

# Charnwood Local Plan Examination in Public

## William Davis Homes Ltd & Chapman Estates (Leicester) Ltd

Hearing Statement - Matter 6: Urban Area Policies, Site  
Selection, Sustainable Urban Extensions and Housing Site  
Allocations

Previous Rep Nos. 546 & 547

June 2022

## 1.0 Introduction

- 1.1 This Hearing Statement sets out submissions made by Planning and Design Group (UK) Ltd on behalf of William Davis Homes Ltd & Chapman Estates (Leicester) Ltd. It relates to Matter 6: Urban Area Policies, Site Selection, Sustainable Urban Extensions and Housing Site Allocations.
- 1.2 This Statement is submitted in response to the 'Matter, Issues and Questions' (MIQs) identified by the Inspector in May 2022 that will guide the relevant Examination in Public. They should be read in conjunction with our previous representations, including extensive supporting evidence, made throughout the Charnwood Local Plan drafting and consultation process.
- 1.3 Not every question has been answered – only those which are relevant to William Davis' & Chapman Estates (Leicester) Ltd's case and previous representations.

## 2.0 Matter 6: Urban Area Policies, Site Selection, Sustainable Urban Extensions and Housing Site Allocations

Issue 1 – Whether the Urban Area Policies are justified and will be effective in meeting development needs

### *Policy LUA1 – Leicester Urban Area*

***6.1 How does the Leicester Urban Area relate to the settlement hierarchy, is the policy justified and will it be effective in informing proposals for new development?***

- 2.1 The Leicester Urban Area absorbs those higher order parts of the district that effectively and directly function as a part of the urban area (correctly ignoring administrative boundaries) and this is clearly identified in the note under 'Urban Settlement' within Table 4. The hierarchy also recognises the functional influence of the Leicester Urban Area with growth appropriately directed to settlements like Anstey which have a close functional relationship, but with a separate identity that can be maintained and reinforced as set out in the evidence.

***6.2 Should the policy refer to any additional infrastructure requirements, including transport, and to the partnership working required to deliver that to ensure that it is positively prepared?***

- 2.2 Cross boundary issues have clearly formed an iterative element of the plan formulation and the duty to cooperate. At a site allocations level, this has translated into identified infrastructure requirements. The SoCGs relating to individual allocations, for example HA12, identify the need for cooperative working and have been fully scrutinised by neighbouring authorities. We consider that the Council have fully included the need for additional infrastructure requirements within individual site allocations policies.

Issue 2 – The Site Selection Process

***6.7 Is the site selection process for the proposed housing allocations soundly based, including the testing of reasonable alternatives? How have the findings of the Sustainability Appraisal informed the site selection process? Are the reasons for***

***selecting allocated sites and rejecting others clear and justified and where are they documented?***

- 2.1 Consistent with the SEA Directive, regulation, planning policy and guidance, reasonable alternatives have been considered, and have been subject to a consistent SA methodology to ensure equal treatment in order to identify, describe, evaluate the likely significant effects. In particular, the SA has considered a number of reasonable alternatives relating to site allocations to deliver the development requirements
- 2.2 Reasons for the rejection and selection of the preferred site options are provided at each stage of the SA process and reported in the SA Report.

***6.8 Is the site selection methodology based on an appropriate set of criteria? Have the criteria changed during the course of the selection process and if so, why?***

- 2.1 Para 5.5 of TP/2 confirms that the consideration of sites at Anstey was informed by the relationship between the village and the urban edge of Leicester to the south, in terms of the potential benefits to the Green Wedge, the perception of separation; education provision; impacts on the Charnwood Forest and school provision. In considering the scale of development to be directed towards Anstey it was found that the landscape impacts of both large- and smaller-scale options were similar but the potential infrastructure delivery benefits of the larger scale were greater.'

***6.9 Are the following assumptions for site capacity set out in the Strategic Housing and Employment Land Availability Assessment (EB/DS/1) appropriate and justified:***  
***a. Gross to net developable areas for residential development:***

***Up to 0.4 hectares 100%, 0.4 – 2 hectares 82.5%, 2 – 35 hectares 62.5%, over 35 hectares 50%***

***b. Density of 30 dwellings per hectare – was this applied to the net developable area?***

- 2.3 We consider that the gross to net developable area used provide a relatively conservative but appropriate 'rule of thumb' to guide site capacity. Clearly, individual site capacity will be directly informed by the specific constraints of the

site and the wider needs for infrastructure to be developed. We have commonly used 75% as a rough guide to site capacity which has generally proven to be a reliable estimate. Charnwood's approach would probably equate to a similar percentage when taken together, but recognises the potentially greater infrastructure requirements of larger sites e.g. the need for roundabouts, school site provision, parkland provision. While we consider that Charnwood's approach is not unreasonable, it is important to note that the 10% Biodiversity Net Gain requirement coming within the Environment Act is likely to have a significant impact on net developable areas when the mitigation hierarchy of the Framework is properly followed. The likely greater land-take requirements for delivering habitat will drive down dwellings per hectare across sites. It is not yet clear how BNG will be treated for 'small' sites and it may be that net developable areas have to come down considerably.

- 2.4 30 dwellings per hectare is also considered to be a reasonable assumption, recognising that there are few highly urbanised parts of the district and that many of the allocations will adjoin existing suburban density locations. 30dph allows for areas of both higher and lower density to be created, and enables a reasonable, deliverable estimate of housing supply to be considered against housing needs overall.
- 2.5 While advocating minimum densities in city and town centres, the Framework is more flexible for less populated locations, where the need to respond to context is as important as making the most efficient use of the land available.
- 2.6 William Davis Homes Ltd and Chapman Estates (Leicester) Ltd want to ensure that the most efficient use of land is made at sites HA12 and HA43 to the extent that they will seek to maximise the use of the developable area, subject to a responsive approach to context. The sustainable location of these sites, and their relative accessibility to local services and public transport links, ensure that there are good opportunities to deliver higher densities in the most suitable locations, while providing for a greater mix of house types and a spread of densities in more transitional areas and where the interface with surrounding landscape and countryside, demands / justifies a less intense form of development. In this context it is absolutely correct, that the housing policies within the plan do not seek to arbitrarily cap housing numbers for each site, allowing flexibility, efficient use of

land (both in the interest of sustainability and boosting housing supply) and the ability to respond to local constraints and opportunities effectively.

***6.10 What approach has been taken to site capacity where specific site constraints or developer intentions are known?***

- 2.7 William Davis Homes Ltd and Chapman Estates (Leicester) Ltd have provided CBC with estimates of deliverable housing numbers for the allocations at HA12 and HA43 based on constraints information in order to give confidence to the plan that the estimates of numbers can be achieved or exceeded subject to infrastructure capacity and landscape evidence. It is considered appropriate at this plan making stage that a moderate approach to assumptions about housing site capacity is taken, so that the plan is not overly optimistic about deliverable numbers and does not underestimate the land required to meet identified needs. It is our experience that more detailed constraints information will tend to reduce site capacity from developers' initial estimates.

**Issue 4 – Housing Allocations**

NB Our responses to this Issue relate directly to housing allocation HA12 and HA43

***Question 6.16***

***a. Is the proposed scale of housing development justified, having regard to any constraints and the provision of necessary infrastructure?***

- 2.8 The 'Development Strategy and Site Selection Topic Paper' explains at page 38 that:

*"There are several advantages, however, associated with directing this higher-level growth to Service Centres:*

- *Securing the provision of new primary schools at Anstey and Barrow-upon Soar and expanded provision to serve Sileby as well as Cossington.*
- *Securing a more co-ordinated approach to landscaping and green infrastructure provision on larger sites.*
- *The track record of housing delivery in these locations."*

2.9 Anstey is an acknowledged sustainable location for growth. The number of homes and pattern of development, with particular regard to Anstey, is supported by William Davis Homes Limited and Chapman Estates (Leicester) Ltd. It is clear that the Council has applied a sequential approach to assessing sites in line with the settlement hierarchy, directing growth to the most sustainable settlements such as Anstey as well as looking at sustainable lower tier settlements, which are capable of accommodating proportionate residential development in order to fully meet capacity needs. The allocation of increased numbers and spread of new housing, as proposed, will provide more market choice and speed up take-up and delivery. Importantly, Charnwood's approach has considered the need to achieve 'critical mass' that will bring with it infrastructure capacity building both to fill existing gaps in infrastructure (particularly schools) and to support growth.

2.10 The identification of the allocations has taken into account landscape constraints and has understood existing transport network capacity sufficient to understand the implications for the network and the potential for junction improvements.

***b. Is the allocation consistent with the development strategy in Policy DS1 and where relevant, does it take account of a made Neighbourhood Plan?***

2.11 Paras 2.64 of the plan sets out clearly how the allocations have been directly informed by the development strategy and a clear thread back from the allocations to Policy DS1 and the overall plan objectives is established.

2.2 Para 5.5 of TP/2 confirms that the consideration of sites at Anstey was informed by the relationship between the village and the urban edge of Leicester to the south, in terms of the potential benefits to the Green Wedge, the perception of separation; education provision; impacts on the Charnwood Forest and school provision. In considering the scale of development to be directed towards Anstey it was found that the landscape impacts of both large- and smaller-scale options were similar but the potential infrastructure delivery benefits of the larger scale were greater.'

2.12 In respect of Anstey, a Neighbourhood Plan is in the very early stage of preparation and no draft has yet been prepared.

***c. What is the likely impact of the proposed development on the following factors:***

- ***settlement separation and identity and landscape character;***

- 2.13 A Landscape and Visual Appraisal for parcel A of HA43 has been undertaken by the promoters in line with the advice received by Charnwood Borough Council Landscape officers. The assessment concludes that the allocation of would have a negligible adverse effect on landscape character. The site exhibits very few of the distinct characteristics that define both the national landscape character area, NCA73 – Charnwood and Landscape Character Area 9: Rothley Brook Lowland Farmland.
- 2.14 In the long term, landscape mitigation and restoration is predicted to reduce initial negative visual effects to negligible adverse impacts with the possibility of beneficial visual effects through the enhancement of the existing boundaries.
- 2.15 On this basis, taking into account the avoidance of more sensitive landscape identified through detailed assessment, and the high level of mitigation proposed there is no conflict with the aspirations and intent of paragraph 174 of the Framework or Policy EV1 of the emerging Local Plan
- 2.16 We would further note that the detailed LVIA undertaken for parcel A of HA43 identifies that additional land to the west of the allocation falls within an area that is less sensitive from a landscape perspective and provides scope for additional growth should this be required in order to provide additional flexibility to the plan recognised the unmet need of Leicester City.
- 2.17 The HA12 site is located to the north-west built edge of Leicester within the Glenfield area. It is bounded to the northwest by Gynsill Lane. Further north is an area is open space, the Rothley Brook corridor/green wedge and the conurbation of Anstey beyond.
- 2.18 A concept masterplan has been produced for the scheme and has been assessed by the independent Design Review Panel – Design : Midlands. The proposals include the part retention of the existing green spaces forming part of the green wedge for Rothley Brook to Gynsill Lane, retention of existing hedgerows, large feature trees and enhancement of the Park Pale. New spaces are proposed which include SuDS ponds to the north and west of the site, a community garden space, recreational open space, a green landscape ‘baffle’ central to the site and new habitat areas. Development is proposed in a rectilinear arrangement of blocks, reinforcing the strong hedge line running northeast/southwest, with a small block of development west of the entrance. The site for the potential primary school is proposed to the northeast of the site. Vehicular access to the site is from a new roundabout on



Gynsill Lane to the northwest corner of the site. Off-site proposals include a crossing to the north of the site to Gynsill Lane and a crossing to the west to the A5630.

2.19 The Design Review Panel concluded that they *'support the overall ambition for this site and suggest that the main areas for further investigation are as follows:*

- *Working in collaboration with stakeholders to achieve shared ambitions. This should involve undertaking a workshop / series of workshops to produce a 'Framework Strategy' for the site focusing on movement and connectivity including parking, landscape infrastructure, topography, drainage, utilities to ensure shared ambitions are achieved;*
- *Developing a 'Movement Framework' to maximise opportunities for active travel with robust connections within and out of the site;*
- *Explore the provision of a bus route through the site connecting with County Hall and Glenfield Hospital;*
- *Continue to develop the emerging place-making approach to the scheme, specifically the provision of an identifiable street hierarchy, street typologies, and a range of parking solutions, etc.;*
- *Provision of a 'Green' and 'Blue' Infrastructure Framework including the provision of a set of sketches / plans to explain the approach to the new green wedge, range of open spaces to be created, tree / planting strategy, etc.;*
- *Develop and strengthen the proposals for the site entrance which will set the tone and quality for the scheme, including the approach to the Park Pale, design and alignment of the main route, etc.'*

2.20 William Davis Homes Ltd and Chapman Estates (Leicester) Ltd are fully encouraged by the comments of the Design review Panel and are committed to developing the concept and framework strategy in line with the panel's findings

2.21 As set out below, the overarching Green Infrastructure strategy for the HA43 and HA12 allocations ensure a connected network of green spaces and habitats design to reinforce the functional benefits of Green Wedge, and to contain settlement growth in a form that presents cohesion and maintain the individual identity of settlements.

- *biodiversity, green infrastructure including public rights of way and agricultural land quality;*

#### HA43

- 2.22 The HA43 site does not lie within or close to statutory or non-statutory designated conservation sites.
- 2.23 The site has been assessed by ecologists, Landscape Science Consultancy. The Ecological Appraisal concludes that there is a low to moderate level of nature conservation interest on the site. The grassland habitat, whilst being species-poor and unmanaged offers potential faunal interest, whilst the boundary hedgerows provide suitable habitat for breeding birds and bat activity.
- 2.24 The Appraisal makes a recommendation for further survey work in relation to the land east of the site known as 'The Clay Pit and Landfill Site' to determine if the ponds shown on the satellite imagery hold water. eDNA sampling of the ponds has not identified the presence of great crested newt.
- 2.25 Additionally, a Biodiversity Net Gain Assessment has been undertaken to quantitatively determine the impacts of the proposed development. The site offers considerable potential to deliver Biodiversity Net Gain .
- 2.26 While development would result in the need to provide gaps within existing hedgerows and would result in the loss of a small number of trees, most of which are modest in value, the scale of impact is decidedly low for a proposal of this scale. The allocation provides extensive opportunities for replanting and the development of structural woodland groups, which over time will more than compensate for the modest initial loss during the construction phase.

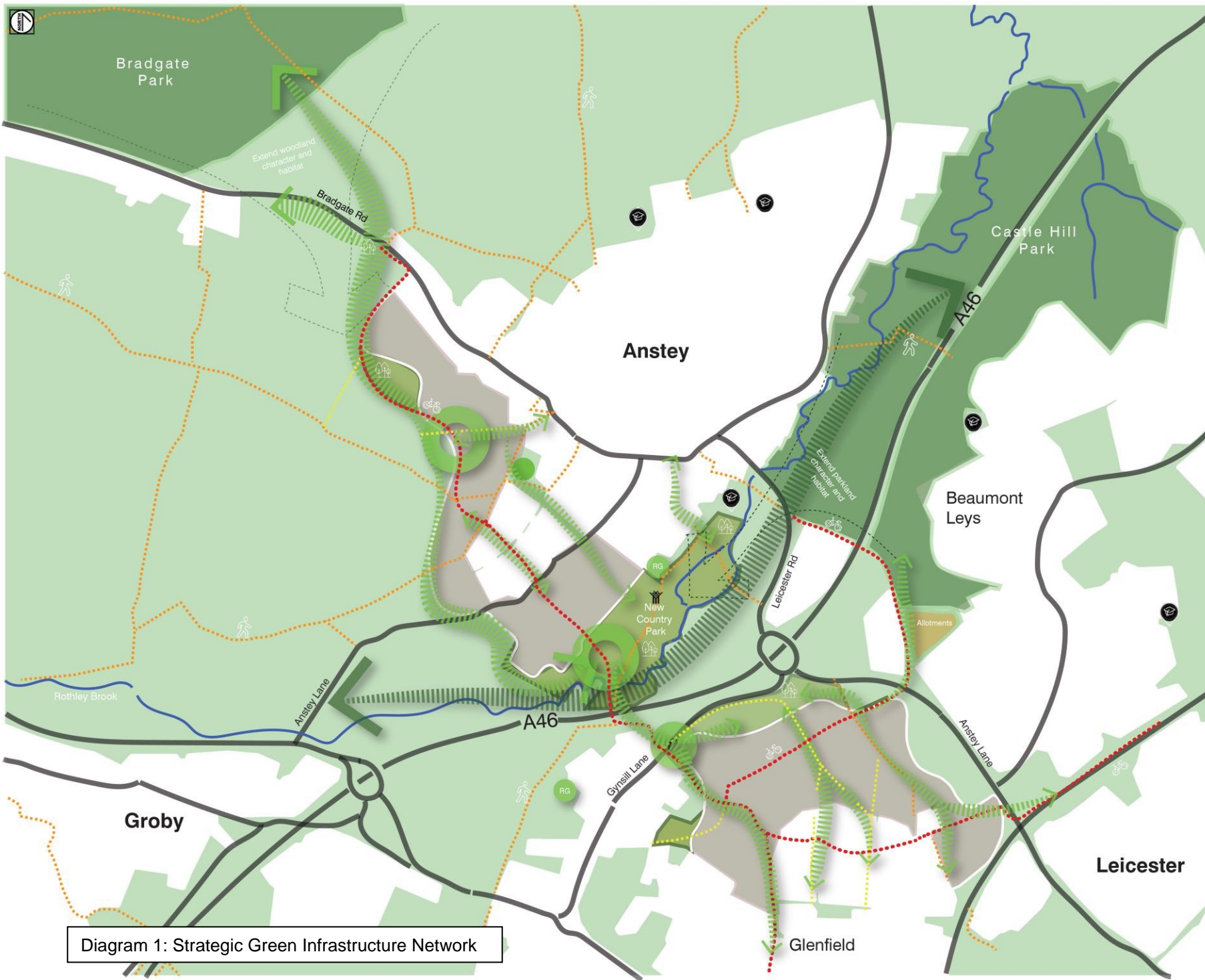
#### HA12

- 2.27 The HA12 site does not lie within or close to statutory or non-statutory designated conservation sites although part of Goss Meadows LNR lies to the east.
- 2.28 The site has been assessed by ecologists, Ramm Sanderson. The Ecological Appraisal concludes that there is a low to moderate level of nature conservation interest on the site. The grassland habitat, whilst being species-poor and unmanaged offers potential faunal interest, whilst the boundary hedgerows provide suitable habitat for breeding birds and bat activity.

- 2.29 There is some low potential for GCN on the site and one badger sett has been recorded. Further surveys are being undertaken over the summer months for bat roost potential and reptiles although the habitat is not considered to be of high quality.

#### Green Infrastructure

- 2.30 A holistic and collaborative approach to developing the allocations as a key element of the Strategic Green Infrastructure Networks has been undertaken in line with paras 20(d), 92(e), 98, 130(e), 174(d), 175 and 179 of the Framework. The creation of a coherent, connective and usable network of greenspaces combining biodiverse connections, sustainable transport routes and interconnected open spaces has been a fundamental element in the identification of HA43 and HA12 as sustainable locations for growth. They are contained by, and utilise natural capital networks as the threads that bind them together in a logical form and root them in the landscape.
- 2.31 The Strategic Green Infrastructure diagram on the following page, demonstrates how the allocations are shaped by the primary habitat corridor running east-west along the Rothley Brook, and primary Green Infrastructure links running north-south, from the edge of the city of Leicester, up to Bradgate Park. The network provides a series of stepping stone country parks and open spaces either side of the A46, linked through habitat and cycle / pedestrian connections. With the allocations themselves there are a series of further green infrastructure links, agains forming key elements of the cycle and footpath network.
- 2.32 The concept is one of a continuous and connected network of habitat, which also provides ready access to the countryside for residents and accessible leisure and commuter routes on foot and by bike.



**NOTES**  
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- LEGEND**
- Sustainable urban extensions
  - Proposed Country Park
  - Primary Green Infrastructure—hedgerow, woodland and habitat connections to include informal recreation routes
  - Primary Habitat corridor along the Rothley Brook
  - Key Green Infrastructure node with a focus linking proposed Green Infrastructure to proposed cycle and footway infrastructure
  - New strategic cycle infrastructure
  - New Footpaths
  - Existing Public Rights of Way

A	Amended in line with instruction	25 May 22
rev	details	date



client		
William Davis / Davidsons		
project		
ANSTEY / LEICESTER		
drawing title		
GREEN INFRASTRUCTURE STRATEGY		
drawing status		
FOR PLANNING		
drawn by	checked by	date
NJE	SLF	16 May 22
scale		paper size
1:5000		A2
job/dwg no.		rev.
468-UW-P-002		A

Diagram 1: Strategic Green Infrastructure Network

2.33 For both allocations the Agricultural Land Classification is good to moderate

- *heritage assets;*

HA43

2.34 A heritage desk-based assessment has been produced by GHC Archaeology and Heritage. The assessment establishes that there are no designated heritage assets in the study site and that the proposed development will have no direct impact upon any designated heritage asset.

2.35 The proposed development is likely to result in the loss of medieval and post-medieval agricultural earthworks of a local level of significance. The impact of the development could be adequately mitigated through a topographic survey of the surviving earthworks. There is no evidence to suggest that the site contains, or has the potential to contain, archaeological remains of sufficient importance to prevent or constrain development

HA12

2.36 A heritage desk-based assessment has been produced by GHC Archaeology and Heritage. The assessment establishes that there are no designated heritage assets in the study site and that the proposed development will have no direct impact upon any designated heritage asset.

2.37 The only feature of significance within the allocation is the Old Park Pale, a linear medieval landscape feature of local to regional significance. It is not a statutorily listed heritage asset or monument, but may meet the criteria for a non-designated heritage asset. While access would cut across the feature in one place, there is opportunity to preserve the majority of the feature within the development by placing it within areas of open space which would increase public accessibility to the earthwork and, through the use of interpretation panels, also increase public understanding of the feature.

2.38 The proposed development is likely to result in the loss of medieval and post-medieval agricultural earthworks of a local level of significance. The impact of the

development could be adequately mitigated through a topographic survey of the surviving earthworks. There is no evidence to suggest that the site contains, or has the potential to contain, archaeological remains of sufficient importance to prevent or constrain development

*• the strategic and local highway network and other infrastructure including health facilities, education and open space;*

- 2.39 The Local Plan is supported by a plan wide transport assessment which identifies the growth locations; potential problems on the networks arising from modelled outputs; and, suggest packages of improvement measure along with broad costs in order to effect suitable mitigation. This work has been undertaken with specific regard to the Strategic Road Network taking into account existing and ongoing modelling work. Reference within the evidence to the potential impacts and mitigations on both the M1 and the A46 are key elements of the assessment work. In the case of Anstey, the EB-TR-11 report identifies the potential for PM peak delays on a couple of local junctions and increased flows on the local network. The report proposes a package of interventions which *'will deliver increased highway capacity on key roads and junctions surrounding Anstey, in addition to complementary cycle route improvements which will improve connectivity between Anstey and north-west Leicester.'*
- 2.40 Transport Assessments has been undertaken by BSP Consulting to assess the impact of the allocations on the local highway and transport network(s). It concludes that there are no transport or access reasons why development could not be accommodated with the highway network subject to necessary mitigation.
- 2.41 Detailed access arrangements have been designed for both the HA43 and HA12 allocation demonstrating compliance with national and local standards.
- 2.42 Recognising the scale of growth proposed, detailed transport modelling work is being undertaken in conjunction with LCC, National Highways and AECOM, who maintain the model on behalf of LCC. This will build upon the initial modelling work undertaken as part of developing and agreeing the submission local plan. A base line model has been agreed from which the impact on specific junctions will be identified and any mitigation necessary agreed.

- 2.43 Notably however the location and scale of the allocations at HA12 and HA43 are specifically identified to have attributes of sustainability that will considerably reduce reliance on the private car and will facilitate a realistic choice of alternative modes of transport. Further, it is recognised that during the Covid pandemic, car use and commuting fell dramatically and this is not yet accounted for in modelling data which assumes pre-covid traffic levels. Cycling increased in popularity during the pandemic and innovations such as electric scooters are providing further alternatives to the car. Accessibility to existing services, and the potential to enhance and create an extensive network of connected cycleways and footpaths through the Green Infrastructure strategy are key features, alongside the potential to access and enhance existing public transport infrastructure routes. The allocations provide the realistic choice, location and connectivity necessary to deliver the conditions for continued modal shift.
- 2.44 In respect of education, the HA43 allocation will deliver the site for a 1FE primary school to account for current needs and the planned growth. The provision of the school will be funded by those sites that will generate pupil numbers using the school. The current application by William Davis Homes Ltd and Chapman Estates (Leicester) Ltd, which include additional land to the west of the allocation, would provide sufficient land for a 2FE school enabling an element of future proofing should capacity need to expand in the future.
- 2.45 In respect of the HA12 site, the policy requires the accommodation of a site for a 1FE primary school. As noted, this must be subject to evidence of need, given the proximity of existing location schools and it is recognised that this is a cross boundary consideration subject to the overall school delivery strategy considered by the County and City Councils.
- 2.46 In respect of healthcare, the plan is clear at para 9.9 that *'Planning decisions will be informed by continued joint working and evidence of need including the Estates Strategy prepared collectively by Leicester, Leicestershire and Rutland CCGs.'*
- 2.47 As part of encouraging healthier lifestyles, the proposed Green Infrastructure Strategy for the HA12 and HA43 allocations demonstrates the potential for the delivery of large scale connected open spaces, that will also serve as extensive habitat networks and sustainable transport routes.

- *air and water quality, noise pollution, land stability and flood risk.*

#### HA43

- 2.48 The site does not lie within an area classified to be at risk of flooding. Due to potential flood risk from surface water, flood risk management measures will be required. The potential exists for surface water to be discharged at reduced rates via the provision of attenuation. Therefore, the development will bring about improvements to the surface water regime in the area, and hence will not increase flooding adjacent to or downstream of the site for the lifetime of the development
- 2.49 Foul flows are proposed to drain via gravity to the public 225mm diameter foul sewer located in Bradgate Road. Due to the size of the development flows will need to be divided on a catchment basis.
- 2.50 A Noise Assessment has been undertaken by Tetra Tech consulting. The Assessment identifies that the proposed development is not expected to have an 'adverse impact' on health or quality of life. With modest mitigation, noise levels are predicted to meet the BS8233:2014 internal guideline criteria during the daytime and night-time and therefore, including mitigation, noise levels fall below the No Observed Adverse Effect Level (NOAEL).

#### HA12

- 2.51 The site does not lie within an area classified to be at risk of flooding. Due to potential flood risk from surface water, flood risk management measures will be required. The potential exists for surface water to be discharged at reduced rates via the provision of attenuation.
- 2.52 A Noise Assessment has been undertaken by Tetra Tech consulting, specifically considering noise from Gynsill lane and the A46. The Assessment identifies that the proposed development is not expected to have an 'adverse impact' on health or quality of life. With modest mitigation, noise levels are predicted to meet the BS8233:2014 internal guideline criteria during the daytime and night-time and therefore, including mitigation, noise levels fall below the No Observed Adverse Effect Level (NOAEL).



*d. 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?*

2.53 For the most part the development requirements are clear and deliverable. However, the policy requirement to agree a comprehensive development masterplan, does not sit well with para 21 of the Framework which states that *'Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies.'* The requirement for a comprehensive development masterplan goes too far in the level of detail required. Provided that the key element of infrastructure required across the allocation are shown to be delivered in a coordinated way, there is no requirement for a detailed masterplan in advance of the grant of outline permission and goes well beyond the informational requirements of an outline application. We would request the following modification to the wording of both HA12 and HA43:

*'a ~~masterplan~~ framework plan to be agreed which ~~includes~~ indicates delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and....'*

2.54 As set out within our previous representation, HA43 is a large allocation but comprises only two land ownerships. In the context of an agree framework plan, we consider that a split allocation, comprising two separate sites, would provide a much more deliverable, but equally beneficial form of development.

2.55 The issues of multiple ownership and delivery are well known in the Borough and are fraught with the potential to delay or inhibit delivery. As set out above, the need for, and potential for, a comprehensive form of development across the sites, that equally contribute to the coordinated delivery of local infrastructure is wholly endorsed and supported. The potential to safeguard connections between the adjoining sites, through more landscape sensitive areas to the south, is clear, ensuring excellent sustainable connectivity. An agreed Green Infrastructure Framework has been developed in cooperation with the other land promoter.

2.56 We propose that to ensure effective delivery and developability, the HA43 allocation should be split, with the sites identified as Parcel A (north) and Parcel B (south) combined as a separate deliverable elements of the allocation, to disentangle the

complexities of multiple ownership that have inhibited delivery in the Borough in the past.

2.57 Notably, the separation of the HA43 allocation into north (accessed from Bradgate Road close to the existing High Leys Farm access) and south (accessed from Groby Road) will have significant deliverability benefits in ensuring that two housebuilders working on separate phases, can market 'different sites' at the same time. Further, the provision of mutually connected infrastructure and the contractual burden that entails, need not delay delivery early in the plan period, assisting in meeting the current shortfall in five year housing land supply. At the same time, there is nothing within a split site that will fetter or constrain the ability of the housebuilders to work cooperatively and collaboratively on delivering the necessary wider community infrastructure .

2.58 In respect of HA12, we also note that the SoCG for the site recognises that the provision of a school site will be subject to evidence of need in the absence of a school delivery plan. It is vital that this is also reflected in the policy with the simple addition of the wording:

- *Subject to evidence of need, 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. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve.*

***e. Has any planning permission been granted for residential development and if so, what are the details?***

HA43

2.59 Planning applications have been made by Davidsons for land within their control reference P/21/2668/2 for 200 dwellings on land to the south of Groby Road and P/20/2251/2 for 100 dwellings on land to the north of Groby Road.

2.60 Planning applications have been made by William Davis Homes Ltd and Chapman Estates (Leicester) Ltd under reference P/21/2359/2 being a hybrid application

comprising 1) Outline for up to 350 dwellings, public parkland and amenity space, community uses, and a site for a two-form entry primary school and associated infrastructure. 2) Full application for 150 dwellings, including access and associated highway and drainage infrastructure and landscaping; and, P/21/2358/2 Full application for 150 dwellings including access, associated highways and drainage infrastructure and landscaping (this application is the same area as the full element of the above hybrid application.)

#### HA12

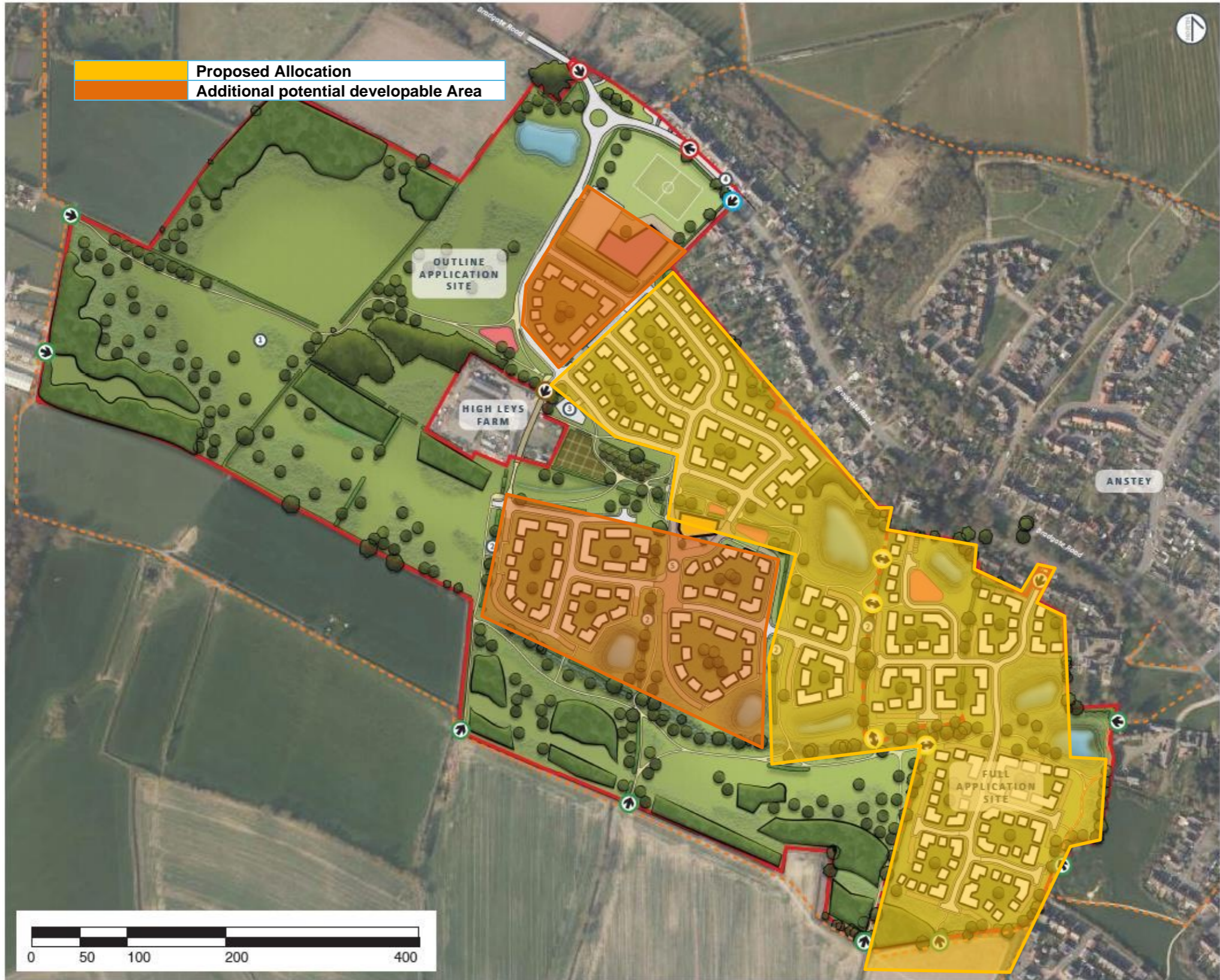
- 2.61 A planning application is being prepared for the HA12 allocation and will be submitted later this year. Technical work undertaken has not revealed any constraints that cannot be adequately mitigated and the landowners are working closely with the council to ensure that the application can be processed in a timely and efficient way.

#### Service Centres

#### HA43 – Land West of Anstey

##### *Are the site boundaries correct?*

- 2.62 We understand that the boundaries set out for the HA43 allocation are based upon initial landscape appraisal work undertaken by Charnwood Borough Council to inform the Local Plan preparation. The boundary was not formulated in consultation with the landowners or promoters and seeks to contain development close to the urban western edge of Anstey. While this is laudable, more detailed Landscape and Visual Impact Assessment work undertaken by the landowners and promoters has shown that there are further areas to the west of the allocation (within field parcels to the north and south east of High Leys Farm) that are less visually sensitive, are well contained, and would have limited landscape impact. See plan below.



**NOTES**  
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**KEY**

- Site Boundary: (Combined Area) 48.32 Ha
- FULL / OUTLINE Application Boundary
- OUTLINE High Leys 40.45 Ha
- FULL Manor Farm & Rectory Field 7.87 Ha

**Residential Areas**

- High Leys - circa 350 units
- Manor Farm & Rectory Field 150 units

- Land Safeguarded for 2FE School (1.6Ha)
- Potential Community Hub  
Uses to be determined through consultation
- Central square reflecting the vernacular and road geometry of Anstey village centre - to be designed as an adopted shared surface area
- Proposed roads
- Proposed Private Drives (Full App. only)
- Proposed footpaths / cycleways
- Proposed equipped play space

**GREEN INFRASTRUCTURE**

- Retained trees
- Proposed specimen tree planting
- Proposed community orchard
- Proposed community allotments
- Proposed sustainable drainage features (SuDS) and habitat creation
- Proposed Country Park with biodiversity enhancements. See UW drawing 404-UW-P-006
- Greenways containing retained hedgerows and hedgerow trees
- Community Car Park
- Bus stops upgraded
- Adopted shared surface area at the centre of the development

**ACCESS**

- Proposed vehicular access points
- Proposed pedestrian access
- Change existing access to pedestrian and cycle link
- Pedestrian / cycle link between developments
- Dedicated Farm access
- Public Right of Way

Marked in line with client feedback  
 28 Oct 21  
 rev: details  
 date:

**URBAN WILDERNESS**

client: William Davis  
 project: Land South of Bradgate Road, Anstey  
 drawing title: Illustrative Masterplan  
 drawing status: PLANNING  
 drawn by: SDJ checked by: NJE date: 24 Sep 21  
 scale: 1:2500 paper size: A2  
 job/dwg no.: 406-UW-P-001 rev: D

2.63 The Inspectors will note through our statements that we consider there to be a clear opportunity to expand the HA43 allocation as illustrated in order to impart greater flexibility to the plan – particularly in the event that the apportionment of unmet needs increases and having regard to the direct functional relationship of Anstey to Leicester. The area within our client’s control to the west of the HA43 allocation has been robustly assessed as deliverable without significant impacts on landscape and ecology and has the potential to deliver additional benefits in terms of open space and school land capacity. Should the Inspectors consider that main modifications are required to accommodate identified growth needs, land to the west of the HA43 allocation offers clear potential to deliver as part of an existing housebuilder led development proposal, in a sustainable and connected location, without the need for significant additional infrastructure and with significant material impacts.

*Is the site appropriate for development having regard to existing constraints?*

2.64 Please refer to §2.14 - §2.53 above

*HA12 – Land at Gynsill Lane and Anstey Lane*

*Is the requirement for a new primary school within the site allocation justified?*

2.65 Please refer to §2.59 above.

*Is the requirement for a cross boundary approach to masterplanning justified and will it be deliverable?*

2.66 Please refer to §2.54 above.

**Is the site boundary appropriate and justified?**

2.67 The site boundary is entirely appropriate having regard to the single landownership.

Planning and Design Group

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