

Leicestershire County Council
As the Local Highway Authority (LHA) for Leicestershire

Charnwood Local Plan Examination in Public

Hearing Statement

Relating to Matter 6, Issue 4, Question 6.16 (d)

Introduction

1. This hearing statement has been prepared in response to question 6.16 (d) raised under Matter 6, Issue 4 within the Charnwood Local Plan ('the Plan') Examination Matters, Issues and Questions, issued by the appointed Inspectors:

Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?

2. The LHA made several comments relating to this question in its responses to the Pre-Submission Local Plan and in order to address these comments, now proposes several main modifications to the Plan. Specifically, these proposed modifications relate to:
 - Policy DS3 (Housing Allocations)
 - Policy LUC3 (Loughborough Science and Enterprise Park)
3. The contents of this Hearing Statement should be read in conjunction with the separate Statement prepared by the LHA in response to Matter 8 (Issues 1 and 2), especially in respect of its position concerning:
 - The transport evidence produced to inform the selection of the preferred development strategy.
 - The proposed approach to mitigating overall Plan-level cumulative (and in some cases cross-boundary) impacts; in contrast to which the comments and proposed modifications set out through this statement deal with much more localised and detailed cumulative and cross-boundary issues that specifically apply to a minority of the proposed site allocations and accordingly need to be dealt with at that more local level.

Background

4. From the outset of the Plan's preparation, transport was identified as one of the key factors influencing the selection of a preferred development strategy. Correspondingly (and as described in more detail within the LHA's Hearing Statement in response to Matter 8), a robust transport evidence base was developed to support this process in close partnership with the LHA and other key partners including National Highways and Leicester City Council (as the neighbouring LHA).

5. The LHA supports a Plan-led approach to development. The proposed development strategy concentrates the bulk of future growth (including over 80% of new housing and major employment sites) in the Loughborough Urban Centre/Shepshed Urban Area and the Leicester Urban Area, areas that are already best served by passenger transport services and/or provide best opportunities for journeys to be undertaken by foot and on bike. Moreover, the supporting evidence demonstrated that there were unlikely to be any realistic alternative development strategies that would have been noticeably more sustainable from a transport perspective.
6. Nevertheless, one of the key characteristics of the proposed development strategy is that 'new' growth (as opposed to existing site allocations carried over from the Charnwood Core Strategy adopted in 2015, including the three Sustainable Urban Extensions/SUEs) is scattered across a relatively large number of sites, none of which could reasonably be described (at least in their own right) as "SUE-scale" sites.
7. In many of those settlements across the Borough where new growth/site allocations are most heavily concentrated, the proposed development strategy has manifested itself in clusters of adjacent/adjoining sites, as follows:
 - Syston – sites HA1, HA2, HA3 and HA8
 - Glenfield – HA12 (adjoins proposed site allocations in the City of Leicester's emerging Local Plan, as well as a potential future development site within Blaby District)
 - Loughborough – HA18 and LUC3 (Loughborough Science and Enterprise Park)
 - Shepshed (West) – HA32 and HA34
 - Shepshed (South) – HA39, HA40 and HA41
 - Barrow upon Soar – HA45 and HA46
 - Queniborough – HA64 and HA65

The LHA's reasons for proposing Main Modifications

8. From the LHA's perspective, the above site clusters pose significant "localised cumulative" (and in the case of HA12 "localised cross-boundary") transport issues and risks:
 - i. sites within each cluster are certain or likely to require access via the same existing roads; in the absence of a coordinated approach this is likely to result in an undesirable and unnecessary proliferation of new site access points and potential deliverability risks (e.g. due to highway safety or capacity issues) if access proposals for different sites conflict;
 - ii. aside from site access points, it is likely that further localised transport improvements will need to be made to these existing roads in most or all cases to support development (e.g. the installation of new footways, cycleways, crossing facilities or bus stops); as above, in the absence of a coordinated approach there is a risk that proposals for each site will duplicate and potentially conflict with one another;
 - iii. in those cases where sites directly adjoin (e.g. HA2 and HA3), there are likely to be opportunities to provide joint/linked on-site transport infrastructure (e.g. spine road(s)) that would reduce or negate some of the likely off-site transport infrastructure requirements described through (i) and (ii) above; however, in the absence of a coordinated approach such joint/linked infrastructure is likely to prove very difficult if not impossible to secure.

9. In order to address the localised cumulative/cross-boundary transport issues and risks described in paragraph 8 it will be necessary for developers of the respective sites within each cluster to develop coordinated, holistic solutions to their overlapping transport requirements. However, the current submission version of the Plan does not include any specific provisions to require such an approach.
10. In the continued absence of any specific provisions within the Plan, the LHA would have to rely purely on the relevant provisions and requirements within the National Planning Policy Framework (NPPF) and Leicestershire Highway Design Guide (LHDG) to secure a coordinated approach to dealing with localised cumulative transport requirements. However, the NPPF and LHDG provisions/requirements are inherently general in nature and as such do not refer to the specific clusters of sites within the Plan where a coordinated approach will be needed. This would not provide developers of the affected sites (and other interested parties) with clarity about the LHA's expectations, with the risk that this could prolong negotiations/discussions during the planning application process and ultimately result in sub-optimal solutions.
11. In a 'worst case scenario' issues arising from a failure to coordinate could result in the LHA advising the Borough Council to refuse planning applications on the grounds that:
 - safe and suitable access for all users could not be provided; and/or
 - opportunities for sustainable transport have been fettered; and/or
 - significant impacts from the development (in terms of capacity and congestion) cannot be mitigated; and

the development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users contrary to paragraph 110 of the NPPF.

Overview of Main Modifications

12. To overcome these issues, the LHA proposes a series of main modifications to Policies DS3 and LUC3 (corresponding to each of the allocation sites set out in paragraph 7 above) and in the case of HA12, an additional paragraph within the accompanying text. All of the proposed modifications are set out beyond the end of this Statement.
13. The proposed modifications to Policy DS3 for most of the affected sites (with the exception of HA12) are essentially the same/very similar and seek to embed the requirement for a coordinated approach to meeting overlapping transport requirements across each of the site clusters defined in paragraph 7 of this statement. The relevant adjacent/adjoining sites are cross-referenced in each case for clarity.
14. The proposed modification to Policy LUC3 (Loughborough Science and Enterprise Park) is intended to mirror the proposed change to Policy DS3(HA18), for the same purposes as described in paragraph 12 above.
15. The proposed modifications to Policy DS3(HA12) are in much the same vein as those described above; however, the cross-boundary nature of site HA12 (with adjoining proposed or potential future development sites in the City of Leicester and Blaby District) has required a more complex, bespoke set of changes to the policy wording and accompanying text. Notably, whilst the existing policy wording for HA12 specifies

the need for a masterplan to be prepared, this refers only to the allocation site, not to the overall cross-boundary development area.

16. A further, more minor series of modifications to Policy DS3 has also been proposed for all those sites for which the requirement for a masterplan is stipulated (HA1, HA7, HA12, HA15, HA16, HA17, HA43 and HA49). The modification for all of these sites is the same and is intended to embed the need for site access proposals to be included as part of any masterplans, given the criticality of site access arrangements to site delivery.
17. Finally, an amendment has been proposed to the accompanying text for Policy DS5 (High Quality Design) at paragraph 2.131 (under the 'Design of Development' sub-heading), to include reference to the LHGD as one of the key guidance documents relating to specific design issues.
18. The intention behind all the above proposed modifications to the Plan is to secure a holistic, coordinated approach to the delivery of transport infrastructure required to support development at the very localised level, in locations where site-specific requirements are likely to overlap and potentially duplicate or conflict with one another. Given the very localised nature of the issues these modifications seek to address, and the fact that they only apply to certain allocation sites within the Plan, Policies DS3 and LUC3 appear to be the most appropriate place for them to be included (as opposed to Policies INF1 and INF2, which deal with plan-level "strategic" cumulative and cross-boundary issues).

ENDS

Proposed Main Modifications:

NB –

- proposed modifications are highlighted in yellow below (red strikethrough text indicated proposed deletion of existing text)
- Due to the lengthy nature of Policy DS3, those sections/sites where no modifications are proposed have been omitted, as denoted by the green highlighted text below.

PROPOSED MODIFICATIONS TO POLICY DS3 (AND ACCOMPANYING TEXT):

(no modifications proposed to the table of housing allocation sites or accompanying text)

HA1 Land South East of Syston

2.66. Site HA1 Land South East of Syston is located in the area between Syston and Barkby that is important in maintaining the separate identities of these two places and extends close to the edge of the Barkby Conservation Area. A significant portion of the site is at higher risk of both fluvial and surface water flooding. The capacity of the site has been reduced to reflect the need to mitigate the impact of development on the settlement identity, Barkby Conservation Area and the risk of flooding to residents of the development. The site will provide the site for and contribute to the cost of providing a new primary school that will meet the needs of this development and other developments within a safe walking distance.

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



Policy DS3(HA1) Land South East of Syston

We will support development proposals at site HA1 that:

- locate homes in those parts of the site that minimise the impact of development on the settlement identity of Barkby, and on the village's heritage assets, and in the areas of lowest flood risk.
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including

securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test;

- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of heritage assets and their setting including maintaining and enhancing the setting of the grounds of Barkby Hall through appropriate design of built form and landscaping on the eastern part of the site; and
- provide the site for a new 2 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve and;
- are co-ordinated with adjacent sites HA3 and HA8 with regards to the provision of any new site access points and/or other transport improvements along Barkby Road or Barkby Lane, as well as any related on- or off-site transport requirements.

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

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

HA2 Barkby Road, Syston

Policy DS3(HA2) Barkby Road, Syston

We will support development proposals at site HA2 that:

- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA1.
- are co-ordinated with adjacent site HA3 with regards to the provision of site access points and other on- and off-site transport requirements.

HA3 Land north of Barkby Road, Syston

2.68. Parts of site HA3 Land north of Barkby Road Syston are shown by our evidence to be at risk from surface water flooding and ponding and there is therefore a need for two points of access to the site.

Policy DS3(HA3) Land north of Barkby Road, Syston

We will support development proposals at site HA3 that:

- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test;

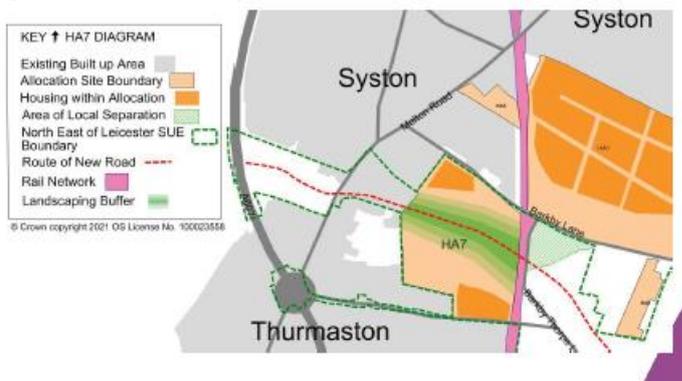
- are co-ordinated with adjacent sites HA1 and HA2 with regards to the provision of site access points and other onsite and offsite transport requirements (as applicable); and
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA1.

(No modifications proposed for HA4)

HA7 Land off Barkby Thorpe Lane, Thurmaston

2.70. Site HA7 Land off Barkby Thorpe Lane, Thurmaston is located in the area between Thurmaston and Syston that is important in maintaining the separate identities of these two places and includes part of the route of the road that will serve the North East of Leicester Sustainable Urban Extension. The capacity of the site has been reduced to enable the impact of development on settlement identity to be mitigated and the route of the road to be secured.

2.71. The following diagram provides a visual guide to assist with interpretation of the policy below.



Policy DS3(HA7) Land off Barkby Thorpe Lane, Thurmaston

We will support development proposals at site HA7 that:

- restrict built development to the north-western and south-eastern corners of the site to mitigate the impact on the settlement identities of Syston and Thurmaston;
- include an appropriate width of landscaping and extensive tree planting on the land on both sides of the route of the road to enhance the visual separation between the settlements; and
- are accompanied by a Design and Access Statement, or similar document, that sets out how these and other measures will minimise the impact of the development on the settlement identities of Thurmaston and Syston and safeguards the route of the road that will serve the North East of Leicester Sustainable Urban Extension.

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

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

HA8 Woodgate Nurseries, Barkby Lane, Thurmaston

2.72. Parts of site HA8 Woodgate Nurseries, Barkby Lane are shown by our evidence to be at risk from fluvial and surface water flooding, particularly in the northern part of the site which may affect access onto Barkby Lane.

Policy DS3(HA8) Woodgate Nurseries, Barkby Lane, Thurmaston

We will support development proposals at site HA8 that:

- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and
- are co-ordinated with adjacent site HA1 with regards to the provision of site access points and other on- and off-site transport requirements.

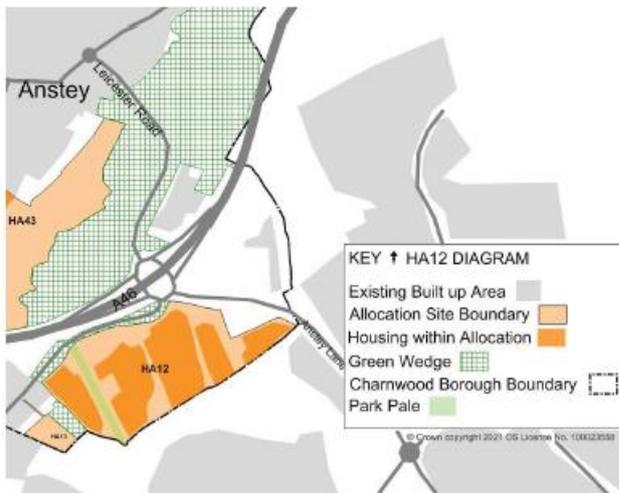
HA12 Land at Gynsill Lane and Anstey Lane, Glenfield

2.73. Site HA12 Land at Gynsill Lane and Anstey Lane, Glenfield is located in an area that was previously designated as part of a Green Wedge adjoining Leicester, and the capacity of the site has been reduced to enable key Green Wedge functions to be retained as part of the development. Parts of the site are shown by our evidence to be at risk from surface water flooding related to two depressions within the site. The site will contribute to the cost of providing a new primary school that will meet the needs of this development and other development in Glenfield. The school may be located on this site.

The allocation site is part of a wider 'cross boundary' development area (as shown on plan HA12 below) that also includes strategic housing allocations within the City of Leicester's emerging Local Plan (referred to within the City's draft Local Plan as site 309 – land north of Billesdon Close and site 718 – The Paddock, Glenfield Hospital, Hallgate Drive) and potential future development land in Blaby District (referred to as site GLE030 – Land rear of County Hall, Glenfield within Blaby District Council's Strategic Housing and Economic Land Availability Assessment (SHELAA)). The specific sites within this area are heavily interdependent (e.g., in terms of onsite facilities, access points and on- and off-site transport infrastructure) and will therefore need to be brought forward in a co-ordinated fashion. Accordingly, the allocation site will need to be underpinned by a comprehensive masterplan that encompasses the entirety of the cross-boundary development area shown on plan HA12.

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

(NB – THE BELOW PLAN WILL NEED TO BE AMENDED TO SHOW THE CROSS-BOUNDARY DEVELOPMENT AREA REFERENCED IN THE ABOVE (PROPOSED NEW) PARAGRAPH AND AMENDED POLICY DS3(HA12) BELOW)



Policy DS3(HA12) Land at Gynsill Lane and Anstey Lane, Glenfield

We will support development proposals at site HA12 that:

- are supported by a Green Infrastructure strategy, prepared in consultation with the local planning authority, Blaby District Council and Leicester City Council, that demonstrates how Green Wedge functions will be maintained as part of the development of the site, including ensuring that the effect upon the separate identities and landscape setting of distinct settlements is mitigated, and linked areas of open space into the urban area of Leicester are maintained;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the site layout and planting schemes respond to the site's topography to minimise the impact of the development on the landscape, retain the Park Pale (an undesignated heritage asset) as open space and maintain and enhance the significance of heritage assets;
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and
- provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements or contribute to the reasonable costs of the provision of a new 1 form entry primary school within a safe walking distance from the site.
- are co-ordinated with adjacent sites within the cross-boundary development area shown on Plan HA12 above with regards to the provision of site access points and other on- and off-site transport requirements

We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve. Before outline permission is granted for the site, or any part of the site, we will require:

- a masterplan to be agreed which includes details of site access arrangements and delivery and phasing arrangements for the whole allocation of the cross-boundary development area shown on Plan HA12 above, in order to achieve comprehensive development; and

- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

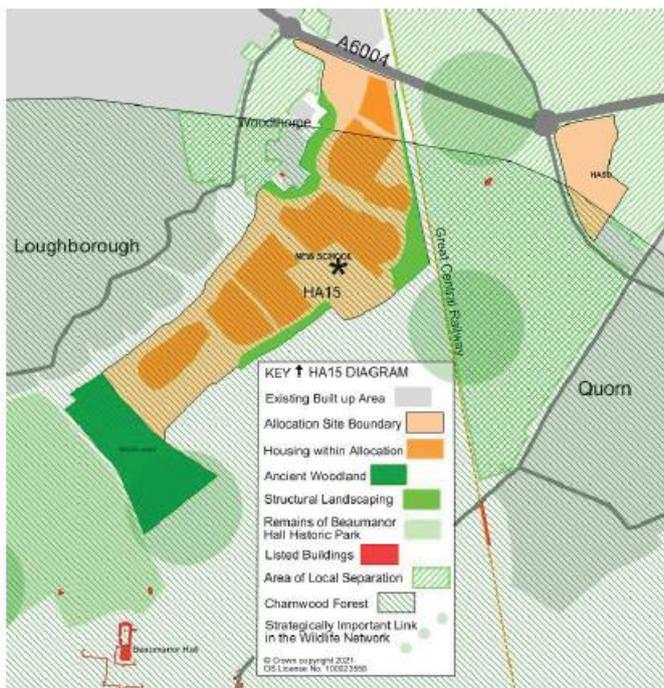
(No modifications proposed for HA13 or HA14)

HA15 Land south of Loughborough

2.78. Site HA15 Land south of Loughborough is located in a strategic position between Loughborough, Woodthorpe and Quorn, an area important for maintaining the separate identities of these settlements, and also in a strategically important links in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. The capacity of the site responds to the site constraints to enable the impact of development on settlement identity and the landscape to be mitigated.

2.79. The site is a large development that will provide a site for a new primary school that will meet the needs of this development and other development in a safe walking distance.

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



Policy DS3(HA15) Land south of Loughborough

We will support development proposals at site HA15 that:

- include the following measures to protect settlement identity and the landscape more generally:

- provision of structural landscaping that screens the development and breaks up views of it, especially from the road between Woodhouse and Quorn, and from Loughborough;
- retention of existing trees and hedgerows to contribute to the landscape setting of the development and retain landscape character;
- restriction of built development to north of the ridge line that runs approximately east to west across the site;
- provision of an appropriate buffer between built development and Mucklin Wood;
- retention and enhancement of the character and identity of the linear hamlet of Woodthorpe and its wooded setting, including the listed building within it;
- are accompanied by a Green Infrastructure strategy that sets out how the development will provide, and maintain through a long-term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site; and
- provide the site for a new 2 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements.

We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve. Before outline permission is granted for the site, or any part of the site, we will require:

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

HA16 Laburnum Way, Loughborough

2.81. Site HA16 Laburnum Way, Loughborough is located in a sensitive and valued landscape within the Charnwood Forest and forms an important part of the landscape setting of Loughborough. The site is prominent in views from the Outwoods and other higher ground to the west, and care will be needed in planning the site to ensure that urbanising effects of development are successfully mitigated. The provision of significant planted areas which allow trees with large canopies to mature is likely to be a more successful solution to integrating new development into the landscape. This will require careful attention not just to design and layout, but to long term management and maintenance of public open spaces.

2.82. The site is also in a strategically important link in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. The site also includes a listed building (Half Way House) and is located close to two other listed buildings (Moat House and Park Grange) and the non-designated heritage asset of the parkland to Beaumanor Hall.

2.83. Parts of the site are shown by our evidence to be at risk from surface water flooding and access to the western portion of the site needs to be carefully planned in light of a flood risk assessment. The site also includes a tributary of the Wood Brook. 2.84. The

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



Policy DS3(HA16) Laburnum Way, Loughborough

We will support development proposals at site HA16 that:

- include substantial planting that makes use of large canopy, native species and naturalistic schemes throughout the site to enhance the relationship between the development and its wooded setting and helps to create a vegetated appearance to the whole of the development, particularly when viewed from areas of higher ground to the west of the site;
- are accompanied by a Green Infrastructure strategy that sets out how planting and other measures will minimise the impact of the development on the landscape and how the development will provide, and maintain through a long term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of heritage assets and their settings including:
 - the retention of Half Way House and the enhancement of its setting;
 - tree planting to screen Moat House and Park Grange from the development and appropriate design and layout to maintain, and where possible enhance, their setting; and
 - appropriate site layout and landscaping to protect, and where possible enhance, the setting of the parkland to Beaumanor Hall;
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test;
- support measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Wood Brook or other water courses flowing through or adjacent to Loughborough; and
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15.

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

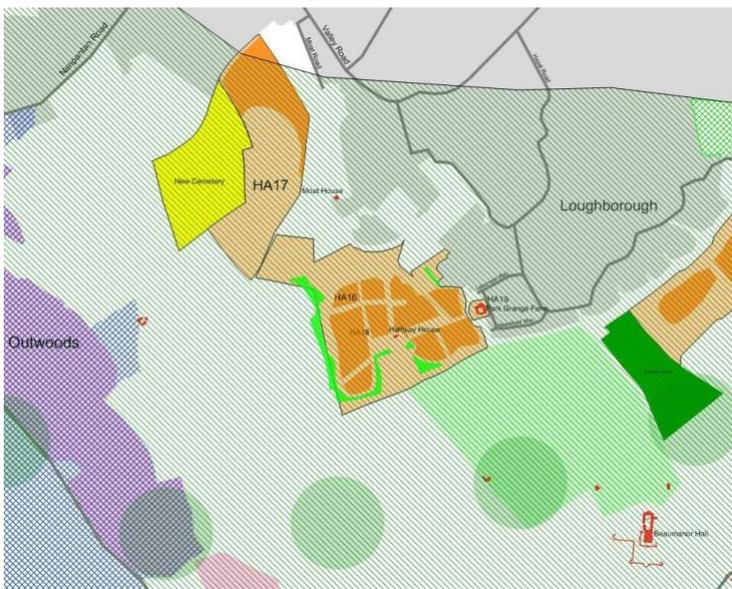
- a masterplan to be agreed which includes details of site access arrangements and delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications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

HA17 Moat Farm, Land south west of Loughborough

2.85. Site HA17 Moat Farm, Land south west of Loughborough is located in a sensitive and valued landscape within the Charnwood Forest and forms an important part of the landscape setting of Loughborough. The site can be viewed from the Outwoods and other higher ground to the west, and care will be needed in planning the site to ensure that urbanising effects of development are successfully mitigated. The provision of significant planted areas which allow trees with large canopies to mature is likely to be a more successful solution to integrating new development into the landscape. This will require careful attention not just to design and layout, but to long term management and maintenance of public open spaces.

2.86. The site is also in a strategically important link in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. The site is also located close to a listed building, Moat House and includes a tributary of the Wood Brook.

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



Policy DS3(HA17) Moat Farm, Land south west of Loughborough

We will support development proposals at site HA17 that:

- include substantial planting that makes use of large canopy, native species and naturalistic schemes throughout the site to enhance the relationship between the development and its wooded setting and helps to create a vegetated appearance to the whole of the development, particularly when viewed from areas of higher ground to the west of the site;
- are accompanied by a Green Infrastructure strategy that sets out how these and other measures will minimise the impact of the development on the landscape and how the development will provide, and maintain through a long term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of heritage assets and their setting including making use of tree planting to screen Moat House from the development and an appropriate design and layout to maintain, and where possible enhance, its setting;
- support measures to mitigate flood risk including contributions towards flood alleviation works in the wider catchment of the Wood Brook or other water courses flowing through or adjacent to Loughborough; and
- contribute to the reasonable costs of the provision of a new 2 form entry primary school located at site HA15, as necessary.

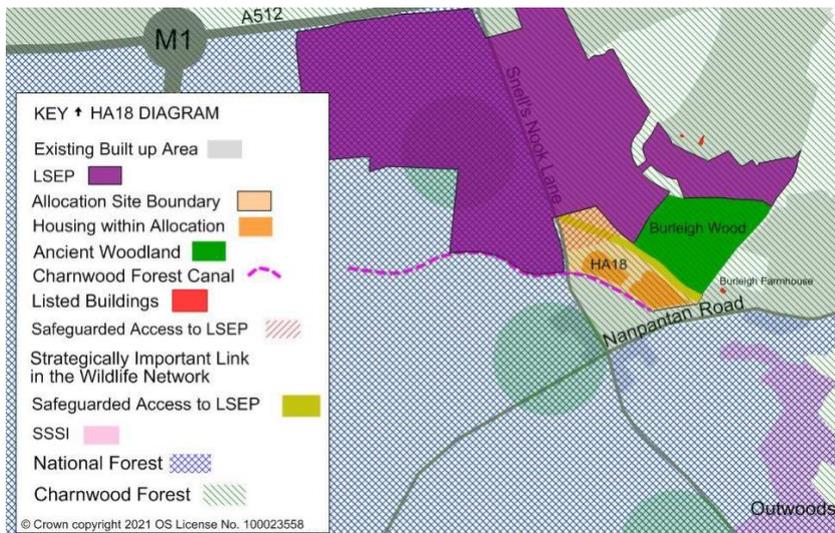
Before outline permission is granted for the site, or any part of the site, we will require:

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

HA18 Land to r/o Snells Nook Lane, Loughborough

2.88. Site HA18 Land to r/o Snells Nook Lane, Loughborough is adjacent to Burleigh Wood (an ancient woodland) and in a strategically important link in the wildlife network between the important natural resources of the Charnwood Forest and Soar Valley. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. In order to maintain an effective buffer between the development and the ancient woodland and maintain its connectivity with the wider landscape, the capacity of the site has been reduced. The site is also adjacent to a listed building (Burleigh Farmhouse), the route of the Charnwood Forest Canal (a non-designated heritage asset), and to the Loughborough Science and Enterprise Park.

2.89. The following diagram provides a visual guide to assist with interpretation of the policy below.



Policy DS3(HA18) Land to r/o Snells Nook Lane, Loughborough

We will support development proposals at site HA18 that:

- maintain appropriate buffers between built form and the eastern boundary of the site, and between built form and the northern boundary of the site to maintain connectivity between Burleigh Wood and the wider landscape;
- are accompanied by a Green Infrastructure strategy that sets out how the development will provide, and maintain through a long-term management plan, a functional ecological network of habitats and corridors that facilitates wildlife movement within and through the site;
- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their settings including:
- the provision of an appropriate buffer to Burleigh Farmhouse, and enhancement of its setting, taking into account its origins as an agricultural building; **and**
- increasing the ability of the public to appreciate the significance of the route of the Charnwood Forest Canal; **and**
- are co-ordinated with the Loughborough Science and Enterprise Park with regards to the provision of any new site access points and/or other transport improvements along Snell's Nook Lane, as well as any related on- or off-site transport requirements.
- **ensure that the ability to provide suitable, safe access to the Loughborough Science and Enterprise Park, should this be required, is safeguarded, and that the development does not otherwise compromise the delivery of the Loughborough Science and Enterprise Park**

(No modifications proposed for HA19 or any subsequent sites through to HA31)

HA32 Land off Tickow Lane (south), Shepshed

2.97. Site HA32 Land off Tickow Lane (south), Shepshed is one of four sites located in close proximity to the Black Brook which is a strategically important link in the wildlife network. The other three sites are HA33, HA34 and HA35. The development will provide a site for a new primary school that will meet the needs of this development and other development in Shepshed.

Policy DS3(HA32) Land off Tickow Lane (south), Shepshed

We will support development proposals at site HA32 that:

- are accompanied by a biodiversity strategy, that is produced jointly by the promoters of all four sites in close proximity to the Black Brook, that sets out how biodiversity net gain can be achieved in accordance with Policy EV6, including how water flow will be managed to enhance biodiversity and reduce flood risk; and
- provide the site for a new 3 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve; and
- are co-ordinated with adjacent site HA34 with regards to the provision of site access points and other on- and off-site transport requirements.

(No modifications proposed for HA33)

HA34 Land off Tickow Lane (north), Shepshed

2.99. Site HA34 Land off Tickow Lane (north), Shepshed is one of four sites located in close proximity to the Black Brook which is a strategically important link in the wildlife network. The other three sites are HA32, HA33 and HA35.

Policy DS3(HA34) Land off Tickow Lane (north), Shepshed

We will support development proposals at site HA34 that:

- are accompanied by a biodiversity strategy, that is produced jointly by the promoters of all four sites in close proximity to the Black Brook, that sets out how biodiversity net gain can be achieved in accordance with Policy EV6, including how water flow will be managed to enhance biodiversity and reduce flood risk; and
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32; and
- are co-ordinated with adjacent site HA32 with regards to the provision of site access points and other on- and off-site transport requirements.

(No modifications proposed for HA35, HA36 or HA37)

HA39 Land fronting Ashby Road and Ingleberry Road, Shepshed

2.101. Site HA39 Land fronting Ashby Road and Ingleberry Road, Shepshed contains a range of habitats, including those that have the potential to support reptile populations, and is well-related to the Morley Quarry Local Wildlife Site. For this reason, it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6.

Policy DS3(HA39) Land fronting Ashby Road and Ingleberry Road, Shepshed

We will support development proposals at site HA39 that:

- enhance the biodiversity value of the site and support functional ecological links across the wider landscape by restricting development to the agricultural land to the east of the site and the northern half of the remainder of the site; and
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32; and
- are co-ordinated with adjacent sites HA40 and HA41 with regards to the provision of site access points and other on- and off-site transport requirements.

HA40 Land to the west of the B591/Ingleberry Rd and north of Iveshead Lane, Shepshed

2.102. Parts of site HA40 Land to the west of the B591/Ingleberry Rd and north of Iveshead Lane are shown by our evidence to be at risk from surface water flooding related to water draining onto the site from higher ground to the south.

Policy DS3(HA40) Land to the west of the B591/Ingleberry Rd and north of Iveshead Lane, Shepshed

We will support development proposals at site HA40 that:

- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at Site HA32; and
- are co-ordinated with adjacent sites HA39 and HA41 with regards to the provision of site access points and other on- and off-site transport requirements.

HA41 Land south of Ashby Road Central, Shepshed

2.103. Parts of site HA41 Land south of Ashby Road Central are shown by our evidence to be at risk from surface water flooding that bisects the site and ponding to the north of the site.

Policy DS3(HA41) Land south of Ashby Road Central, Shepshed

We will support development proposals at site HA41 that:

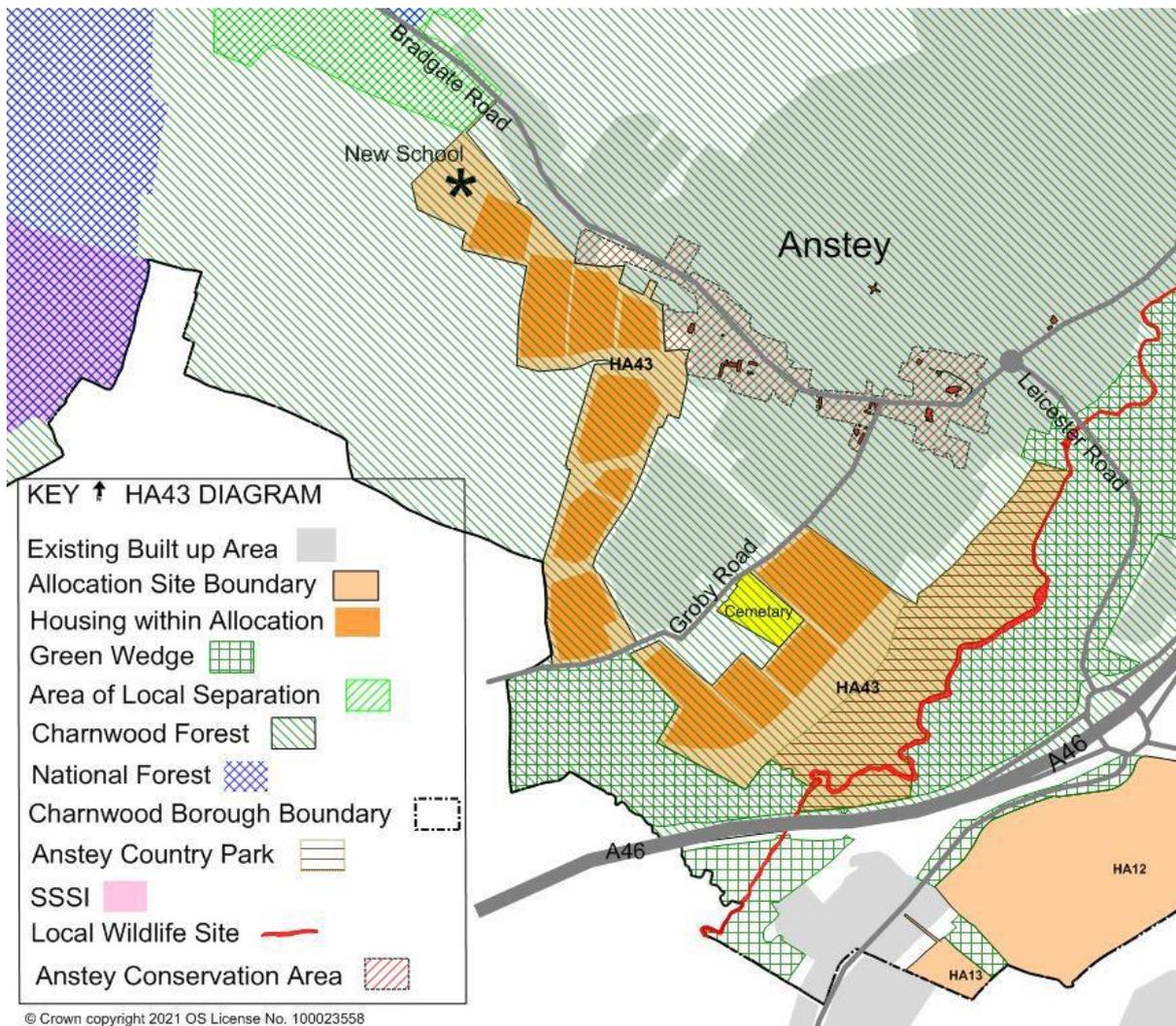
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and
- contribute to the reasonable costs of the provision of a new 3 form entry primary school located at site HA32; and
- are co-ordinated with adjacent sites HA39 and HA40 with regards to the provision of site access points and other on- and off-site transport requirements.

(No modifications proposed for HA42)

HA43 Land west of Anstey

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

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



Policy DS3(HA43) Land west of Anstey

We will support development proposals at site HA43 that:

- retain existing hedgerows and add high canopy trees and other planting to create a softer appearance to the development, particularly at its edges, that provides a greater sense of separation between the development and other settlements and reduces the urbanising effects of the development when viewed from the wider landscape;

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

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

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

(No modifications proposed for HA44)

Policy DS3(HA45) Land to south of Melton Road, Barrow upon Soar

We will support development proposals at site HA45 that;

- contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49; and
- are co-ordinated with adjacent site HA46 with regards to the provision of site access points and other on- and off-site transport requirements.

Policy DS3(HA46) Land off Melton Road, Barrow upon Soar

We will support development proposals at site HA46 that;

- contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA49; and

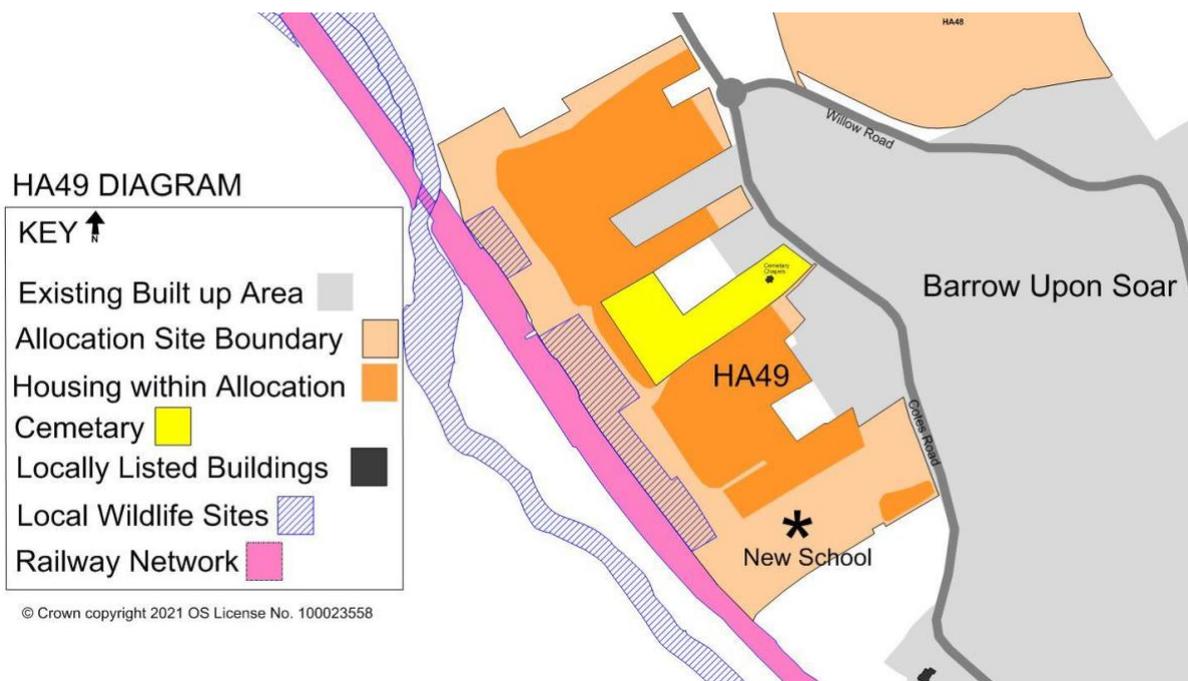
- are co-ordinated with adjacent site HA45 with regards to the provision of site access points and other on- and off-site transport requirements.

(No modifications proposed for HA47 or HA48)

HA49 Land off Cotes Road, Barrow upon Soar

2.106. Site HA49 Land off Cotes Road, Barrow includes two Local Wildlife Sites and for this reason it is particularly important that biodiversity net gain is achieved on site in this location rather than through off site contributions, in accordance with Policy EV6. Part of the site is adjacent to the cemetery (a non-designated heritage asset) which includes locally listed chapel buildings. Parts of site are shown by our evidence to be at risk from surface water flooding, particularly in relation to ponding on the western boundary of the site and a flow route that runs east to west through the site. The development will provide a site for a new primary school that will meet the needs of this development and other development in Barrow upon Soar.

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



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

We will support development proposals at site HA49 that:

- ensure that surface water runoff will not detrimentally affect the Local Wildlife Sites and locate SuDS features away from the Local Wildlife Sites;
- are accompanied by a biodiversity and drainage strategy that demonstrates how biodiversity and drainage issues have been addressed;
- seek a relationship with the cemetery that does not detract from its tranquillity and its function as a place of reflection;

- are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their settings;
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and
- provide the site for a new 1 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve.

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

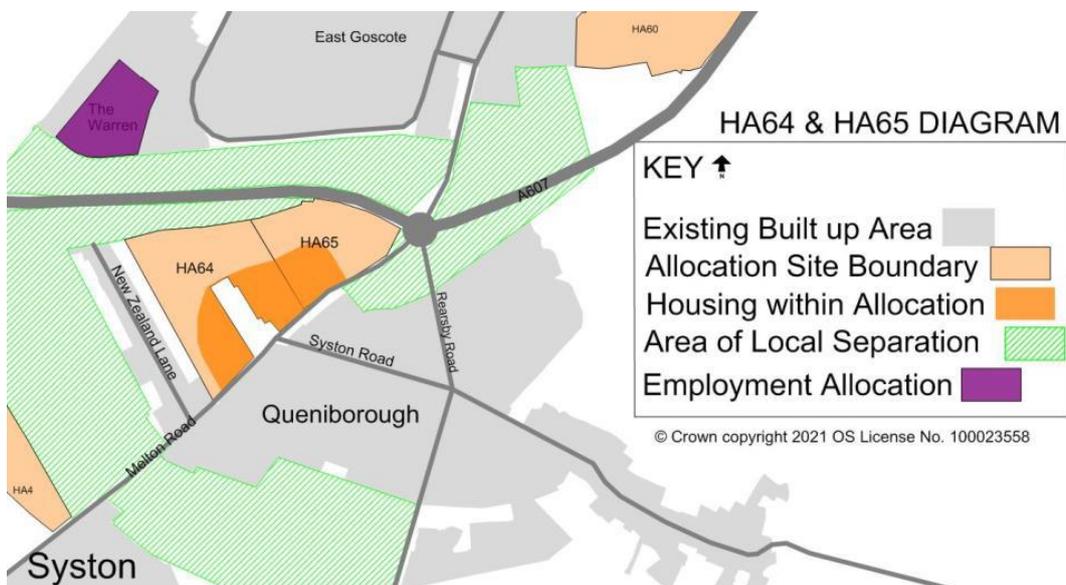
- a masterplan to be agreed which includes details of site access arrangements and delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications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

(No modifications proposed for HA50 or any subsequent sites through to HA63)

HA64 Land at Threeways Farm, Queniborough

2.119. Site HA64 Land at Threeways Farm, Queniborough is located in the area between Queniborough and East Goscote that is important in maintaining the separate identities of these two places. The capacity of the site has been reduced to reflect the sensitive location and enable the impact of development on the settlement identities of the two villages to be mitigated.

2.120. The following diagram provides a visual guide to assist with interpretation of the policy below. This diagram should also be used for site HA65.



Policy DS3(HA64) Land at Threeways Farm, Queniborough

We will support development proposals at site HA64 that:

- restrict development to the southern part of the site; and
- through their design and layout, clearly maintains the physical and perceptual separation between Queniborough and East Goscote and preserves the separate identity of those settlements; and
- are co-ordinated with adjacent site HA65 with regards to the provision of site access points and other on- and off-site transport requirements.

HA65 Land off Melton Road, Queniborough

2.121. Site HA65 Land off Melton Road, Queniborough is located in the area between Queniborough and East Goscote that is important in maintaining the separate identities of these two places. The capacity of the site has been reduced to reflect the sensitive location and enable the impact of development on the settlement identities of the two villages to be mitigated.

2.122. The diagram above provides a visual guide to assist with interpretation of the policy below.

Policy DS3(HA65) Land off Melton Road, Queniborough

We will support development proposals at site HA65 that:

- restrict development to the southern part of the site; and
- through their design and layout, clearly maintains the physical and perceptual separation between Queniborough and East Goscote and preserves the separate identity of those settlements; and
- are co-ordinated with adjacent site HA64 with regards to the provision of site access points and other on- and off-site transport requirements.

(No further modifications proposed to Policy DS3 or accompanying text)

PROPOSED MODIFICATIONS TO POLICY LUC3:

Policy LUC3: Loughborough Science & Enterprise Park

We will allocate 73 hectares of land to the west of Loughborough University for an extension to the Science and Enterprise Park. This will include 31 hectares of land to the east of Snell's Nook Lane and 42 hectares to the west of Snell's Nook Lane. By 2037 the Science and Enterprise Park will have delivered suitable knowledge-based business space in a landscaped campus that:

- provides for uses that directly relate to the University's own operational activities including teaching, research and development, administration, student accommodation and sports facilities;
- provides for the development of businesses operating within or directly supporting the knowledge-based sector;

- delivers a range of development opportunities that includes an innovation centre, space for business start-ups, grow on units for small and medium sized enterprises and potential for inward investment;
- provides for appropriate ancillary uses to serve the Science and Enterprise Park and ensures that any main town centre uses are in accordance with Policy T1;
- protects historic and archaeological features including the setting of Garendon Registered Park and Gardens and its assets in accordance with Policy EV8;
- integrates with the sensitive landscape and respects its character, biodiversity and appearance in accordance with Policies EV1 and EV6;
- retains 40% of the overall site area for Green Infrastructure, designed to maintain key linkages across the site connecting into the surrounding network in accordance with Policy ENV9;
- provides high quality design and innovation in the form and layout of the development, buildings and green space in accordance with Policy DS5;
- where viable, exceeds the sustainable construction techniques in accordance with Policy CC4;
- delivers buildings and spaces that have been designed to be adaptable to future climatic conditions, including extremes of temperature, drought and flooding, in accordance with Policy CC4;
- includes appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in Loughborough in accordance with Policies CC1 and CC2;
- provides genuine choice to walk and cycle and is well connected to public transport networks in accordance with Policy CC5;
- makes a positive contribution to the to the provision of highway infrastructure as identified through a Transport Assessment in accordance with Policy CC5 and INF2; and
- are co-ordinated with site HA18 with regards to the provision of any new site access points and/or other transport improvements along Snell's Nook Lane, as well as any related on- or off-site transport requirements.

We will do this by working with our public and private sector partners, including Loughborough University, to:

- prepare a gateway policy to ensure the Loughborough Science and Enterprise Park maintains its unique character as a place for knowledge-based activity; • agree a flexible Development Framework, including delivery and phasing arrangements and a masterplan that sets parameters and a phasing strategy for the delivery of a cohesive development;
- establish an economic development strategy to capture the wider benefits of the development; and
- support the University in the development of management and marketing practices that assist the delivery of the Loughborough Science and Enterprise Park. We will require the flexible Development Framework and detailed planning applications to be informed by a Green Infrastructure Strategy and a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

PROPOSED MODIFICATIONS TO ACCOMPANYING TEXT FOR POLICY DS5 – PARAGRAPH 2.131 (UNDER “DESIGN OF DEVELOPMENT” SUB-HEADING):

2.131. While the principles of good design are well-established, there are many ways of describing how it can be achieved. For example, the NPPF sets out six characteristics of well-designed places, the National Design Guide sets out ten characteristics (loosely grouped under three themes), and there is useful guidance produced by specialist organisations in relation to specific design issues. These include:

- Sport England's Active Design Guidance and The Ten Principles of Active Design;
- Historic England's Good Practice Advice on The Setting of Heritage Assets;
- Designing Out Crime published by the Design Council; and
- The Government's Manual for Streets, as well as Leicestershire County Council's Leicestershire Highway Design Guide.