



Charnwood Local Plan Examination. Matters, Issues and Questions.

Statement on behalf of Davidsons Developments Limited
(PSLP/575) in relation to Land West of Anstey (HA43)

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

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Issue 2 – The Site Selection Process

11. The Council's Development Strategy and Site Selection Topic Paper (TP/2) sets out the data used to make site selection decisions, how judgements were applied in different parts of the Borough and how different objectives were weighted in reaching decisions. As part of the Sustainability Appraisal (SD/5 and SD/6), an assessment was undertaken for each available SHELAA site, which considered 14 social, economic and environmental objectives, and this was published alongside the Regulation 19 Pre-Submission Draft Local Plan and subject to public consultation.
12. Land under the control of Davidsons Developments is considered in the Sustainability Assessment under site reference PSH389. The conclusions of the Sustainability Appraisal are generally supported. For access to secondary school provision the site is orange flagged. The Martin High School off Link Road is within 1.6 km of the site with traffic free pedestrian routes provided through Davidsons' St James' Gate development north of Groby Road to Bradgate Road, offering a safe walking route to the school. It is considered therefore that access to secondary school provision is good. The Topic Paper confirms that the approach to appraising reasonable alternatives for the scale of overall distribution of new homes is set out within Sections 3 and 4 of the Sustainability Appraisal (SD/5 and SD/6). The Sustainability Appraisal provides a robust assessment of Site HA43.
13. Davidsons Developments Limited, together with the promoters/landowners of the remainder of HA43, have worked collaboratively with the Council in defining the extent of the allocation. The extent of residential development within the overall Site HA43 allocation is appropriate in light of the landscape-led approach. Should there be an identified need to accommodate further housing growth over the plan period, there is the opportunity to accommodate further dwellings within the identified residential area of HA43 under Davidsons' control.



Issue 3 – Sustainable Urban Extensions

Q6.12

14. Appendix 2 of the Pre-Submission Draft Local Plan sets out a Housing and Employment Trajectory. For Site HA43 Land West of Anstey, the trajectory anticipates delivery commencing on site in 2024/25 through to 2032/33. Delivery from the three allocated SUEs is anticipated from 2021/22 across the plan period to 2036/37, therefore representing delivery from the SUEs over a far longer delivery timescale. It is important that a mix of suitable sites are allocated to ensure that the Council is able to maintain a deliverable five-year supply across the plan period, and Service Centre allocations can assist in this mix, whilst the SUEs are built out over a longer time period.

Issue 4 – Housing Allocations

Q6.16

15. Policy DS3 (HA43) allocates Land West of Anstey for 600 dwellings, together with a new primary school and a Country Park. The scale of housing development proposed is appropriate and justified, and has been informed by collaborative discussions between the site promoters and the Council. The allocation is consistent with the development strategy which identifies Anstey as a Service Centre. The extent of development proposed has been landscape-led and ensures that the development can be accommodated without prejudicing the function of the Green Wedge or impacting on the sensitive landscape character of the Charnwood Forest.
16. The Council's approach to site selection for Anstey is set out within the Topic Paper (TP/2) which confirms that a scale of development of 700 dwellings for Anstey is necessary to achieve a new 1 form entry primary school, and would provide additional benefits in terms of highways improvements to address congestion in the centre of Anstey, and a comprehensive approach to both green infrastructure and connectivity/active transport.
17. Paragraph 5.5 of the Topic Paper also comments on the approach to site selection and the identification of a large-scale growth option for Anstey, noting that this was informed by the relationship between Anstey and the urban edge of Leicester to the south in terms of potential benefits to the Green Wedge and education provision. The assessment concludes that the potential benefits of the larger scale option were greater with improvements to the A50 offered.
18. The scale of development proposed is consistent with the overall development strategy. We have set out in our response to Matter 1 the need for the Council to meet its revised housing requirement in light of the publication of the Leicester and Leicestershire HMA authorities Statement of Common Ground relating to Housing and Employment Needs. If the decision is taken to consider necessary modifications required to accommodate this revised housing requirement and provide sufficient flexibility, the Council should first ensure that it is making best use of the sites proposed for allocation in terms of the delivery of housing numbers. Based on the planning applications submitted on the housing parts of Site HA43 controlled by Davidsons Developments Limited, 420 dwellings could be delivered on this part of the site.
19. Pegasus Group on behalf of Davidsons Developments Limited has submitted three outline planning applications for development on that part of the HA43 allocation under Davidsons' control, as set out below:
 - North of Groby Road – 120 dwellings (application reference number: P/20/2551/2) – submitted December 2020 (validated January 2021)
 - South of Groby Road and Peartree Close – 100 dwellings (application reference number: P/20/2552/2) – submitted December 2020 (validated January 2021)
 - South of Groby Road (Phase 3) – 200 dwellings (application reference number: P/21/2668/2) – submitted December 2021 (validated January 2022)
- 1.10. Decisions on the submitted applications are pending.

- 1.11. Masterplanning work undertaken by Nineteen47 on behalf of Davidsons Developments Limited for its land interests confirms that the housing areas within the allocation that are under Davidsons' control can deliver up to 420 dwellings, as demonstrated through the submission of the above three outline planning applications. For completeness, a copy of the Illustrative Masterplan showing all three phases, submitted as part of the latest planning application, is enclosed at **Appendix 1**.
- 1.12. The development requirements set out at HA43 are clear and deliverable, and incorporate the key mitigation measures necessary. Policy DS3 (HA43) is supported. The submitted planning applications by Davidsons are accompanied by a full suite of supporting technical documents which demonstrate that there are no environmental or other site constraints that could affect the suitability of the site for residential-led development. These include:
- Ecological Appraisal and Biodiversity Impact Assessment;
 - Flood Risk Assessment and Drainage Strategy;
 - Phase 1 Ground Conditions;
 - Heritage Assessment;
 - Landscape Appraisal;
 - Noise Assessment;
 - Transport Assessment and Travel Plan;
 - Tree Survey and Arboricultural Impact Assessment.
- 1.13. In terms of likely impacts, work undertaken by ADC Infrastructure on behalf of Davidsons Developments Limited to inform the planning applications has demonstrated that there is no adverse impact on highway grounds. In terms of likely impacts, work undertaken by ADC Infrastructure on behalf of Davidsons Developments Limited to inform the planning applications has demonstrated that The Nook (Leicester Road/Bradgate Road/Stadon Road/Cropston Road junction) is already congested, and will get more so with traffic increases caused by committed developments. The addition of traffic from Davidsons' applications deteriorates the performance of the junction further, with the scale of impacts in line with the scale of the development – Phase 2 North is 100 dwellings, Phase 2 South is 120 dwellings, Phase 3 is 200 dwellings, and cumulatively they total 420 dwellings. In general, the impacts become significant once there are more than 220 dwellings. Significant increases in queuing and delay occur on Cropston Road and Leicester Road in the morning peak hour, and Leicester Road in the evening peak hour. Elsewhere there is little impact. In the scenario with all 420 dwellings, the queues on Leicester Road will extend back to the A46 junction 15 minutes into the evening peak hour and remain at that level throughout the peak period. This is likely to be a worst case, as the junction is under MOVA control, which allows the demand to be managed and ensure that queues do not extend back to the A46, although they will instead increase elsewhere.
- 1.14. To mitigate the impacts at The Nook, interventions that prioritise traffic capacity have to be balanced against the allocation of road space to allow on-street and disabled parking, pedestrian crossings, and bus stops, within a busy town centre retail hub. Traffic throughput can only be enhanced at the disbenefit to other road users. A more strategic

intervention is therefore required. As noted by the modelling results, the congestion in Anstey is primarily caused by the high traffic demand flowing to and from the south between Anstey and Leicester, which is largely limited to the one road – Leicester Road. To overcome that limitation requires a second route, particularly for traffic to arrive at Anstey other than via Leicester Road. That alternative route can be delivered by improvements to the A50/Anstey Lane junction.

- 1.15. The modelling work undertaken by LCC on behalf of Charnwood Borough Council has demonstrated that the A50/Anstey Lane improvement is necessary and it is included within the Infrastructure Delivery Plan (SD/10) to be delivered by Section 106 developer contributions and local authority highway funding. It would be helpful if this is set out within Policy DS3(HA43).
- 1.16. A connection through the development from Bradgate Road to Groby Road is also a key component of the proposals, providing local highway benefits by providing the opportunity to distribute traffic away from The Nook in the village centre. The planning application submitted by Davidsons for land north of Groby Road shows the potential for a highway connection from Davidsons' land interests to the land to the north west which forms the wider Site HA43 allocation.
- 1.17. In collaboration with the landowners/promoters of the remainder of Site HA43, a Green Infrastructure Strategy drawing has been produced by Urban Wilderness and is provided at **Appendix 2**. The Country Park, located on land under Davidsons' control will secure the delivery of the wider benefits identified within the Topic Paper, including a significant biodiversity net-gain, alongside improvements for local access and recreation.

HA43

Are the site boundaries correct?

- 1.18. Land west of Anstey (HA43) is allocated for 600 dwellings, and Policy HA43 sets out various requirements for the development of the site, including the provision of a new 1ha primary school and a Country Park. The site boundary for the proposed allocation West of Anstey (HA43) is set out within the Pre-Submission Draft Local Plan (SD/2) and on the Proposals Map (SD/3). The proposed allocation includes land under the control of Davidsons Developments Limited, along with other land being promoted by William Davis Limited and Chapman Estates (Leicester) Limited. It is considered that the proposed site boundary is appropriate and reflects the opportunities available for development at this location. The extent of the proposed allocation was established through collaborative working with officers reflecting a landscape led approach to establishing the appropriate extent of the proposed allocation.
- 1.19. As set out above, Davidsons has submitted three outline planning applications for residential development totalling 420 dwellings on land under their control that forms part of Site HA43. The plan should be amended to reflect the increased capacity on the site established through detailed masterplanning work by both developer interests, establishing a capacity to provide at least 720 dwellings on the site.

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

- 1.20. As explained above, in the context of the three submitted planning applications, the site is appropriate for development. The planning applications are accompanied by a full suite of technical reports that demonstrate that the proposed development can proceed without



adverse impacts. The site represents a deliverable opportunity being in the control of two local housebuilders, offering the opportunity for development early in the plan period.

X



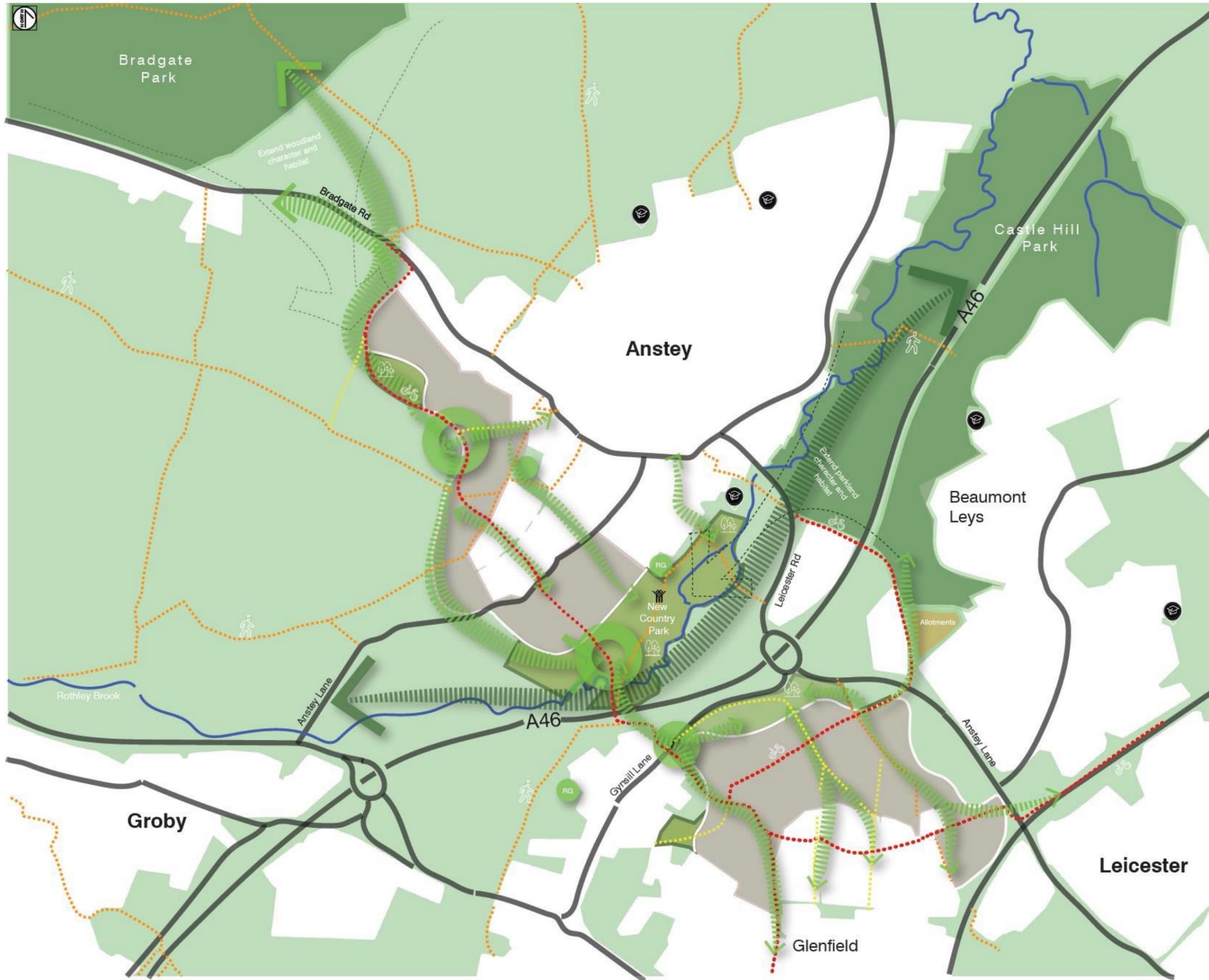
Appendix 1 – Illustrative Masterplan (All Phases) by Nineteen47





Appendix 2 – Green Infrastructure Strategy by Urban Wilderness

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- LEGEND**
- Sustainable urban extensions
 - Proposed Country Park
 - Primary Green Infrastructure—hedge, 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

rev	details	date



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