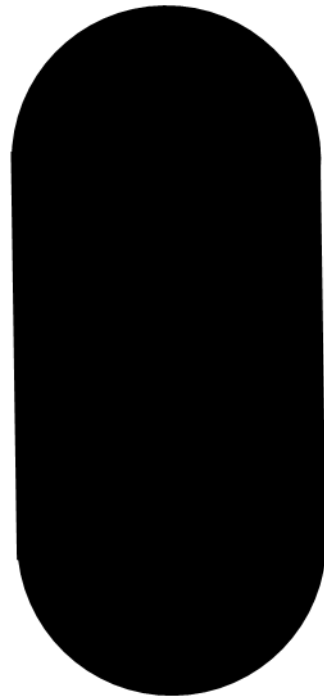
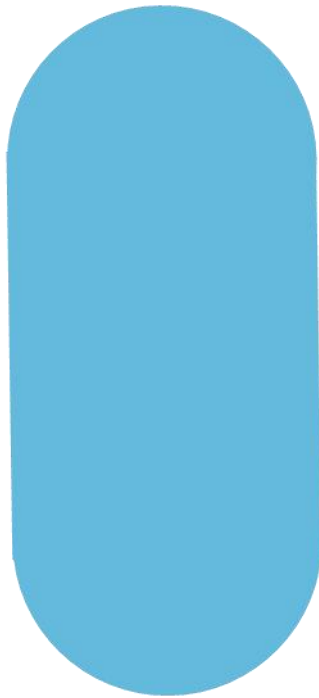


**WRITTEN STATEMENT IN RESPECT OF THE
CHARNWOOD LOCAL PLAN 2021-37
EXAMINATION**

**MATTER 3 - CLIMATE CHANGE AND THE
NATURAL AND BUILT ENVIRONMENT**

On Behalf of Bellway Homes



1. INTRODUCTION

- 1.1 This Written Statement is made on behalf of our client, Bellway Homes Ltd, in response to the Inspectors' Matters, Issues and Questions for the examination hearings for the Charnwood Local Plan 2037.
- 1.2 Bellway Homes Ltd are promoting the land off Barkby Thorpe Lane, Thurmaston. The land is specifically covered under Policy DS3, site reference HA7.
- 1.3 Bellway Homes Ltd has engaged in all stages of the plan making process and previously made representations to the Regulation 19 Local Plan consultation (Marrons Planning Representation dated August 2021).

2. MATTER 3 - CLIMATE CHANGE AND THE NATURAL AND BUILT ENVIRONMENT

Issue 1 – Whether the policies relating to climate change and the natural and built environment, are positively prepared, justified, effective and consistent with national policy

- 2.1 Policy EV1 refers to protecting the Borough's '*distinctive landscape*' by requiring new development to protect landscape character and to reinforce sense of place and local distinctiveness alongside maintaining the separate identities of towns and villages.
- 2.2 Paragraph 174 of the NPPF says plans and decisions should protect and enhance valued landscapes [emphasis added] rather than 'distinctive' landscapes. The ambiguity that results from this drafting can be resolved through a modification, such as:

Policy EV1: Landscape

We will carefully manage development to protect the Borough's distinctive landscape. We will do this by:

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- **requiring new development to recognise ~~protect~~ landscape character and to enhance valued landscapes ~~reinforce sense of place and local distinctiveness~~; and**
 - **requiring new development to maintain the separate identities of our towns and villages.**

2.3 Policy EV3 (Areas of Local Separation) seeks to protect open countryside that separates two neighbouring settlements (SD/2 paragraph 8.17). Notably, allocation HA7 is not identified within such a designation albeit an area of local separation for Syston/Thurmaston (ALS11) is proposed to the east of the railway line (to the north east of HA7).

2.4 We note that the Areas of Local Separation are not designated because of any special landscape quality, but rather to preserve “settlement identity”. Therefore, land that is designated as an Area of Local Separation does not preclude development.

2.5 However, the indicative diagram associated with allocation HA7 includes area of housing, areas within the allocation site boundary and a third area for landscape buffer alongside the route of the new SUE link road.

2.6 As set out in our Regulation 19 representation (see paragraphs 4.9 – 4.13) there is no justification for the ‘Housing within allocation’ areas as defined nor any justification that this is the appropriate approach for maintaining the settlement identities of Syston and Thurmaston or that development outside of these areas would cause harm.

2.7 Furthermore, such a restrictive approach removes any flexibility within the allocation and prevents an appropriate development area and yield from being arrived at through a constraints-led masterplanning exercise that would be conducted as part of a future planning application. Such an approach also has the potential to conflict with the NPPF’s requirement to make effective use of land (paragraph 119).

2.8 The employment of indicative areas that restrict development within the overall allocation, defined without the benefit of landscape assessment is

inappropriate. By contrast, the separate identifies of Syston and Thurmaston can be provided for through an appropriate constraints-led masterplanning exercise. For clarity, we do not agree with the illustrative diagram being used to, in effect, create a secondary area of local separation within the allocation.

- 2.9 Furthermore, there is a potential tension between the illustrative diagram for HA7, the landscape buffer and allocation site boundary area (outside of the housing within allocation) and the adjacent area of local separation and the influence it may have on the route of the road. For clarity, we agree that access to the SUE should be safeguarded but that there should be flexibility rather than restrictions which could cause additional and unnecessary complications of timing and delivery. This tension could be resolved by clarification of the area/boundary for Policy LUA2.