



**WEST OF LOUGHBOROUGH**

**ENVIRONMENTAL STATEMENT  
NON TECHNICAL SUMMARY  
Volume 1**

August 2014



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**LAND AT WEST OF LOUGHBOROUGH  
SUSTAINABLE URBAN EXTENSION**

**OUTLINE APPLICATION FOR  
RESIDENTIAL AND ASSOCIATED  
DEVELOPMENT**

**ENVIRONMENTAL STATEMENT –  
VOLUME 1:  
NON-TECHNICAL SUMMARY**

September 2014

**Our Ref: JBB7747.C2526**

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# QUALITY MANAGEMENT

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# 1 INTRODUCTION

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## **Purpose of the Non-Technical Summary**

- 1.1 This Non-Technical Summary (NTS) of the Environmental Statement (ES) has been prepared to accompany the outline planning application for a mixed-use Sustainable Urban Extension (SUE) to the west of Loughborough Town (“the Development”).
- 1.2 The ES has been prepared on behalf of Persimmon Homes (North Midlands) and William Davis Ltd (“the Consortium”) who with Charnwood Borough Council collectively have a controlling interest in the land identified in Appendix 1.1 (“the Site”).
- 1.3 The following supporting plans are provided at the back of this Non-Technical Summary:
- Application Boundary Plan – Appendix 1.1
  - Illustrative Masterplan – Appendix 1.2

## **The Site**

- 1.4 The Site extends to a total of 466ha and is illustrated within the red line boundary as shown in Appendix 1.1.
- 1.5 The Site is principally open field and arable grassland located West of Loughborough Town and to the East of the M1 Motorway. It forms a SUE to the West of the settlement of Loughborough which is the principal residential and employment location in the area.
- 1.6 Other settlements that are located nearby include Shepshed to the west and the village of Hathern to the north of the Site. Shepshed is a main settlement within Charnwood Borough and offers residential and employment opportunities to the locality. The Site is physically separated from Shepshed by the M1 motorway. It is intended that the Development will maintain this element of visual separation from Shepshed through sensitive landscaping and woodland buffer areas.
- 1.7 To the south of the Site, beyond the A512(T), the area is open fields linking up with the Longcliffe Golf Club. The area immediately to the south of the A512(T) is also identified for development in the Charnwood Core Strategy as an area for the expansion of the Loughborough University Science and Enterprise Park. This links into the south western edge of Loughborough.

## **Development Description**

- 1.7.1 The details of the Development are as follows:

***“Outline planning permission for residential development up to 3,200 dwellings; up to 16ha of employment land of B1/B2 and B8 uses; a mixed-use Community Hub of up to 4ha comprising a local convenience retail unit (2,000 sqm); up to 1,000 sqm of other A1 retail, A2 financial and professional services, A3 food and drink, B1 business and D1 uses; sites for Gypsy, Travellers and Travelling Showpeople provision totalling 1ha; two primary schools up to 2ha each; strategic open space including allotments; access roads and new Strategic Link Road; open space / landscaping and associated works; principal means of access; restoration of Garendon Park and assets; all other matters to be reserved.”***

1.8 The Application Site measures 466ha. The table below outlines the proposed land used within the Development.

Land Use	Hectares
Residential Development	101.2
Employment Land	16
Community Hub	4
Primary Schools	4
Gypsy, Traveller and Showman Sites	1
Public Open Space	13
Formal Sports Provision	9
Allotments	2.5
Garendon Park	188
<b>Total Provision</b>	<b>466</b>

### Environmental Statement

1.9 The ES has been prepared in accordance with the Town and County Planning (Environmental Impact Assessment) Regulations 2011. This NTS outlines the key findings within each of the individual or combined Chapters found in the ES. These assess the significant effects of the Development and mitigation proposals relating to:

- Socio-Economic Factors;
- Landscape and Visual Amenity;
- Archaeology;
- Cultural Heritage;
- Traffic and Transport
- Ecology and Nature Conservation;
- Air Quality;
- Noise and Vibration;
- Hydrology and Water Quality; and
- Geology and Ground Conditions.

1.10 In addition to the above, assessments of Alternative Sites and Cumulative/Indirect Effects have been undertaken, the conclusions of which are presented in summary in this NTS.

## 2 SOCIO-ECONOMIC FACTORS

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- 2.1 Chapter 5 of the ES assesses the potential socio-economic effects of the Development on human well-being. In considering the effects upon well-being, the Chapter has reported on a range of information, such as: population, housing, community facilities and education.
- 2.2 The socio-economic assessment has demonstrated that the SUE will deliver a number of positive effects during the construction and operational phases of the Development without placing additional pressures on existing social infrastructure in the area.
- 2.3 The SUE will increase the range of different house types in Loughborough, including a provision for affordable housing. The Development will bring opportunities for employment, both through the construction and operational phases, with land for high quality employment premises and employment associated with the restoration of Garendon Park. In total 4,800 jobs are predicted to be generated in the Construction Industry, along with 2,880 in the supply chain to it. Operationally, the Development will provide 1,360 jobs from the employment opportunities across the Site.
- 2.4 Comparing against baseline conditions, the SUE will deliver a notable increase in the provision of social infrastructure. The Development proposes land and contributions for the creation of two new primary schools on the Site, as well as a significant amount of Green Infrastructure (GI) and public open space. The provision of a retail uses within the Community Hub will be accessible for the Development, encouraging sustainable travel investment in the local economy and increased consumer expenditure. The Community Hub is also conveniently located for employment uses. The Development will also make provision for the appropriate level of health facilities required for new residents off-site.
- 2.5 The ES concludes that whilst delivering the positive contributions noted above, the Development is unlikely to lead to any significant adverse effects on the existing infrastructure in Loughborough. Through the use of planning contributions new affordable homes, education facilities, shopping facilities and open space will be delivered, all of which will provide significant positive socio-economic effects to benefit Loughborough and the surrounding area in Charnwood Borough.

### 3 LANDSCAPE AND VISUAL AMENITY

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3.1 Chapter 6 of the ES considers the potential effects of the Development on the Landscape and Visual Amenity.

#### **Landscape Context and Baseline**

3.2 The Site, as shown in the Location Plan (Appendix 1.1) includes the area of the Site on the western edge of Loughborough, extending westwards to Shepshed, northwards to Hathern and is defined to the south by the A512(T).

3.3 The Site contains a range of features, including settlements, historic parkland, agricultural land, and main roads. The Site has varied landforms, however, most of the central areas between Loughborough and Shepshed are low lying, gentle undulating land. The wider landscape contains more hills and ridgelines. To the south are a number of hills rising towards Nanpantan. To the north, Hathern Hill and Bellevue Hill form a ridgeline, defining the local landscape.

3.4 In terms of national landscape character, the Site falls within *National Character Area 73: Charnwood* and *Character Area 70: Melbourne Parklands*.

- Characteristics of *Character Area 73: Charnwood* include: rock outcrops; fields bounded by drystone walls and hedges; woodland, farmland, heathland and parkland; a variety of habitats; watercourses and open waterbodies; historic and country parks; occasional villages and scattered farmsteads.
- Characteristics for *Character Area 70: Melbourne Parklands* include: landscaped parks and remnant orchards; new woodlands; scattered, hedgerow trees and low trimmed hedges; pasture and remnant acid grassland; large nucleated villages; small rural red-brick villages; and the East Midlands Airport, serviced by the A42 and M1.

3.5 The Site is also included in the East Midlands Regional Landscape Character Assessment, falling within the '*wooded village farmlands*'. These are varied topographically, with scattered farm woodlands, ancient woodlands on prominent hills and tree lined valleys.

3.6 In a local context, the Site lies on the border of two Leicester, Leicestershire and Rutland Landscape Character Areas, with land in the south lying within *Charnwood Forest*, and land in the north within *Langley Lowlands*.

- *Charnwood Forest* is characterised by an intimate mixture of woodland and farmland in mixed arable and pasture uses, with substantial areas of parkland and estate landscapes as well as the edge of Shepshed and Loughborough. The M1 runs through this area and is locally intrusive visually and audibly.
- *Langley Lowlands* is a rolling landform dissected by minor watercourses draining northwards. It includes a mixture of arable and pasture agriculture, mostly deciduous woodland with some ancient woodland sites and parkland trees. A number of villages are spread throughout the area, and it is bisected by the A42/M42, with the M1 junction particularly visually and audibly intrusive.

- 3.7 The Site was included within the Charnwood Landscape Capacity and Sensitivity Appraisal, as parts of the Site proposed for built development lie in Zones 15 and 15a, with the proposed Strategic Link Road covered by Zone 16. The conclusions relating to Zone 15 were that it has a medium high capacity for development, due to slopes creating a bowl, well contained from private views. Zones 15a and 16 have medium low capacity, due to elevated landforms and areas of complex landscapes.
- 3.8 A detailed landscape character was undertaken using field evaluation and analysis of maps and other published data. 11 distinct character areas were identified, with landscape features including woodlands, established hedgerows and mature trees and the Black Brook watercourse. Garendon Park is considered to be of high heritage and archaeological value, although the current agricultural usage has eroded the parkland character. The topography and woodland across the Site restricts local views and prevents inter-visibility between nearby villages and wider landscape to the south, although there are glimpses of the M1 motorway, sewage works, electricity pylons and industrial buildings.

### **Visual Assessment**

- 3.9 A visual assessment was carried out based on a series of viewpoints, selected to illustrate the varying visibility across the Site and from potential viewpoints. This concluded that views from the existing residential areas are largely restricted by woodland and/or topography, with the exception of properties in a recent residential development to the east of Baileys Plantation, which potentially may have views across the Site. Views from public highways and rights of way were also considered, with it likely that parts of the Site would be visible briefly from the M1. Other views will be filtered by tree belts and hedgerows, although there are some distant views over agricultural land.

### **Landscape and Visual Effects**

- 3.10 Potential effects with respect to landscape and visual resources have been identified as part of the design process, including both adverse and beneficial effects during construction and occupation of the Site. Identifying such effects early on has assisted the development of the proposals, resulting in an effective design approach.
- 3.11 The Development has been designed with a comprehensive Green Infrastructure (GI) framework within which to set the new neighbourhoods. The proposals provide an opportunity to restore Garendon Park, repairing monuments and the Park will be opened to the public, providing a local attraction for surrounding communities.
- 3.12 The completed Development would not result in permanent substantial or moderate adverse effects, and it is expected that there would be a range of long term beneficial impacts. Proposed avenues of trees will create key vistas through the Development and create strong links between Garendon Park and the new neighbourhoods.
- 3.13 Views of the Development from Loughborough, Hathern, Shepshed, and the M1 motorway will be restricted due to the variations in topography, existing vegetation (present along Garendon Park, watercourses, roads, lanes, dismantled railway, hedgerow field boundaries and settlement edges) and existing settlements. Potential views of the Development would be further screened by belts of woodland planting proposed, such as along the M1 corridor.

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3.14 A range of views of the Development would occur from the existing roads, footpaths and bridleways situated within or immediately adjacent to the Site. There will be minor to moderate adverse visual effects during initial construction works, however, the majority of views from these routes would ultimately experience minor beneficial impacts due to the proposed enhancement of the landscape. The context of the routes would alter where built development is proposed nearby and where roads cross over the rights of way, however the majority of notable features along these routes including watercourses, established hedgerows, mature trees and woodland belt would be retained.

## 4 ARCHAEOLOGY

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- 4.1 Chapter 7 of the ES considers the likely receptors and effects 4.1 of the Development in terms of buried archaeology.
- 4.2 The assessment takes into account the importance of the heritage assets and the likely effect upon them to arrive at a judgement of the significance of the effects of the Development. A three step process has been applied. This considers the importance of the resource and the magnitude of change proposed, which are then used to define the significance of change.
- 4.3 The assessment is based on the findings of an archaeological Desk Based Assessment, which compiled information on the historic environment from the Leicestershire and Rutland Historic Environment Record, from English Heritage databases, relevant archives and local studies resources. This was supplemented by an aerial photographic assessment and a geophysical survey.
- 4.4 No trial trenching has yet been undertaken to fully assess the archaeological remains identified. It is expected that this will be carried out in September/October 2014, and results of this will be included as an addendum to the ES.
- 4.5 The Site contains the Scheduled Ancient Monument of Garendon Abbey; Garendon Park; and 15 Listed Buildings (1 grade I, 1 grade II\* and 13 grade II). The Leicestershire and Rutland Historic Environment Record lists 31 archaeological sites within the Site itself, and 62 sites within a 500m search area surrounding the Site. Furthermore, 19 Sites within the Site boundary are within Garendon Park and will not be affected.
- 4.6 Finds of Palaeolithic, Mesolithic, Neolithic and Bronze Age flint scatters are recorded from within the Site. Two possible Iron Age sites are recorded within Garendon Park. The geophysical survey identified two features which, on morphological grounds, may be of Prehistoric date one ring ditch and a small double enclosure.
- 4.7 A substantial scatter of Roman pottery suggesting a probable Roman Villa is recorded to the north of the Black Brook, just beyond the north-western edge of the Site. Geophysical survey of this area has identified the presence of a sub-rectangular enclosure containing internal features which extends to within the Site. A second possible Roman settlement has been suggested in the northeast of the Site, although the geophysical survey has not identified any potential settlement remains.
- 4.8 The Desk Based Assessment identified a high potential for significant Saxon-Medieval activity. A small hamlet is thought to have been located in the surroundings of the later Garendon Abbey site (within the Registered Park). Possible Saxon field systems were identified from aerial photographs by the Loughborough and District Archaeological Society although no evidence for these remains was identified in recent aerial photographs. It is likely that most of the Site was occupied by pasture or woodland during the early Anglo Saxon period.
- 4.9 Records of Medieval activity within the Site focus on Garendon Park. A Medieval Cistercian Abbey was excavated in the 1960s, which revealed it was overlaid by the Post-Medieval Garendon Hall. Garendon Abbey is believed to lie within Medieval parkland, known to have

existed at Garendon by the early Post-Medieval period. The exact location of the boundaries are unknown, but are assumed to lie within the current Park.

- 4.10 English Heritage has flagged up the potential for early foundations of the Abbey to be located near the Hermitage Plantation, although there is no archaeological evidence to support this. The geophysical survey identified a series of weak anomalies that seem to form a sub-rectangular enclosure to the north of the eastern end of Hermitage Plantation but there is nothing to suggest these are of Medieval origin.
- 4.11 The heritage potential of the Post-Medieval and Modern periods relates mainly to Garendon Park. Some elements of Post-Medieval hedged fields survive; although the original patterns have been much altered by post-war hedge removal, although the geophysical survey has identified former field boundaries shown on historic mapping.
- 4.12 The only significant below ground impact of Development within Garendon Park is confined to the route of the proposed Strategic Link Road, although no significant archaeological remains have been identified along the route.
- 4.13 Geophysical survey identified five concentrations of archaeological activity, three of which are considered to be of low to medium importance. The construction of the Development would have a substantial adverse impact on these remains, as they all fall within areas proposed for development, but will be subject to preservation by record in the form of full archaeological excavation.
- 4.14 The other focus of archaeological activity is the potential Roman building, considered to be of medium to high importance. The treatment of these remains can only be determined following full assessment of the significance of the remains by trial trench evaluation. Should they prove to be of High importance the attenuation basin will not be constructed and therefore there will be no effect upon the remains. Should they prove to be of Medium Importance or less the construction of the attenuation basin would be mitigated by full archaeological excavation.
- 4.15 Should the area around the Hermitage prove to contain remains relating to an early foundation of Garendon Abbey and/or a Medieval Hermitage associated with the Abbey it may prove necessary to find a design solution to preserve any such remains in-situ.
- 4.16 The archaeological resources within the Site will be removed or preserved in-situ during construction. Therefore the operational phase of the Development will have no impact on belowground archaeology.
- 4.17 The mitigation measures to preserve archaeological remains by record could be secured by a planning condition in accordance with the NPPF.
- 4.18 As a result of the mitigation proposed, the ES concludes that the Development will not give rise to significant adverse effects.

## 5 CULTURAL HERITAGE

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- 5.1 Chapter 8 of the ES assesses the impact of the Development on the Cultural Heritage, establishing the value and significance of heritage assets, and assessing the impact of the Development on significance of those assets.
- 5.2 The heritage assets affected are located within the boundary of Garendon Park (“the Park”), a Registered Park and Garden, which forms part of the Site, although apart from the Strategic Link Road, no other built development occurs within the Park.
- 5.3 The potential effects of the Development will be both direct, such as effects to the landscape within the Park, or alterations to listed buildings within the Park boundary, and indirect impacts such as on the setting of heritage assets as defined in the National Planning Policy Framework (NPPF).
- 5.4 Garendon Park is a grade II Registered Park and Garden, which occupies an area of approximately 190ha, located on the northern edge of Charnwood Forest, immediately to the west of Loughborough, in between a post-war (c. 1960s) suburban extension of Loughborough and the M1 motorway to the west. Aside from the Park, there are fourteen designated heritage assets within the Park boundary, these are: a Scheduled Ancient Monument that includes the remains of a Medieval Cistercian Abbey and the demolished Garendon Hall and some 17th century garden features associated with Garendon Hall; and 13 listed buildings, including three eye-catchers, structures associated with the Hall, together with outbuildings, probably of Medieval origin, a lodge house and the boundary wall.
- 5.5 A number of other heritage assets outside of the boundary of the Park, which may be affected by the Development. These include the Shepshed Mill House (grade II), Oakley Wood Cottages (grade II) and the Stonebow Bridge (grade II).
- 5.6 Overall, the significance of the Park is considerable, mainly due to the contribution of the ‘eye-catchers’ Triumphal Arch, Temple of Venus and the Obelisk designed by Ambrose Phillips in the 1730s, as residual elements of the now almost completely lost, but historically significant 18th century landscape.
- 5.7 The areas of the Park designated as a Scheduled Ancient Monument represent the part of the Park that is of the greatest known archaeological significance. This includes the remains of the Cistercian Monastery and remnants of 17th century formal garden features, with agricultural buildings to the north of the Park, boundary wall and landscape features such as fish ponds also dating from this period remain. Considered as a group, this is significant as upstanding remains of a monastic complex, with a notable level of altered but remaining fabric. Overall, the archaeological interest of the Park is of considerable, albeit with the most significance parts concentrated in the areas of the Cistercian monastic complex.
- 5.8 It can be said that the buildings and structures within Garendon Park are of considerable architectural interest, although the poor condition of some features of the Park, including the eye-catchers and landscape features such as the canal remnants inhibit the ability to appreciate the significance of the Park. The historic splendour and design of the 18th century landscape is not clearly recognisable in the present-day landscape, which bears little resemblance to

designed parkland. However, some elements such as canals and, significantly, the three 'eye-catchers' survive and are of considerable aesthetic interest.

- 5.9 The effects of the temporary construction process will be of lesser magnitude than the operational effects; however they will still result in a direct effect on the Park and an indirect effect on the setting of heritage assets within Garendon Park. These will arise from direct physical changes to the Park (and an indirect effect on the setting of other heritage assets within the boundary) through the use of temporary access and haulage tracks. The effects of the temporary construction process will be of a lesser magnitude than operational effects in respect of the setting of heritage assets, and for this reason only direct effects of the construction phase on the Park are considered.
- 5.10 The impact is limited as the construction phase effects will not result in permanent change to the designated landscape. However, this is a high sensitivity receptor where the effect of the Development will be slight, resulting in a minor impact that is not significant in Environmental Impact Assessment (EIA) terms.
- 5.11 There will be a number of operational effects resulting from the Development. These include the presence of the new Strategic Link Road within Garendon Park, which will bring about a direct effect and visual change to the character of the Park, and a potential effect on the setting of heritage assets. Views to and from listed buildings will be considered, although for the majority affected the visual impact will be reduced through the design and local topography. Another operational impact will be the restoration of Garendon Park and assets, which will bring about a direct effect and visual change to the character of the Park, and improvements to the physical fabric of buildings. The presence of residential Development will bring about a visual change and potential effect on the setting of heritage assets.
- 5.12 The restoration of Garendon Park and buildings are themselves elements of mitigation against the effects of the Development. All works to listed buildings will require listed building consent, the requirements of which should prevent the loss of features, harm to fabric, inappropriate uses and unsympathetic alterations, covering all new works and alterations. A Conservation Management Plan (CMP) has also been prepared which seeks to ensure the long term management and maintenance of the Park and features. The design of the Strategic Link Road has been undertaken in a manner which reduces its dominance and assists in embedding the road within the context of the parkland. The Development has also been designed with lower density residential development in areas closest to the Park.
- 5.13 The assessment has identified significant impacts on Garendon Park and associated heritage assets. The Development will result in both direct and indirect effects on the heritage assets identified as a result of change within their setting and physical alterations. In doing so it will have a major/moderate impact on the significance of the Registered Park as a result of the Strategic Link Road. Other effects have been identified as moderate impacts to the Registered Park, Triumphal Arch (grade I), Temple of Venus (grade II\*), White Lodge, Lodge to Garendon Park, Shepshed Mill, Oakley Wood Cottages and Stonebow Bridge (all grade II). However, the ES sets out in Section 8.8 numerous elements of proposed mitigation measures for the Development.

## 6 TRAFFIC AND TRANSPORTATION

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- 6.1 Chapter 9 of the ES assesses the potential effects from road traffic on environmental issues relating to the Development. It draws on analysis included in the Transport Assessment (Appendix 9.1 of the ES) to provide evidence for consideration and inclusion within the ES.
- 6.2 The key roads assessed in the local highway network are the A512(T) Ashby Road; the M1, particularly around Junction 23; the A6(T); and Hathern Road.
- 6.3 Existing pedestrian and cycle infrastructure within and adjacent to the Site includes cycle routes and public rights of way running through the Site, as well as a number of informal paths.
- 6.4 The level of public transport near the Site is very good, with high frequency bus services between Shepshed and Loughborough, with approximately 4 buses an hour.
- 6.5 The Development proposes three vehicular site accesses, as well as a new Strategic Link Road through the Site. Additional pedestrian/cyclist only accesses will be provided, improving existing connections to Loughborough and Shepshed.
- 6.6 The analysis in the Transport Assessment identified locations where the Development is estimated to have a material impact on existing highway conditions. It is estimated that this will be along the A512(T) between M1 Junction 23 and Snells Nook Lane and at M1 Junction 23.
- 6.7 Mitigation measures are outlined in the Transport Assessment and the Travel Plan (Appendix 9.2 of the ES). Measures focus primarily on walking, cycling, equestrians and public transport measures, although some highway capacity improvements are proposed.
- 6.8 The construction of the Development is programmed across a finite period of time and it is therefore considered that there will be no residual traffic impact on the highway network following completion of the construction phase.
- 6.9 Once the Development is fully operational a significant number of on and off-site mitigation measures will have been installed to encourage sustainable transport modes. It is considered that the development coupled with these proposals will have a direct impact of long term low beneficial significance upon severance; driver delay; pedestrian delay; pedestrian amenity; fear and intimidation; and accidents and safety.
- 6.10 In conclusion, the ES sets out that the increase in traffic generated by the Development is not considered to be the root cause of forecast congestion. Notwithstanding the effect of the Development proposals, a package of mitigation measures is proposed. This includes walking, cycling, public transport and highway capacity improvements.

## 7 ECOLOGY AND NATURE CONSERVATION

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- 7.1 Chapter 10 of the ES identifies and evaluates the ecological, biodiversity and nature conservation interests, establishing the baseline information associated with the Development and evaluating the significance of any potential effects arising from the proposal upon these baseline conditions. Mitigation measures have been proposed where relevant, and the residual effects of the Development, taking account of proposed mitigation and enhancement measures are assessed.
- 7.2 The assessment included a desk study, ecological field surveys and ecological impact assessment.
- 7.3 The desk study compiled data from various sources, with OS maps and aerial photographs inspected to provide additional context and identify features of potential importance for nature conservation. Ecological baseline surveys were also carried out across the Site for: habitats and flora; badgers; bats; birds; great crested newts; reptiles; otters; water voles; and white clawed crayfish.
- 7.4 The ecological impact assessment was carried out with reference to current best practice guidelines, identifying and evaluating features likely to be important in terms of biodiversity, such as: rare or uncommon animal or plant species; endemic or locally distinct species; habitat diversity, connectivity and/or synergistic associations; or notably large populations or concentrations of animals considered uncommon. The assessment took into account the effect on impacts that will occur on-site, as well as those that may occur to adjacent and more distance ecological features, and may be temporary or permanent. Examples of potential impacts include: loss; damage; pollution, and severance of habitats; environmental changes; and isolation, disturbance and killing or injury of fauna. To determine if the effect of changes to the baseline conditions are significant, it is assessed if the impact will result in an effect (negative or positive) on the integrity of a defined site or ecosystem and/or the conservation status of a habitat or species.
- 7.5 The desk study identified thirteen nationally designated sites; five local wildlife sites; and six historical non-statutory designated sites.
- 7.6 Ecological surveys identified a number of habitats occurring within the Site, such as types of woodland; scrub; veteran, mature and notable trees; semi-improved grassland; open standing water; hedgerows; ditches; and buildings.
- 7.7 Surveys also established the presence of and activity, or suitability of habitat for various types of fauna. Badger activity was recorded across the Site, including 37 setts; levels of bat activity and species were recorded, although these were considered unexceptional; a range of farmland and woodland birds including a number of notable species was observed; no evidence of Great Crested Newts or water voles was found; records suggested no reptiles on the Site although one grass snake was recorded in surveys and habitats were considered suitable for reptiles such as slow worms, common lizards, and grass snakes; and a regularly occurring population of otters using the Site. For most species recorded, habitats were considered to be of local value at most, with the exception of otters, where the Site is considered to be of district-county nature conservation value.

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- 7.8 Construction effects are expected to be limited, with no impact on statutory designated sites, and mainly locally significant impacts on non-statutory designated sites, with some disturbance and loss of habitats likely. The impacts on fauna are mainly limited to the loss of habitat and disturbance during construction.
- 7.9 Post-construction impacts on statutory designated sites will be negligible, as those identified have no public access. Impacts on non-statutory designated sites and impacts on habitats will be mainly locally significant disturbance, damage or pollution, with potential effects on fauna likely to relate to disturbance and damage of habitats from human activity, limited to either Site or locally significant impacts.
- 7.10 Potentially adverse effects of the Development will be addressed through a mitigation strategy, which will include enhancing existing habitats as well as planting new woodlands and hedgerows, and improvements to the bankside areas of the Black Brook. Mitigation of post-construction effects will largely be through appropriate management of green infrastructure on the Site.

## 8 AIR QUALITY

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- 8.1 Chapter 11 of the ES considers the impact of the proposals on air quality, and mitigation measures proposed for the construction and operational phases of the Development.
- 8.2 Charnwood Borough Council has conducted an ongoing exercise to review and assess air quality, which has indicated that concentrations of key pollutants are above the national standards for protection of human health. As a result, four Air Quality Management Areas (AQMA) have been designated, with Loughborough AQMA approximately 700m to the east of the Site.
- 8.3 A desktop assessment identified that traffic movements are likely to be the most significant local source of pollutants affecting the Site, therefore expected changes in traffic flow resulting from the Development were modelled to consider the potential impact on air quality.
- 8.4 During the construction phase, the most likely significant air quality effects are likely to be the generation of dust during demolition works, earthworks and from windblown debris; as well as the generation of exhaust emissions from construction plant on-site and from road traffic to and from the Site.
- 8.5 Mitigation measures are proposed as part of the approved Construction Environmental Management Plan, including measures such as erecting solid barriers to the Site boundary; hard surface site haul routes; covering all loads entering and leaving the Site; minimise the movement of construction traffic around the Site; and minimising dust generating activities.
- 8.6 Operational effects have been identified as road vehicle exhaust emissions, from vehicles travelling to and from the Development.
- 8.7 Mitigation measures are also proposed for the operational phase, including minimising reliance on motor vehicles through a Framework Travel Plan; promotion of alternative transport options including provision of a new bus service through the Site; and inclusion of integrated cycle paths and pedestrian walkways into the environment.
- 8.8 The ES concludes that with mitigation proposed, the Development will not give rise to significant adverse effects.

## 9 NOISE AND VIBRATION

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- 9.1 Chapter 12 of the ES considers the impact of the Development on the noise at and within the vicinity of the Site.
- 9.2 The assessment was based on the overall site area, although it is expected that only localised noise sources will have an influence on the assessment.
- 9.3 To determine existing noise conditions, baseline noise monitoring surveys were conducted at potentially sensitive noise receptors, at residential properties located adjacent to the local road network, and properties surrounding the Site, which will be sensitive with respect to construction noise.
- 9.4 During construction there is the likelihood that noise attributable to specific works will be audible at the nearest receptors to the Site although such occurrences will be temporary and of a short term duration. For periods of the construction phase, it is considered that noise levels from construction works will be inaudible. Through standard measures implemented by the Contractor, noise levels will not be unacceptable.
- 9.5 During the operational phase, the main noise being generating that is associated with the Development is from road traffic noise. With regard to off-site road traffic, increases in noise levels are not predicted to be significant.
- 9.6 The ES concludes that the Development will not give rise to significant adverse effects in respect of noise and vibration.

## 10 HYDROLOGY AND WATER QUALITY

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- 10.1 Chapter 13 of the ES assesses the impact of the Development on drainage and flood risk, both to the Site and the surrounding area.
- 10.2 The majority of the Site is located within Flood Zone 1, apart from land either side of the Black Brook, which is classed as being within Flood Zones 2 (1 in 1,000 year flood event) and 3 (1 in 100 year flood event).
- 10.3 Data from external consultees and general sources combined with observations from the Site identified that there are no known significant flooding issues within the Site, or the area downstream.
- 10.4 During the construction phase, potential impacts on hydrology and flood risk may result from activity on the floodplain, during the construction of a new access road bridge crossing the Black Brook, which will impact on the floodplain storage capacity. There will also be an increase in impermeable surfaces on the Site, increasing the risk of surface-water flooding. Another potential effect may be the contamination of surface water run-off to be contaminated with machinery, fuel storage or heavy vehicles parked on Site.
- 10.5 The Development comprises residential and employment areas, a Community Hub, open space, Garendon Park and associated infrastructure. This will result in a large portion of the Site comprising of impermeable surfaces (buildings, hard standing, and roads for example). Increases in impermeable surfaces could pose a risk of flooding by increasing rates of run off within the Site, which may have an adverse impact if no mitigation measures are put in place. Surface run-off wash contaminants into surface and groundwater systems, if no mitigation measures are put in place.
- 10.6 Other than essential infrastructure for the new access roads and bridges, the Development will be located in Flood Zone 1, which has a low probability of flooding.
- 10.7 Potential effects during the construction phase will be identified and controlled through the implementation of a Construction and Environmental Management Plan. This will include minimising works within the floodplain; ensuring Development does not increase flood risk downstream; measures to prevent contaminants discharging into the drainage system; as well as avoiding wastage of water during the works.
- 10.8 Effects of the operational Development will be managed through the design, masterplanning and following best practice criteria in the Sustainable Urban Drainage System design, with a surface water drainage strategy developed as part of the Flood Risk Assessment.
- 10.9 The ES concludes that residual effects that remain after the incorporation of mitigation measures will be mainly negligible, and the potential for minor benefits locally in water quality.

## 11 GEOLOGY AND GROUND CONDITIONS

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- 11.1 Chapter 14 of the ES assessed the environmental effects of the Development with respect to geology and ground conditions.
- 11.2 The majority of the Site is currently in agricultural use, mainly arable production with some grassland used for horse livery, and therefore agriculture will be a receptor of potential effects arising from the Development. Land that will be undisturbed by Development and used for reinstatement of the historic parkland was excluded from the study.
- 11.3 The National Soils Map shows a relatively complex soil pattern across the Site, which was confirmed by soil observations carried out across the site.
- 11.4 The agricultural land across the site is of mixed quality, with approximately 14% of the site Grade 2; 37% Sub-grade 3a; and 43% Sub-grade 3b.
- 11.5 The Development will progressively remove up to 275ha of land from agricultural use, most of which is arable land, as the Development progresses through planned phases. This will include 142ha of best and most versatile land in grade 2 and sub-grade 3a from use, which will be a substantial adverse impact on such land in the county and nationally. Agricultural land within the parkland will mainly be unaffected, with the exception of 8ha loss to the Strategic Link Road and associated landscaping.
- 11.6 The loss of agricultural land cannot be mitigated. Some land is designated to remain in agricultural use, including parkland in Garendon Park and floodplain alongside the Black Brook. During the construction phase, access to available land will be maintained to allow agricultural use to continue where possible.
- 11.7 The minerals assessment concluded that the deposits on the Site are not potential aggregate minerals, and the underlying rock beneath the Site is mudstone, a common rocktype that is not regarded as being of any commercial use or value today. Therefore, there is no potential for impacts on minerals on the Site, resulting from the Development.
- 11.8 The ES concludes that the loss of 142 ha of best and most versatile land in grades 2 and 3a (30% of the entire site) would be a substantial adverse effect on such land in the county. However, the poorer sub-grade 3b land and the best and most versatile land are in a complex pattern whereby both categories are present in many fields with the sub-grade 3b land controlling use. Consequently the adverse impact is considered to be moderate overall.

## 12 ALTERNATIVES

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12.1 Chapter 15 of the ES sets out that following an assessment undertaken as part of the ES Scoping exercise that identified that there were no other potential locations around Loughborough to locate a Sustainable Urban Extension of up to 3,200 dwellings, it was set out in the ES Scoping Report submitted to Charnwood Borough Council, that it is not necessary to consider alternative locations for an urban extension. This is supported given that a full and detailed appraisal of alternatives has been undertaken as part of the Council's Core Strategy process. Therefore, it was agreed with Charnwood Borough Council that the ES would consider alternatives in the context of alternative approaches to the layout and design of the Development.

12.2 A range of alternative configurations have been considered in bringing forward the proposals, with the principal alternatives suggested to be:

- The location of employment land;
- The Black Brook Corridor;
- Community facilities; and
- Highway and road alignment.

12.3 To aid the development of the Masterplan it was subject to two independent OPUN Design Review Panels, both of which have assisted in shaping the final Masterplan.

### **The Location of employment land**

12.4 Initially, employment land was divided into two areas, north and south of the Black Brook, as set out in the Council's emerging Development Plan Policy CS22. This was not considered to be the most appropriate location, and the OPUN Design Review Panel encouraged the consolidation of the employment land into a single sustainable location, close to a primary road in order to provide good access and connections to public transport.

12.5 The Development, as proposed, now consolidates the employment land into a single location adjacent to the Community Hub, open space and the Strategic Link Road. This provides for a more integrated Masterplan.

### **The Black Brook Corridor**

12.6 The Masterplan process followed the approach set out in the Council's Draft Policy CS22, which located development both sides of the Black Brook corridor. This was commended by the OPUN Design Review Panel, however, it was considered that the brook formed a divide through the Site, with northern parcels of land including the school, potentially becoming isolated.

12.7 The proposals for the brook corridor were therefore reviewed, focusing on the Black Brook corridor as a linear area of Green Infrastructure, creating a feature for the Development and a focus for areas of sport and recreation, in line with the community and landscape design

emphasis of the proposals. The School north of the Black Brook Corridor was located further south, closer to the Community Hub and facilities to integrate it further.

### **Community Hub**

- 12.8 The Development was initially designed with the Community Hub located towards the southern residential area, with a primary school nearby, and a second primary school located to the north in the northern residential parcel. However, there were concerns from the OPUN Design Review Panel that the northern area would be isolated, so links between two areas of residential land were reconsidered, using the Black Brook Corridor as a recreational feature, as described above.
- 12.9 Following a number of Masterplan revisions, the Community Hub was moved northwards, with the southern primary school located adjacent to it, and the main employment areas now consolidated to the west of the Site. The second primary school (north of the Black Brook) was also brought further south, closer to the Community Hub. This creates an integrated approach to providing sustainably located services and facilities.

### **Highway and Road Alignment – Strategic Link Road**

- 12.10 The Strategic Link Road was included in the Council's Core Strategy proposals for the SUE, and has been incorporated into the Masterplan. The route defined within the Core Strategy Strategic Link Road was included within the initial Masterplan, however, concerns were raised regarding the route of the road through Garendon Park.
- 12.11 A series of options for the route of the Strategic Link Road were considered, including re-appraising early options considered through the Core Strategy. This included routes through Garendon Park closer to the M1 and routes that did not pass through the Park, running west of the M1. Following detailed assessment, it was established that the most appropriate route was one that passed through Garendon Park. However, with further assessment it was established that the Strategic Link Road could be located further west and closer to the M1, thereby reducing the impact upon Garendon Park. This is the route eventually included within the Development.
- 12.12 The Strategic Link Road has been through an iterative design and options process that has returned to look at previously discounted options and developed a solution that is agreeable to the Highways Agency, Leicester County Council, English Heritage and Charnwood Borough Council.

### **Conclusions**

- 12.13 It is concluded that a range of alternatives have been considered including an assessment of alternative configurations of the Site, leading to the proposals as currently configured.

## 13 CUMULATIVE AND INDIRECT EFFECTS

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- 13.1 Chapter 16 of the ES examines the cumulative and indirect effects of the Development, in accordance with EIA Regulations.
- 13.2 Cumulative effects are the impacts that result from incremental changes that are caused by other actions and development.
- 13.3 The ES has considered the cumulative effects of the Development alongside the following proposals:
- Loughborough University Science and Enterprise Park;
  - Biffa Waste Incinerator Scheme;
  - Dishley Grange Employment; and
  - Off-site highway improvements / Ashby Road widening.

### *Loughborough University Science and Enterprise Park*

- 13.4 Charnwood Borough Council's emerging Core Strategy allocates an extension to the west of the University Science and Enterprise Park located to the south of the Development, which would accommodate a range of developments.
- 13.5 The landscape area to the west of the University provides an attractive approach to Loughborough, and will be enhanced by the University Science and Enterprise Park, in combination with the landscape improvements of the Development. It is not envisaged that the Development will result in a significant adverse effect on the local landscape cumulatively with the Science and Enterprise Park.
- 13.6 The University Science and Enterprise Park proposes a significant amount of green space, which will create and improve habitats. Therefore, any adverse effects on features of nature conservation value can be fully mitigated on-site, with the possible exception of farmland birds. If insufficient mitigation is provided for the loss of the habitat of farmland birds, there is the potential for the effect to combine with the effects of the Development, resulting in an overall significant adverse effect. However, given that the West of Loughborough SUE provides significant measures to minimise the effects on farmland birds, if the University Science and Enterprise Park is required to provide appropriate levels of mitigation, the residual combined effect will not be significant.
- 13.7 The ES has concluded that there will be no significant adverse cumulative adverse effects with regard to the extension of the University Science and Enterprise Park on any of the subjects assessed with the ES.

### *Biffa Waste Incinerator Scheme*

- 13.8 Permission was granted on appeal in 2012 for an incinerator at the Newhurst Quarry site, Shepshed, located to the south of Ashby Road A512(T) and west of M1 Junction 23 (application reference 2009/2497/02).

- 13.9 Part of the mitigation for the incinerator scheme was to re-create the former geometric tree-lined avenues in the south western portion of Garendon Park, consistent with the Development's plans to restore Garendon Park. Therefore the effects of the Development combined with the incinerator scheme would not result in a significant adverse effect on the local landscape.
- 13.10 The ecological assessment in the ES for the Biffa Incinerator concluded that the restoration and habitat enhancements would compensate in the long-term, and ensure that habitats of ecological value are maintained. Therefore it is unlikely any cumulative adverse effects will arise from this proposal in combination with the Development.
- 13.11 Traffic flows associated with the waste incinerator are included within the baseline traffic used within the Transport Assessment and therefore have been taken into account, so there are no cumulative effects arising in this respect.
- 13.12 The ES has concluded that cumulatively the Development will not give rise to any significant adverse effects with the Biffa Waste Incinerator scheme.

*Dishley Grange Employment*

- 13.13 The Dishley Grange site adjoins Loughborough's established Bishop Meadow Industrial Park on the northern fringes of the town, with convenient access off a new roundabout junction on the A6(T). The site is allocated within the Council's emerging Core Strategy and is planned for B1/B2/B8 industrial, warehouse and office purposes.
- 13.14 Woodland planting and landscaping is proposed to screen the Dishley Grange site from important views and safeguard the setting of Dishley Grange. The effects of the Development in the context of Dishley Grange Employment site would not result in a significant adverse effect on the local landscape.
- 13.15 The ES concludes that the Development will not give rise to any significant adverse cumulative effects with the Dishley Grange Employment site from the above or other topics within the ES.

*Off-site highway improvements / Ashby Road widening*

- 13.16 A range of potential off-site highway improvements have been identified to accommodate future development proposed within Loughborough. Potential highway improvement works include widening of various stretches of highway and junctions. The potential works would be largely contained within the limits of the current highway land and adopted carriageway.
- 13.17 The ES considered the cumulative effects of the highway improvements and Ashby Road widening and identified that no cumulative effects arise with the Development. In respect of the construction effects of the Development, it is considered that these will be temporary in nature and that appropriate mitigation will be provided.

**Cumulative Effects of the Wider Masterplan Area**

- 13.18 The Development is consistent with the comprehensive approach to planning the area required through the emerging Development Plan.
- 13.19 The Development will provide positive cumulative effects for Loughborough and the wider Masterplan area through the provision of new community facilities. The Development will

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connect into and reinforce existing footway and cycleway links within and surrounding the site. There will also be positive cumulative effects in terms of the provision of Green Infrastructure and open space as part of the Development and the wider Masterplan.

**Indirect Effects**

- 13.20 Indirect effects are impacts on the environment that are not a direct result of the Development. Indirect effects have been considered relating to the subjects covered by the ES, but it has been concluded that there are unlikely to be any significant indirect effects.

# 14 CONCLUSION

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14.1 Chapter 17 of the ES concludes that it has evaluated the likelihood of significant effects arising from the Development as:

- Various positive socio-economic effects will occur during the construction and operational stage, including the creation of new homes, jobs and investment and social infrastructure, as well as local convenience shopping;
- Landscaping is proposed to ensure that visual separation exists between the proposal and nearby settlements, with high value landscape features protected and enhanced and any loss of landscape features off-set by new planting;
- The assessment has identified significant impacts on Garendon Park and associated heritage assets. The Development will result in both direct and indirect effects on the heritage assets identified as a result of change within their setting and physical alterations. In doing so it will have a major/moderate impact on the significance of the Registered Park as a result of the Strategic Link Road. Other effects have been identified as moderate impacts to the Registered Park, Triumphal Arch (grade I), Temple of Venus (grade II\*), White Lodge, Lodge to Garendon Park, Shepshed Mill, Oakley Wood Cottages and Stonebow Bridge (all grade II). However, the ES sets out in Section 8.8 numerous elements of proposed mitigation measures for the Development;
- Impacts on below ground Archaeology within the Site will be limited to the route of the proposed Strategic Link Road, and no significant archaeological remains have been identified along this route;
- The Development has been designed to avoid or mitigate effects on ecology, with measures identified to protect and enhance habitats of nature conservation interest;
- A package of mitigation transport measures is proposed, including walking, cycling, public transport and highway capacity improvements. The increase in traffic generated by the Development is not considered to be the root cause of forecast congestion in the area;
- The potential for construction phase effects of dust generation and exhaust emissions from plant on-site are not predicted to be significant, with detailed assessment of vehicle exhaust emissions expected during the operational phase expected to be negligible;
- The construction is likely to create some noise impacts, although these will be minimised through best working practices. For the operational phase, the change in road noise will be barely, if at all, perceptible;
- The implementation of mitigation measures will reduce any residual effects on hydrology and water quality, with implementation of the proposed surface water management strategy potentially creating a minor beneficial effect; and
- The loss of 142ha of best and most versatile agricultural land is a significant adverse effect of the Development, but it is considered that there will be no impact on mineral deposits.

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- 14.2 The ES includes a specific technical Chapter on each of the above as summarised in this NTS.
- 14.3 From the assessment undertaken and with the mitigation proposed the ES concludes that there are no significant adverse environmental effects will arise from the Development, except the significant adverse effect of the loss of agricultural land, which cannot be mitigated.
- 14.4 In many instances, such as set out in the Social and Economic Factors Chapter of this ES, the Development will give rise to significant positive environmental effects.
- 14.5 The ES at Chapter 15 has appropriately also included an assessment of alternatives including a detailed assessment of different configurations of the Masterplan. This has been informed by two independent OPUN Design Review Panels, leading to the Development as proposed.
- 14.6 The ES at Chapter 16 has also appraised the cumulative effects of the Development, concluding that it will not give rise to significant environmental effects in light of other known proposals.

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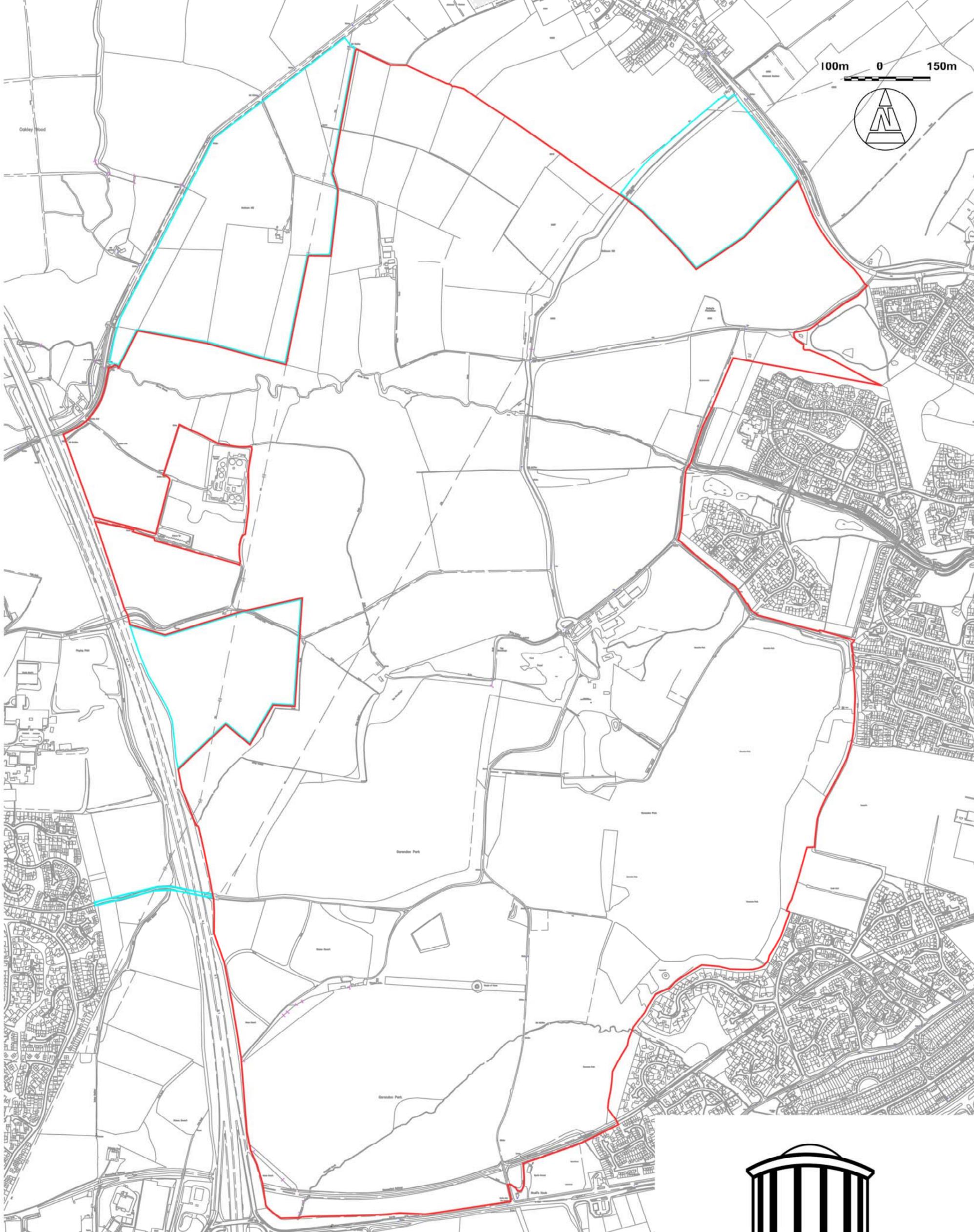
# APPENDICES

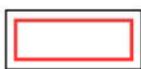
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# APPENDIX 1.1 – APPLICATION BOUNDARY PLAN

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-  Application Boundary
-  Other land under the Applicant's control



**PARAMETERS PLAN A: Application Boundary**

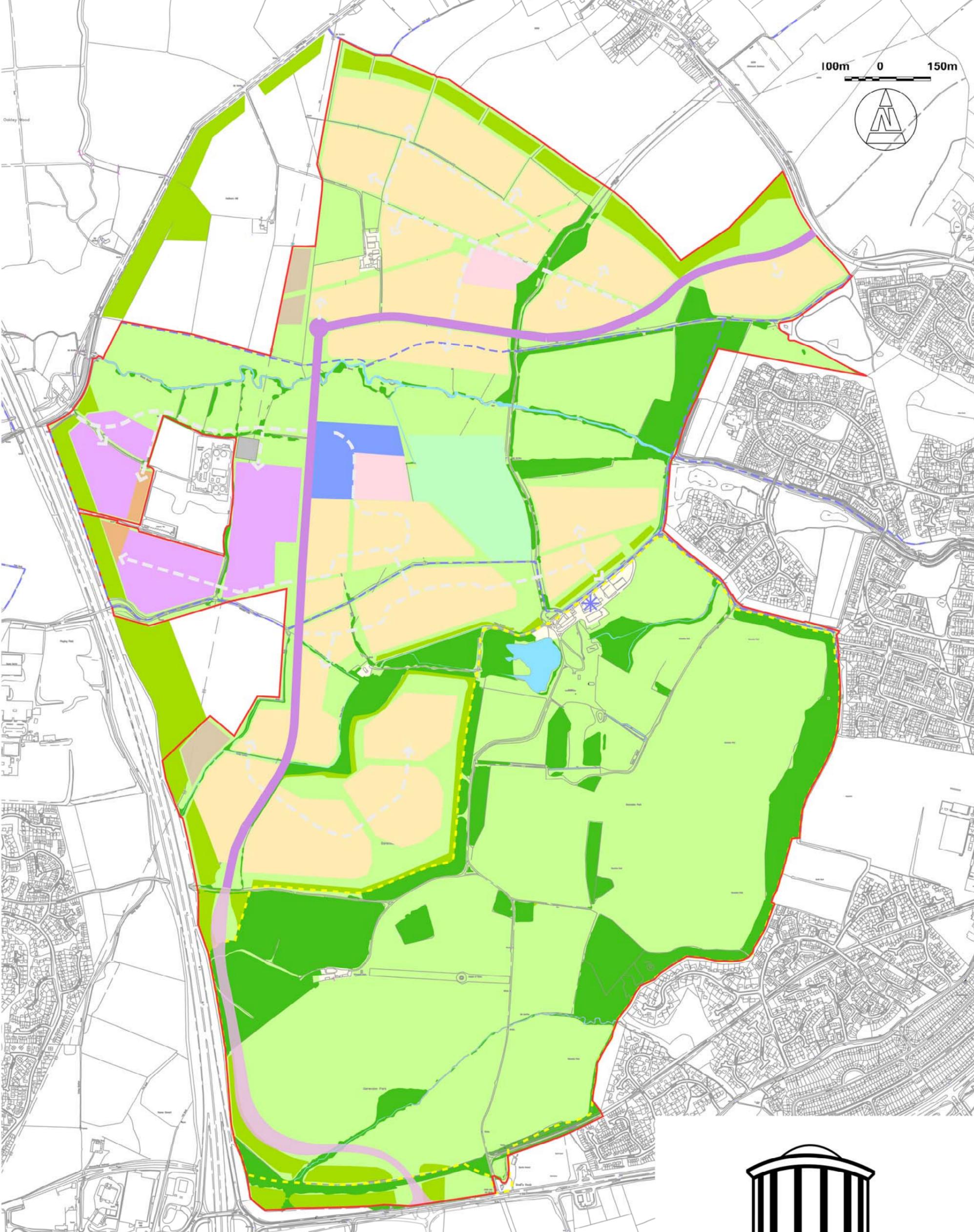
Scale 1:5,000 @ A1  
1:10,000 @ A3

**fpcr Drawing Reference No. 1005/L/201 Rev:**

**William Davis Ltd**

**Persimmon Homes**

100m 0 150m



	<b>Application Boundary</b>		<b>Garendon Park</b>		<b>Existing public rights of way</b>		<b>Existing residential properties &amp; agricultural buildings</b>
	<b>Residential</b>		<b>Existing woodland</b>		<b>Traveller and Showman sites</b>		<b>Visitor Facilities</b>
	<b>Primary School</b>		<b>Proposed woodland</b>		<b>Strategic Link Road</b>		<b>Allotments</b>
	<b>Community Hub</b>		<b>Green Infrastructure</b>		<b>Corridor reserved for Strategic Link Road</b>		<b>Sub-station</b>
	<b>Employment</b>		<b>Proposed playing fields</b>				



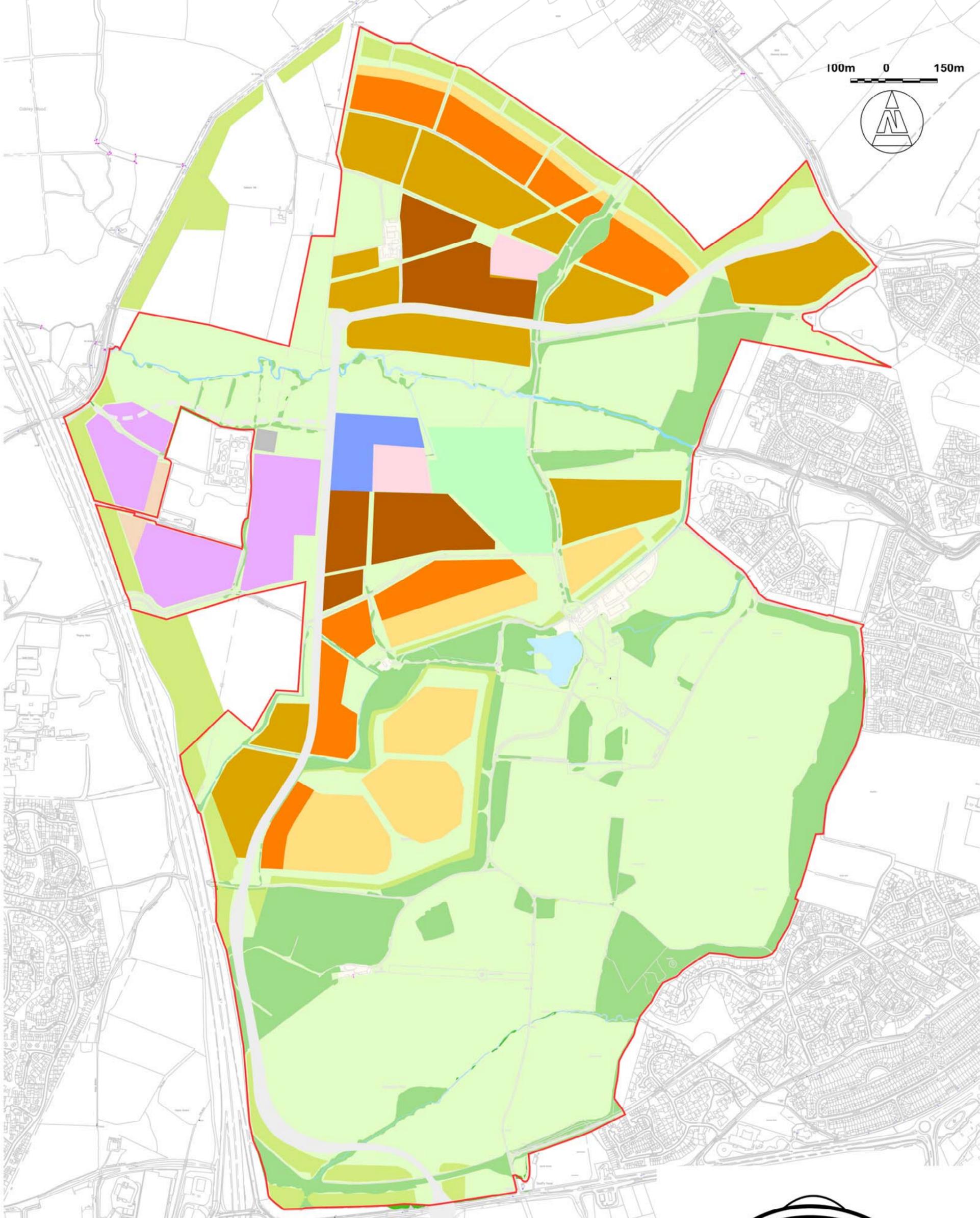
**WEST OF LOUGHBOROUGH**

**PARAMETERS PLAN B: Land Use**

Scale 1:5,000 @ A1  
1:10,000 @ A3

**fpcr** Drawing Reference No. 1005/L/202 Rev:

William Davis Ltd      Persimmon Homes



**Application Boundary**

**Residential Densities:**

- Low
- Low Medium
- Medium High
- High

**Primary School**

**Community Hub**

**Employment**

**Sub-station**

**Traveller and Showman sites**

PROPOSED DEVELOPMENT	PROPOSED BUILDING HEIGHT FROM GROUND LEVEL TO RIDGE LINE EXCLUDING ANY POINT FEATURES
Residential Development: Low Density Low Medium Density	2 Storey properties up to 10m 2.5 Storey properties up to 10m
Residential Development: Medium High Density High Density	2.5 Storey properties up to 10m 2 Storey properties up to 10m 3 Storey properties up to 12m
Primary School	1-2 Storeys up to 12m
Community Hub Buildings	A maximum of 3 Storeys up to 13m
Employment Development	Buildings up to 12m
Sub-station	132KV to 11Kv infrastructure including terminal towers and also single storey buildings up to 5m
Traveller and Showman sites	Single storey buildings up to 5m Showman site to include storage of equipment up to 5m



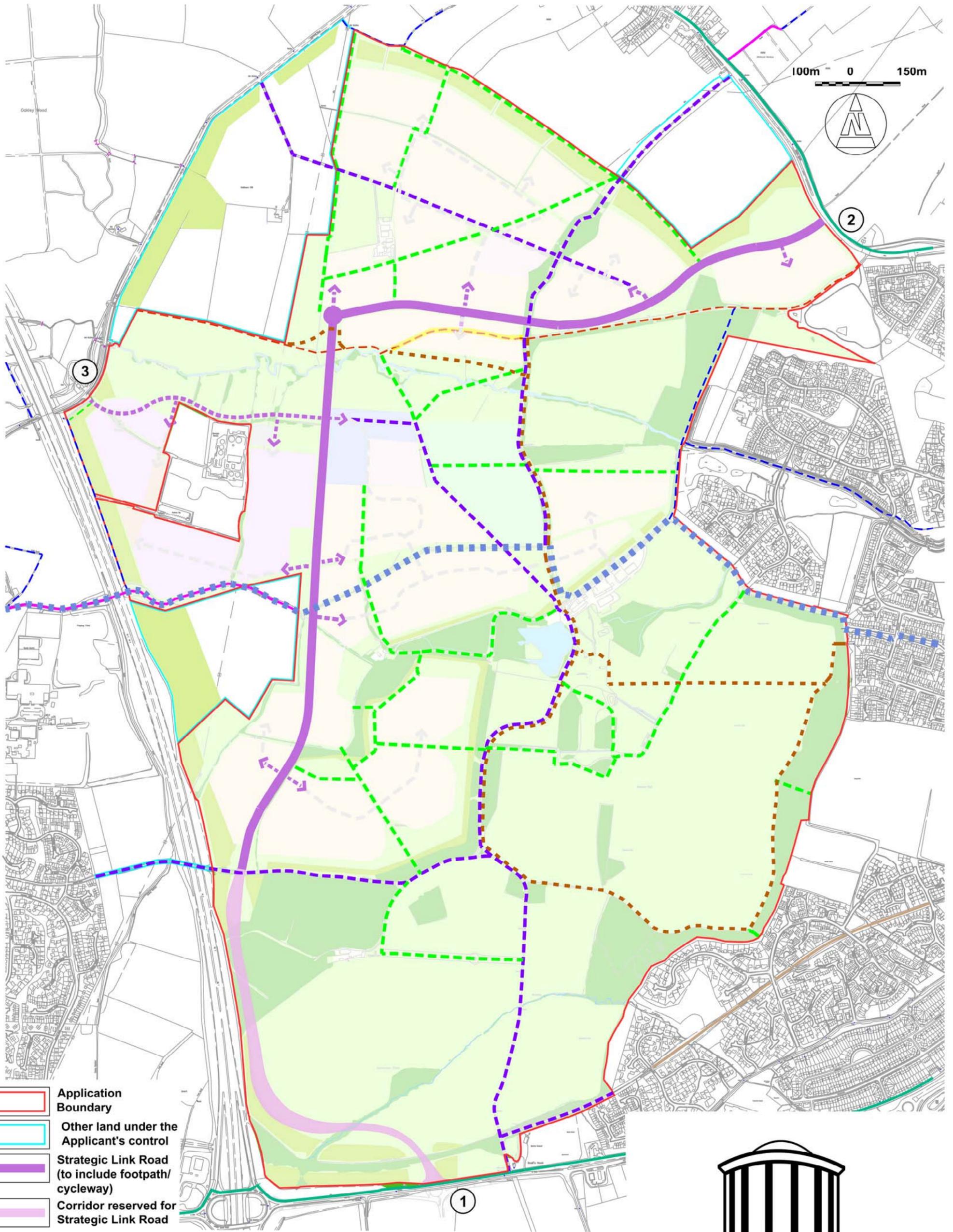
**PARAMETERS PLAN C: Residential Density and building heights**

Scale 1:5,000 @ A1  
1:10,000 @ A3

**fpcr Drawing Reference No. 1005/L/203 Rev:**

**William Davis Ltd**      **Persimmon Homes**

3,200 dwellings 101.2Ha @ an average residential density of 31.6 dph.



-  Application Boundary
-  Other land under the Applicant's control
-  Strategic Link Road (to include footpath/cycleway)
-  Corridor reserved for Strategic Link Road
-  Road access off Primary Street Network
-  Road access off Primary Street Network
-  Existing byway
-  Existing on-road cycleway (along the A6 and A512)
-  Existing off-road cycleway

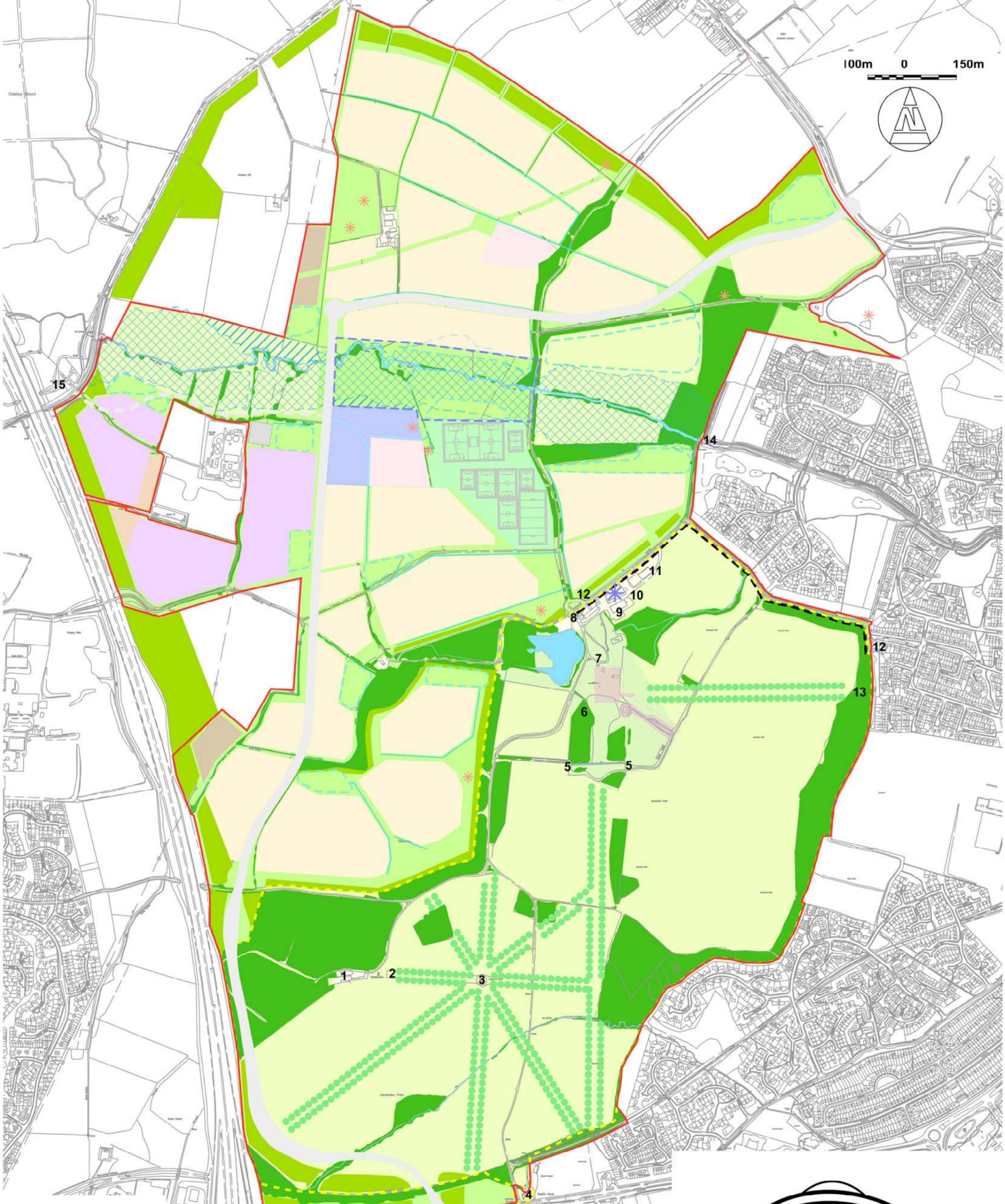
-  Existing bridleway
-  Existing bridleway to be diverted
-  Existing footpath
-  National Cycle Route
-  Proposed footpath/cycleway

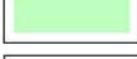
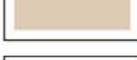
-  Proposed bridleway
  -  Proposed footpath
  -  Proposed points of vehicular access
- 1 - A512 New Ashby Road  
 2 - A6 Derby Road  
 3 - Hathern Road  
 Refer to WYG Transport Assessment (Ref RT 84018-4) for details

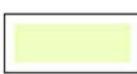


**PARAMETERS PLAN D: Access**  
 Scale 1:5,000 @ A1  
 1:10,000 @ A3  
**fpcr** Drawing Reference No. 1005/L/204 Rev:  
 William Davis Ltd      Persimmon Homes

100m 0 150m



-  Application Boundary
-  Existing vegetation
-  Proposed woodland
-  Informal open space
-  Proposed playing fields
-  Allotments
-  Garendon Common

-  Agricultural land
-  Balancing pond
-  Swale
-  Black Brook Floodplain
-  Flood compensation
-  Recreational facilities

-  Garendon Park
-  Visitor Facilities
-  Gardens
-  Lake
-  Scheduled Monument
-  Avenue Restoration

- Listed buildings & monuments**
- 1 - 15**
- 1: White Lodge (Grade II)
  - 2: Triumphal Arch (Grade I)
  - 3: Temple of Venus (grade 2\*)
  - 4: Lodge (Grade II)
  - 5: Wrought Iron Screens & Gates (Grade II)
  - 6: Gateway & Railings (Grade II)
  - 7: Entrance Archway (Grade II)
  - 8: Lodge & Archway (Grade II)
  - 9: Barn (Grade II)
  - 10: Outbuildings (Grade II)
  - 11: Dovecote (Grade II)
  - 12: Boundary Wall (Grade II)
  - 13: Obelisk (Grade II)
  - 14: Stonebow Bridge (Grade II)
  - 15: Shephed Watermill (Grade II)

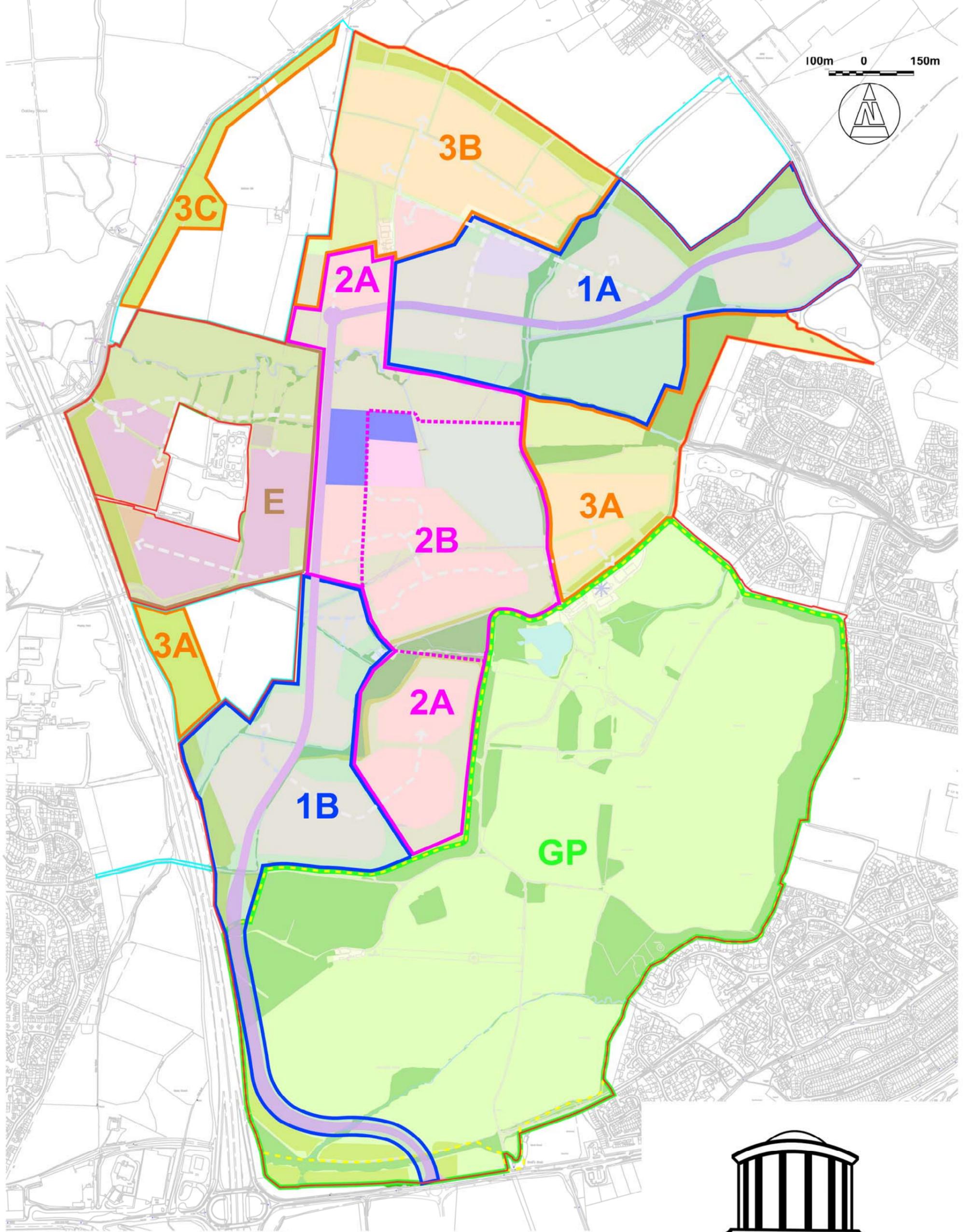


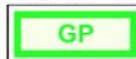
**PARAMETERS PLAN E: Green Infrastructure**

Scale 1:5,000 @ A1  
1:10,000 @ A3

**fpcr Drawing Reference No. 1005/L/205 Rev:**

**William Davis Ltd** **Persimmon Homes**



- |  |  |   |                           |
|--|--|---|---------------------------|
|  | Application Boundary                     |  | Garendon Park Restoration |
|  | Other land under the Applicant's control |  | Employment Phase          |
|  | Phase 1                                  |   |                           |
|  | Phase 2                                  |   |                           |
|  | Phase 3                                  |   |                           |



PARAMETERS PLAN F: Phasing  
 Scale 1:5,000 @ A1  
 1:10,000 @ A3  
 fpcr Drawing Reference No. 1005/L/206 Rev:  
 William Davis Ltd      Persimmon Homes