminate against particular persons and groups.</p>
	North of Birstall	Neutral	Neutral	↓?	↓?	↓?	Neutral	Neutral	Neutral	<p>The A46 is likely to be a major barrier to the integration of this option with the existing Birstall community. Development in this location may have a disproportionate impact on those with less mobility such as pregnant mothers, those with physical disabilities and elderly people. This could potentially be partially mitigated through the provision of a local centre which would provide some services and facilities within the development.</p>

		Race	Gender	Disability	Age	Pregnancy/ Maternity	Religion/ Belief	Sexual Orientation	Trans- Gender	
	North of Glenfield	Neutral	Neutral	↔?	↔?	↔?	Neutral	Neutral	Neutral	<p>There is limited opportunity for integration of development with the existing Anstey, Glenfield or Beaumont Leys communities due to the strategic road network and flood plain. This location is on a medium frequency bus route and is less well connected to existing centres. Development in this location may have a disproportionate impact on those with less mobility such as pregnant mothers, those with physical disabilities and elderly people. Development at this location would not be of a scale to be serviced by a dedicated local centre and limited potential to benefit local shops and services due to access arrangements</p>
	South and East of Syston	↑/?	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	<p>Evidence shows that there is a large BME community in the West of Syston.</p> <p>Development could have positive impacts in terms of providing housing that could address particular needs of that community. The provision of facilities including areas of worship within new development could be of benefit to that community but this would be dependent upon the specifics of a proposal and so at present the impact is uncertain.</p> <p>Syston is located on a high frequency bus route and train links to the city with good accessibility to existing centres.</p> <p>There is no evidence that development in this location would have a disproportionate effect on different sections of the community. Consequently it will not discriminate against particular persons and groups.</p>





		Race	Gender	Disability	Age	Pregnancy/ Maternity	Religion/ Belief	Sexual Orientation	Trans- Gender	
	Not Meeting Housing Requirements	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Not meeting the housing requirement would have an impact on the affordability and access to housing for the general population of Charnwood. This option could have negative effect on each of the identified groups, but it is not consider that this would be a disproportionate impact compared to the rest of the population within the borough of Charnwood.
	West Loughborough	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	<p>There is no evidence that development west of Loughborough would have a disproportionate effect on different sections of the community. Consequently it will not discriminate against particular persons and groups.</p> <p>West Loughborough is located on a high frequency bus route with good accessibility to existing centres.</p> <p>There is no evidence that development in this location would have a disproportionate effect on different sections of the community. Consequently it will not discriminate against particular persons and groups.</p>
	South of Loughborough	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	South Loughborough is located on a high frequency bus route with good accessibility to existing centres There is no evidence that development south of Loughborough would have a disproportionate effect on different sections of the community. Consequently it will not discriminate against particular persons and groups.

		Race	Gender	Disability	Age	Pregnancy/ Maternity	Religion/ Belief	Sexual Orientation	Trans- Gender	
	South West of Loughborough	Neutral	Neutral	↕?	↕?	↕?	Neutral	Neutral	Neutral	Southwest Loughborough is located on is on a medium frequency bus route and is less well connected to existing centres. South west Loughborough has the potential to be serviced by a dedicated local centre. Development in this location may have a disproportionate impact on those with less mobility such as pregnant mothers, those with physical disabilities and elderly people. This could potentially be partially mitigated through the provision of a local centre which would provide some services and facilities within the development.
	East of Loughborough (Cotes)	Neutral	Neutral	↕?	↕?	↕?	Neutral	Neutral	Neutral	<p>Evidence shows that there is a large BME community in the east of Loughborough, where there are lower levels of car ownership.</p> <p>Development could have positive impacts in terms of providing housing that could address particular needs of that community. The provision of facilities including areas of worship within new development could be of benefit to that community.</p> <p>Development east of Loughborough is physically separated from the town by the river valley which may make access to facilities more difficult, and may make integration of new and existing communities more difficult. East of Loughborough at Cotes is on a medium frequency bus route and is less well connected to existing centres. Difficulties of access may mean that potential opportunities for BME groups in east Loughborough are not realised.</p> <p>Development in this location may have a disproportionate impact with less physical mobility, such as pregnant mothers those with disabilities and elderly people.</p>

		Race	Gender	Disability	Age	Pregnancy/ Maternity	Religion/ Belief	Sexual Orientation	Trans- Gender	
	Adjoining Shepshed	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Shepshed is on a high frequency bus route with good accessibility to existing centres. There is no evidence that development adjoining Shepshed would have a disproportionate effect on different sections of the community. Consequently it will not discriminate against particular persons and groups
	East of Loughborough (Wymeswold)	Neutral	Neutral	↕?	↕?	↕?	Neutral	Neutral	Neutral	<p>Evidence shows that there is a large BME community in the east of Loughborough, where there are lower levels of car ownership.</p> <p>Development could have positive impacts in terms of providing housing that could address particular needs of that community. The provision of facilities including areas of worship within new development could be of benefit to that community.</p> <p>Development at Wymeswold is distant from the town and separated by the river valley which may make access to facilities more difficult, and may make integration of new and existing communities more difficult.</p> <p>Development in this location may have a disproportionate impact groups with less physical mobility such as pregnant mothers, those with physical disabilities and elderly people.</p>
	Concentrating Development within and adjoining Loughborough and Shepshed	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Evidence shows that there is a large BME community in the east of Loughborough. Given the uncertainty about the precise location of development under this option, there is no evidence that development under this option would have a disproportionate effect on different sections of the community.

		Race	Gender	Disability	Age	Pregnancy/ Maternity	Religion/ Belief	Sexual Orientation	Trans- Gender	
	Spreading Development within and adjoining Loughborough, Shepshed and Service Centres	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Evidence shows that there is a large BME community in the east of Loughborough. Given the uncertainty about the precise location of development under this option, there is no evidence that development under this option would have a disproportionate effect on different sections of the community.
	Concentrating Development within and adjoining Service Centres	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Evidence shows that there is a large BME community in the east of Loughborough. Given the uncertainty about the precise location of development under this option, there is no evidence that development under this option would have a disproportionate effect on different sections of the community.
	South of Anstey	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Good opportunity for integration with the existing Anstey community. Located on a high frequency bus route to the city with good accessibility to existing centres. There is no evidence that development south of Anstey would have a disproportionate effect on different sections of the community. Consequently it will not discriminate against particular persons and groups.
	Watermead Corridor	Neutral	Neutral	↕?	↕?	↕?	Neutral	Neutral	Neutral	The Watermead Corridor is well related to existing housing areas of Birstall, Thurmaston and Syston, although A607 dual carriageway could be a barrier. Development in this location may have a disproportionate impact groups with less physical mobility such as pregnant mothers, those with physical disabilities and elderly people. The Watermead Corridor is close to a high frequency bus service that serves Syston, Thurmaston and Leicester..

		Race	Gender	Disability	Age	Pregnancy/ Maternity	Religion/ Belief	Sexual Orientation	Trans- Gender	
	Loughborough Science & Enterprise Park	Neutral	Neutral	↓?	↓?	↓?	Neutral	Neutral	Neutral	Loughborough Science & Enterprise Park is located on a high frequency bus route to Loughborough and Shepshed. Loughborough Science & Enterprise Park is well related to west Loughborough, Shepshed and the preferred option West of Loughborough, although A512 could be a barrier. Development in this location may have a disproportionate impact groups with less physical mobility such as pregnant mothers, those with physical disabilities and elderly people.

	Significant negative effect		Significant positive effect	D	Effect depends on how the policy is implemented (one form of uncertainty)	O	There is no relationship or no significant relationship
	Marginal negative effect		Marginal positive effect	?	It is not known whether there would be a differential impact		
Neutral	Performance against this objective is neutral						