

**Charnwood Local Plan 2021-2037  
Autumn 2023 Consultation**

**Representations of Jelson Homes**

November 2023

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## Appendices

- Appendix 1 Cotes: Delivery Statement (2021) with Appendices
- Appendix 2 Technical Note by SLR on EXAM75

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**For and on behalf of Avison Young (UK) Limited**

# 1. Introduction and Instructions

1.1 Avison Young (“AY”) is town planning adviser to Jelson Homes (“Jelson”) and is instructed to review and make representations in respect of the following documents, consulted on between 27 September 2023 and 8 November 2023:

- EXAM57 – Sustainability Appraisal Addendum (December 2022)
- EXAM56a – Charnwood Additional Housing Supply Update (September 2023)
- EXAM58b – Updated Local Plan Housing Trajectory (September 2023)
- EXAM58c – Updated Local Plan Housing Trajectory Notes (September 2023)
- EXAM58d – Update to Five Year Housing Land Supply (April 2023)
- EXAM59e – Five Year Housing Land Supply Sites List (April 2023)
- EXAM75 – Draft Transport Strategy
- EXAM78 – Updated Charnwood Local Plan Viability Consolidated Addendum Report

1.2 We address each in the Sections that follow.

## 2. EXAM57 Sustainability Appraisal Addendum

- 2.1 EXAM57 does two things; it assesses site options for retail development in Loughborough and it assesses three possible ways of the Local Plan addressing Charnwood's proportion of Leicester's unmet housing needs. Jelson has a direct interest in EXAM57 because one of the three options it assesses for delivering additional housing is the allocation of land for development at Cotes. This is a site that Jelson has been promoting for allocation from the very beginning of the plan-making process.
- 2.2 Of the three housing options assessed, EXAM57 concludes that Option 1 "appears to be the most sustainable" but notes also that, ultimately, *"there is no 'best' or 'worst' option, as this depends on the weight that the Council gives to different aspects of sustainability, the extent to which the Council think that issues can be resolved through mitigation and enhancement, and whether there are other issues to consider such as market factors"* (EXAM75 paragraph 5.14).
- 2.3 Jelson has explained in previous Representations that there are major shortcomings in the Council's Sustainability Appraisal (SA) and site selection process (see its Hearing Statement for Matter 6 in particular). We do not propose to repeat those representations here. Suffice it to say that:
- a) Cotes was wrongly categorised and wrongly assessed (scored) in the original SA – it has been treated as a free standing settlement when all that separates it from Loughborough is the floodplain of the River Soar. It would be as close as a development can be to Loughborough on its eastern side and would function as an extension to it;
  - b) Cotes was discounted from the site selection process prematurely and before the Council got to the stage of comparing sites (it was discounted because it was wrongly categorised as a freestanding settlement rather than as an extension to Loughborough). It was not discounted on the basis of any proper analysis of its planning merits;
  - c) the site selection process has not compared sites across different levels in the settlement hierarchy<sup>1</sup> and the approach that the Council has taken has failed at any point to include a balanced assessment of available sites as required by the NPPF; and
  - d) the site selection process has resulted in the allocation of at least 54 sites (Scenario C and X sites) that, on the Council's assessment, are less suitable and sustainable than Cotes.

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<sup>1</sup> There has been no view taken on whether an additional Category B or C site in Loughborough or on the edge of Leicester should be allocated over a Category A site adjacent to a Service Centre or a lower order settlement.

- 2.4 EXAM57 also wrongly assesses Cotes and reaches incorrect / inappropriate conclusions on how best to tackle Leicester's unmet housing need. We find it perverse that the Plan has a strategy that seeks to focus development in and around Loughborough and yet when presented with a prime opportunity to deliver a major development on land that is a short distance from the railway station, the town centre and major employers on the eastern side of the town, the opportunity is dismissed without it having been given appropriate consideration.
- 2.5 We comment on the issues that arise from EXAM57 in the order in which they appear in the document.

### **Alternative Strategies for Housing Delivery**

- 2.6 EXAM57 does not state the total number of homes that the options it assesses must be able to accommodate. This is an unhelpful and potentially significant omission because one would have thought it necessary, as a minimum, for the preferred option to be able to deliver the additional homes that are required, and to do so with certainty. However, we note what is said in EXAM56a about the housing requirement and land supply and comment on that later in these representations. For present purposes, we need only note that we continue to have a major concern about the Plan-period being applied by the Council and were this to be corrected, the Plan would need to provide for the delivery of considerably more homes than are addressed in EXAM57. Cotes would make a significant and sustainable contribution to addressing this increased requirement as well as the requirement currently identified.
- 2.7 At Table 4.2, EXAM57 estimates how many new homes might be delivered by each of the three options in the period to 2037. It indicates that: Option 1 (intensification of development on currently proposed allocations) will deliver 524 additional homes; Option 2 (new sites) will deliver 1,272 additional homes; and Option 3 (Cotes) will deliver 525 additional homes.
- 2.8 As regards Options 1 and 2, we cannot find the evidence that the Council has relied on for the purposes of the calculations it has made. We note that there is information on Option 1 contained in the Appendices to EXAM56a and EXAM64 but this is no more than a summary of what the Council considers is achievable and copies of exchanges with developers / promoters who, unsurprisingly, have confirmed that they are happy for the Council to change the notional capacity of their sites in the Plan. This is not evidence that we or the Inspectors can interrogate and verify. The absence of proper evidence is a serious issue when, as the Inspector's will note, the Council is proposing that the capacities of a number of sites are proposed to be increased by between 30% and 70%<sup>2</sup>. These are significant increases. It is also a serious issue in the light of the fact that pressures on the land available within

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<sup>2</sup> 70% (HA7); 33% (HA13); 53% (HA33); 60% (HA64); 54% (HA65)

housing sites are increasing, not decreasing (see BNG, requirements for larger homes, CBCs insistence on the inclusion of street trees in residential layouts). Indeed it is Jelson's experience in Charnwood that the number of new homes designed into schemes at the Reserved Matters stage can be lower, rather than higher, as a consequence of the Council's requirements. The Council should be required to provide appropriate evidence to justify the capacity assessments that it is now relying on and this should demonstrably show how Policy and other requirements have been factored in.

- 2.9 Insofar as Cotes is concerned, the Council has not discussed its estimate with Jelson and has not asked Jelson for any information in respect of (i) how quickly it considers it could begin construction at Cotes and (ii) the rate at which it could deliver new homes in this location. As a consequence, its assumptions are incorrect. As we have noted previously, and will return to again in these Representations, Jelson has undertaken a considerable amount of technical and design work in respect of Cotes. As a consequence, it could prepare and submit a hybrid application for this site very quickly. Assuming even generous timescales for the determination of an application, and the subsequent discharge of conditions, securing technical approvals and preparing the site for development, Jelson could be on site building homes during the 2026 / 2027 monitoring year. Assuming conservative build out rates of 40dpa for 26/27, 60dpa for 27/28 and then 100dpa thereafter, the site could easily deliver 1,000 new homes in the period to 2037. If one assumes an NPPF compliant Plan period running to 2039 or 2040, Cotes could deliver at least 1,200 homes in the Plan period. This, obviously, is significantly more than the 525 assumed in EXAM57.
- 2.10 Table 4.2 and the text that precedes it refers to 755 windfalls being delivered in the period to 2037. This is not consistent with the figure that appears in EXAM56a (see later in these Representations).

## **Appraisal of Housing Alternatives**

- 2.11 Appendix 2 of EXAM57 contains the Council's detailed assessment of Options 1, 2 and 3 against its 14 SA criteria. We have not attempted to check the Council's assessment of the Option 1 and Option 2 sites but have examined the Council's assessment of Cotes and we do comment, where necessary below, on the Council's comparison of the Options which, in places, does not appear to be robust or reasonable.
- 2.12 At the outset, we should note that it is not clear how the Council has gone about assessing Cotes, or how detailed an analysis it has conducted. It is also not clear whether it has had regard to the very comprehensive assessment that Jelson has undertaken and shared with the Council as part of its Reg 19 Representations in 2021, in the form of a Delivery Statement. This contained: a description of the site and surrounding area; a description of the development that Jelson is proposing to bring forward, including an illustrative masterplan for the scheme; assessments of the environmental baseline and

likely effects of the development in terms of the landscape and views, ecology and biodiversity, trees, agricultural land quality, heritage, flood risk and drainage, accessibility and transport, air quality and odour and noise. It then went on to consider how the proposals would contribute to the achievement of sustainable development in the light of the provisions of paragraph 8 of the NPPF, assessed the deliverability of the proposals (including the market for the proposed employment development) and examined the benefits that would flow from the proposals. However, it appears to us that the Council's assessment has been quite cursory and that it has ignored the Delivery Statement.

- 2.13 We draw upon the contents of the Delivery Statement for the purposes of these Representations and so a copy of it is attached again for completeness.

### ***Landscape***

- 2.14 The Council assesses Cotes as follows:

*A new settlement would occur in the open countryside at Cotes, which would be visible along the northern parts of the River Soar Valley. The landscape has been identified as medium-high sensitivity. The scale and nature of a new settlement could therefore erode the rural nature of this part of the borough. As a large scale strategic development, the new settlement has the potential to incorporate substantial amounts of green infrastructure, which ought to help mitigate negative effects and secure enhancements. However, given the higher landscape sensitivity of land in this location, the potential for significant negative effects exists.*

- 2.15 A full LVA was submitted with the 2013 planning application and the ES that accompanied the application also addressed landscape effects. An updated LVA was produced in 2021 and was used to help shape the masterplan for the site that appears in Appendix 3 to the Delivery Statement. The LVA concludes that Cotes would have a moderate adverse effect on the Soar Valley LCA on completion and that this would reduce to minor adverse at year 15. The development contemplated by Jelson would focus built development on the lower contours and levels and deliver green infrastructure on the higher ground. There is no risk of such a development having a significant negative effect as suggested in EXAM57.

- 2.16 We note that the Council goes on to state that Option 1 performs most favourably "*primarily because intensification would be dispersed across many sites, and would be small scale*". But there is no assessment of the cumulative effects of what would be multiple additional incursions into the landscape. One might be forgiven for thinking it more likely that a single incursion, designed in a sensitive manner, would have less of an effect on the landscape overall when compared with a strategy that results in multiple impacts across numerous parts of the Borough.

- 2.17 We note also that the Council says: *“Options 2 and 3 are both more likely to lead to significant negative effects in specific locations, as the additional sites involved are in more sensitive areas, and the scale of growth is more substantial. Though the Cotes site would be of a larger scale and more intrusive in the longer term, it is confined to one location and would still be surrounded by open countryside.”* For the reasons set out above, we do not accept that Cotes is more likely to lead to significant negative effects and we do not accept that it will be more intrusive in the longer term – indeed its effects will reduce over time. We do though agree that its effects will be confined to a single location and that the site will be surrounded by countryside.
- 2.18 Overall, Cotes should be ranked at least alongside Option 1, if not above it, and certainly above Option 2.

### ***Biodiversity and Nature Conservation***

- 2.19 The Council assesses Cotes as follows:

*Development would be adjacent to Cotes Grassland SSSI, and additional grassland identified as a Local Wildlife Site. It would also be alongside the River Soar valley. Development would be large scale, and could potentially lead to negative effects on wildlife that relies upon these habitats. However, development at such a scale would allow for the incorporation of substantial areas of green infrastructure which should draw people away from the more sensitive areas with regards to recreation.*

*Consequently, only minor negative effects would be expected, which could be neutral in the longer term once green infrastructure is well established.*

- 2.20 We agree with the Council's assessment. The majority of the site is of low conservation value currently and there is considerable scope for biodiversity net gain. Natural England was consulted on the 2013 planning application and had no objection to the proposals, subject to planning conditions being imposed in respect of Cotes Grassland and Loughborough Meadows SSSI. Natural England also concluded that the proposed development would be unlikely to affect bats, otters and great crested newts but referred the Council to their (now superseded) Standing Advice in relation to bat surveys.
- 2.21 We note that the Council ranks Option 1 on a par with Cotes, but EXAM57 contains no analysis of the extent to which intensifying the use of the proposed allocations might impact adversely on their ability to deliver biodiversity net gains. It also notes the potential for effects on SSSIs arising from sites that, unlike Cotes, do not obviously have the ability to mitigate risks through the provision of major areas of



green infrastructure on site. Accordingly, we do not agree that Option 1 should be ranked alongside Cotes for ecology and biodiversity.

2.22 Overall, Cotes should be ranked first in this part of the assessment.

### **Water Quality**

2.23 We agree with the Council's assessment of Cotes and its ranking of the three Options as equal.

### **Flood Risk**

2.24 The Council assesses Cotes as follows:

*Part of the site that forms the new settlement contains areas that fall within flood zones 2 and 3; a small stream running through the site, as well as a small part of the River Soar flood plain. Despite this, the development of the site should be possible to accommodate without increasing flood risk. Not least, the large nature of the site ought to allow for substantial green infrastructure and sustainable drainage systems to be incorporated. The plan policies CC1 and CC2 would ensure that such factors are taken into consideration. From a borough-wide perspective, the addition of Cotes would not be considered likely to change the overall conclusions in terms of neutral effects. However, there would be increased uncertainty.*

2.25 The Delivery Statement contains a detailed Flood Risk and Drainage Assessment. This builds on work undertaken in respect of the site in 2013 and 2014 and addresses more recently published policy, guidance and data. The flood extents associated with the River Soar are shown on page 40 of the Statement and the areas at risk of surface water flooding, including those linked to Spinney Brook, on page 41. The Cotes site lies beyond the flood extents of the River Soar but has within it areas of land that are impacted by surface water flooding. The masterplan provides for development to be located beyond the surface water flood extents in accordance with national and local policies.

2.26 The Delivery Statement also includes a surface water drainage strategy which provides for surface water run off to be captured within above ground attenuation features and for discharge rates to mimic existing greenfield rates with an appropriate allowance for climate change. All SUDS and associate features within the strategy are located beyond the flood extents associated with Spinney Brook.

2.27 As a consequence of Jelson having already fully examined the flood risk and drainage issues associated with developing Cotes, there are no uncertainties as suggested by the Council. Overall, therefore, Cotes must rank higher than both Options 1 and 2, in respect of which the necessary analysis has not yet been undertaken.

## **Land (Soils)**

2.28 The Council assesses Cotes as follows:

*The new settlement opportunity at Cotes is classified as predominately Grade 2 land, which appears from field patterns to be in agricultural use. Development would involve the permanent loss of a proportion of this land, which heightens the significant negative effects of the submitted version of the Plan.*

2.29 The Council's assessment is inaccurate. The Delivery Statement contains an up to date analysis of the quality of the land at Cotes which concludes that the site is a combination of best and most versatile land (Grade 2 and Subgrade 3a) and lower quality subgrade 3b land. Soil resources within the site are also a mix of high quality permeable loams and low quality slowly permeable soils. Overall, the analysis indicates that the development could potentially result in the loss of 59ha of land of the best and most versatile quality (a mix of Grade 2 and 3a).

2.30 There is no policy or guidance which indicates what should constitute a significant adverse effect when one is assessing the loss of agricultural land. The NPPF merely notes that:

*Planning policies and decisions should contribute to and enhance the natural and local environment by:*

*a) ...protecting and enhancing soils (in a manner commensurate with their... identified quality in the development plan)*

*b)...recognising the economic and other benefits of the best and most versatile agricultural land"*

*Plans should:... "allocate land with the least environmental...value, where consistent with other policies in this Framework...Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. (paragraphs 173 and 175)*

2.31 Moreover, it is understood that Charnwood contains 6,172ha of Grade 2 agricultural land and 15,772ha of Grade 3 land, a proportion of which will be Subgrade 3a. In this context, the loss of some 59ha of best and most versatile land in order to facilitate what would be a highly sustainable, mixed use development, should not weigh heavily on the negative side of the planning balance and certainly should not be determinative.

2.32 We note that the Council assumes that because Option 1 would not result in there being any new allocations, it would have no additional effect on soil resources. But this ignores that fact that by

increasing the amount of development within the allocated sites, more agricultural land will be lost permanently than would otherwise be the case. Moreover, we have not seen any analysis, of the type produced by Jelson, which confirms the agricultural grading of each of the proposed allocations. And if such an analysis does not exist, the Council's assessment is not comparing effects on a fair and evidenced basis.

- 2.33 Overall, we consider that the adverse effects of Cotes in respect of soils should be reclassified as minor negative and the Council put to task to evidence its ranking of the Options.

### **Air Quality**

- 2.34 The Council assess Cotes as follows:

*Development at Cotes would need to involve new local services, a well-designed infrastructure network and effective public transport to ensure that car journeys are minimised and that congestion into the main towns in the Borough and surrounding areas is minimised.*

*However, it is possible that minor negative effects could be generated on air quality given that there would be concentrated development in a location that would likely lead to higher levels of traffic on routes towards Loughborough (which contains several AQMAs nearby). The scale of growth would not generate significant negative effects, but would be additional to those identified in the submitted Local Plan.*

- 2.35 The Delivery Statement contains an assessment of air quality issues. It notes that the "*closest AQMA to the site is on the north eastern edge of Loughborough; however all monitored nitrogen dioxide concentrations within Loughborough were predicted to be below the relevant annual mean air quality objective in 2019*".

- 2.36 We agree that Cotes would need to have within it services, facilities and employers and these are all provided for in the illustrative masterplan for the site. With a strong mix of complementary uses and a good network of active travel links within the development, there will be a high level of trip internalisation. As regards vehicle movements into / out of Loughborough, the Council appears to have ignored (i) the proximity of the site to the train station, the town centre and the employers on the eastern side of Loughborough which means if there are to be car journeys, they are likely to be very short in the majority of cases; (ii) the availability of public transport and the potential to significantly improve shared travel services; and (iii) the ability, because of the distances involved, to make active travel the preferred choice of mobility for a large number of the site's residents (Loughborough train station is located on the eastern side of the town centre and is just a 20-minute walk or a 5-minute cycle ride from the site. The town centre is only a little further away). As a consequence, it appears to be

massively over-stating the likely traffic effects of the development. Moreover, it appears to be massively understating the likely effects of the vehicle movements that are likely to be generated by the very large number of small and medium sized allocations it is proposing to make, a large number of which will not be well connected to the urban areas and will not be able to deliver active travel and shared travel enhancements that make a real difference to travel behaviours. Overall, we expect Options 1 and 2 to result in a larger number of vehicle movements and longer journeys than one would expect from Cotes.

- 2.37 We do not accept that Cotes ranks behind Options 1 and 2 and have not seen the evidence to support the Council's conclusions on air quality.

### ***Climate Change***

- 2.38 The Council assesses Cotes as follows:

*This location is not currently well serviced by public transport, and therefore could promote car travel and an associated increase in transport related emissions. However, this would not change the overall effects of the Local Plan being predicted as minor positives. Development at a new settlement would also offset emissions that otherwise would have emanated in Leicester City, and ought to be built to a higher standard of sustainability than the current stock (indeed a new settlement could offer opportunities for low carbon energy schemes). On balance, the effects are considered to be neutral, but are not expected to change the overall conclusions in relation to the submitted Local Plan (i.e. minor positive effects).*

- 2.39 It then compares Options 1-3 as follows:

*None of the options are predicted to lead to a significant change in the effects associated with the Submission version of the Local Plan. Whilst a higher level of housing will be planned for under each option, the additional development will be of a higher standard of sustainability (than the majority of existing housing stock) and should help to reduce per capita emissions in this respect. The main difference between the options is potential for construction and transport emissions, which is considered to be greater for Option 3 which would involve a new settlement in a location that could lead to a greater number / length of car trips. A new settlement would also need to be supported by new utilities and road networks, rather than relying on / improving existing systems (as would be more likely the case for options 1 and 2). Therefore, overall, despite the significance of effects being the same for each Option, Option 3 is ranked least favourable.*

- 2.40 The Council's assessment is fundamentally flawed and without evidence.

- 2.41 The Delivery Statement contains a comprehensive assessment of the site's accessibility and includes a public transport and mobility strategy. As regards public transport, the Statement finds that the site is currently well served by existing bus routes, which stop on the A60 directly adjacent. These provide frequent services to Nottingham and Melton Mowbray. Nevertheless, there are improvements which could be made to improve bus provision as the development is built out and demand increases. The strategy envisages relying on the existing three buses per hour for the first 750 homes or thereabouts, with services being diverted into the site where they will turn via an internal loop. For the second 750 homes, the proposal would be to enhance bus provision based on either the extension of the Sprint bus to the site every 20 minutes from the rail station or the deployment of an additional vehicle on either route 8 or route 9 to allow the chosen route to operate across the town centre to the University. Demand responsive services are also proposed. In addition, the strategy provides for internal roads and routes to be designed to favour active travel, the provision of a mobility hub, the provision of a traffic free route for pedestrians and cyclists running between the site and the edge of Loughborough, the provision of new footways (incl on the A60 to the railway station), and improvements to cycleways and footways in the town itself. All of the above can and will be delivered by Jelson, without financial support from elsewhere.
- 2.42 This comprehensive package of works, combined with the short distance between the site and Loughborough, will reduce significantly the amount of traffic that a development of this scale might otherwise generate. Moreover, we are absolutely satisfied that Cotes will generate substantially less traffic than multiple developments delivering the same number of homes but in dispersed locations. We have seen absolutely no evidence indicating that Options 1 and 2 would result in better outcomes as regards traffic and travel and we cannot believe that this would be the case.
- 2.43 Finally, the Council is wrong to assume that Cotes requires new road networks. It does not. Indeed, it is not reliant at all on any major infrastructure improvements.
- 2.44 Overall, we consider that the available evidence (which is more detailed and site specific for Cotes than Options 1 and 2) indicates that Cotes should be ranked higher than Options 1 and 2.

### ***Historic Environment***

- 2.45 The Council assesses Cotes as follows:

*Cotes is a small village with several listed buildings and an adjacent Scheduled Monument (Cotes deserted medieval village). An application for a large scale mixed use development was submitted (P/13/1842/2) to the Council and Historic England considered that there could be substantial harm to the Scheduled Monument on the basis of the plans submitted. Though a new scheme here could*

*be designed and laid out differently so as to reduce harm, the potential for negative effects clearly exists. Overall, a significant negative effect is predicted, as there is evidence that development could cause substantial harm to heritage assets.*

- 2.46 The Council's assessment is misleading and it has plainly not had any regard to the Delivery Statement which includes a review of the work done in 2013/2014, the comments made by consultees, the advice provided to the Council by CFA Archaeology (an independent consultancy appointed to assess the proposals for the site), and a full heritage impact assessment which considers above and below ground heritage assets.
- 2.47 The Statement notes that the Council's consultant concluded, as Jelson's did, that the development promoted in 2013 would, at most, cause less than substantial harm to the various heritage assets in the vicinity. The Report to the Council's Planning Committee contained virtually no assessment of the likely effects of the development (and certainly nothing approaching what is required today) but, instead, a series of unsubstantiated assertions as regards harm.
- 2.48 The 2021 assessment, produced by RPS, complies with the provisions of the NPPF and Historic England advice. It concludes that Cotes would cause no more than less than substantial harm to any of the heritage assets in the vicinity of the site. As the Inspectors will know, the NPPF provides that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (NPPF paragraph 202).
- 2.49 It seems that, the Council has neither had regard to the Delivery Statement nor carried out a contemporary assessment of the likely effect of developing the Cotes site. Its assessment is, therefore, unreliable. Based on the very thorough assessment that was undertaken by RPS in 2021 (and the assessment carried out by the Council's own consultant in 2013), Cotes will not give rise to significant negative effects. At worst, it will cause minor negative effects and these will plainly be outweighed by the benefits of the proposals. Overall, Cotes should be ranked no lower than Option 2 and no lower than Option 1 also if there is a site or sites within Option 1 that would be likely to cause less than substantial harm to designated heritage assets.

### ***Population – Poverty and Deprivation***

- 2.50 We have commented on the proximity of Cotes to Loughborough, and traffic issues above. We do not accept the Council's assertions in either respect. However, we note that the Council ranks the Options equally against this criterion and we consider this to be appropriate in the absence of more detailed evidence.

### **Population – Healthy and Active Lifestyles**

- 2.51 The Council's assessment ranks Cotes higher than Options 1 and 2 for this criterion. We agree with the Council's assessment.

### **Population – Access to Affordable Housing and Dwelling Mix**

- 2.52 The Council assesses Cotes as follows:

*There is a presumption that 525 dwellings would come forward at Cotes in the Plan period, with further development beyond then. The additional growth would all be located in one place, which is relatively remote and does not currently have strong links to Leicester. Nevertheless, it would create new housing relatively close to Loughborough, and widens the choice of housing across the borough.*

- 2.53 It then goes on to compare the Options as follows:

*All three options will enhance the positive effects associated with the submission version of the Local Plan. This is to be expected given that all the options identify additional sources of supply with regards to housing. Option 2 is considered to be most favourable from a housing perspective, as it does not rely on unspecified windfall development (as do Options 1 and 3), and provides a wider range of sites for development (with some of this being adjacent to Leicester).*

*Option 1 is ranked second as intensification provides additional units on selected sites, which could potentially help improve scheme viability and hence affordability. Option 3 provides another new location for housing development on a larger strategic site that offers alternative types of housing. Whilst positive in terms of increased numbers, it limits development to one location and could be delayed due to the need to secure new infrastructure and to develop in phases.*

- 2.54 As noted earlier, the Council has misunderstood the number of new homes that Cotes could deliver in the period to 2037 and / or 2039 (at least 1,000 or 1,200 homes respectively). This means that it has also underestimated the number of affordable homes that are likely to be delivered at Cotes in the relevant period, which will be between 300 and 330, based on the emerging Local Plan requirement. We think it unlikely that Options 1 or 2 will deliver policy compliant levels of affordable housing (they certainly will not if the Council persists with the scale of S106 contributions that are referenced in EXAM75) and have seen no evidence of the Council having assessed this on a site by site basis. The amount of affordable housing that would be delivered by Cotes is a significant positive effect of the scheme.

- 2.55 The fact that the proposed housing would be delivered in one place is irrelevant. This is not a factor in the assessment criteria. Moreover, the fact that the site not close to Leicester is not relevant as the objective is simply to increase housing land supply to the level that is sufficient to satisfy Charnwood's and Leicester's needs overall. In any event, Cotes is only a short walk or cycle from Loughborough Station which provides regular direct train services to Leicester City Centre in 10 minutes.
- 2.56 As noted earlier, a strategy that includes Cotes is a strategy that is significantly less reliant on windfalls, not more reliant on them. Indeed, Option 3 is the strategy that delivers the most homes and the greatest level of certainty as regards delivery.
- 2.57 Finally, and also as noted earlier, the development at Cotes will not be delayed by the need to provide up front infrastructure. This has been assessed in the Delivery Statement and a strategy for accessibility and mobility already devised.
- 2.58 Overall, the Council ranks Cotes in 3<sup>rd</sup> place. We consider this to be based on erroneous assumptions. When these are corrected, it is clear that Cotes ranks 1<sup>st</sup>.

### **Local Economy**

- 2.59 The Council assesses Cotes as follows:

*A new settlement would involve a small local centre. In addition to additional homes provided, and the generation of employment throughout the build out of the new settlement, this should also help to generate income in the area, with potentially greater spending in nearby larger centres such as Loughborough. However, the benefits would all be concentrated in this location.*

*A new settlement would need to be supported by new primary education facilities, and so in this respect, positive effects could be expected. However, it is not of the scale to support secondary education, so access could be lacking in this respect.*

- 2.60 It is plain from the above that the Council has not had regard to the Delivery Statement and the fact that the proposals for Cotes include not only a local centre and primary school (both of which will offer employment opportunities) but also 5ha of employment land.
- 2.61 Ironically, the Council speaks more favourably of Options 1 and 2 than it does of Cotes; making statements such as: *Increased planned growth at the proposed allocations, is likely to have further benefits with regards to employment, by providing accommodation for an increased population and bringing inward spending into different settlements. The overall effects are likely to remain significantly positive in terms of employment generation and economy, with minor positive effects potentially rising to moderate positives in*



*terms of the vitality of centres. (Option 1); and It also provides a spread of additional new homes and increased investment, which should help the vitality of centres. Additional growth at identified / allocated sites is higher for this option compared to option A (i.e. sites are identified up front rather than relying on windfall), which perhaps increases the certainty of effects somewhat (Option 2). These are unsubstantiated statements that are not supported by evidence. They are comments about things that might happen and nothing more. Neither Option 1 nor Option 2 offers a mix of uses in the way that Cotes does and, more particularly, a mix of uses that will have a direct positive effect on the local economy. And neither offers uses and benefits that can be quantified with any degree of accuracy now.*

2.62 We note also that, in respect of Option 2, the Council says: *Additional site allocations are likely to bring further positive effects with regards to employment as it provides the opportunity for an increased number of development industry workers to bring forward sites across the borough.* The same applies to Cotes.

2.63 Overall, the Council ranks all three Options the same. But this is not appropriate. There can be no doubt that Cotes will have a greater positive effect on the local economy.

### **Material Assets**

2.64 The Council assesses Cotes as follows:

*This location currently has poor access to services and facilities locally, but is relatively close to Loughborough. Unless the new settlements generate the critical mass to support new schools and health facilities, these communities will need to travel to access basic services. Access to cultural and community facilities in these locations would also be dependent upon developer contributions.*

*The level of growth involved ought to support new primary facilities on site, but it is unlikely new secondary schools would be supported, and so a contribution would be required to existing school(s). This would mean that access would either be by car or bus (if new services are provided). Likewise, it is probable that contributions would be made towards existing health facilities in Loughborough, rather than new facilities being secured on site. Whilst beneficial in terms of the level of provision and improvements to existing facilities, it would not be ideal in terms of accessibility by active modes of travel.*

*With regards to a local centre and other facilities such as places of worship, supermarkets etc. would not be provided on site (which is in a relatively remote location), there would be a need for travel to other settlements (most likely Loughborough and Barrow. This is not ideal in terms of creating walkable neighbourhoods.*

*Access to public transport would also be dependent on new or amended services being secured. Given the potential for a large amount of growth to be located in areas of relatively poor accessibility, and the uncertainty of new facilities being secured, a negative effect is predicted.*

*Overall, this option would lead to negative effects in terms of accessibility, and would change the overall conclusions in relation to the plan from neutral / uncertain negative effects, to a likely minor negative effect (alongside minor positive effects).*

2.65 As noted earlier, the proposal is for Cotes to be developed with a sustainable mix of uses, services and facilities. Most day to day needs of local residents will be satisfied within and by the development itself. When trips do need to be made to services and facilities that are not within the development, such trips will likely be short (because they will mainly be to Loughborough) and will be made by walking, cycling or public transport, all of which will be convenient, safe and offer genuine alternatives to the private car. Again, it is plain that the Council has had no regard to the evidence that we have produced in respect of Cotes and, as a consequence, it has undertaken an assessment that is flawed.

2.66 EXAM57 goes on to compare the Options as follows:

*For Options 1 and 2, the growth would be closer to existing urban areas, and is therefore generally better served by existing facilities and proposed new facilities. For Option 3, the potential to secure certain facilities on site is greater, but is also considered most likely to create a greater reliance on other settlements for certain services. As such, Option 3 is considered to perform the least well out of the three options. Option 1 and 2 are considered to perform on par, with Option 2 presenting better opportunities for new community open space and schools on new sites (compared to intensification), but being less accessible to a wider range of services compared to the locations involved for intensification.*

2.67 The suggestion that Options 1 and 2 would deliver growth closer to existing urban areas is simply wrong. Cotes is closer to and better connected to an urban area than any of the sites that feature in Options 1 or 2. And the urban area that Cotes is adjacent to is the Borough's principal town which is far superior to all other settlements in the Borough in terms of the services, facilities, job opportunities and transport connections it offers. Moreover, Cotes cannot on any sensible analysis rank below Options 1 and 2 for the provision of new open spaces and access to schools.

2.68 Overall, the Council ranks Options 1 and 2 on a par and Cotes behind both. But, again, its assessment is based on inappropriate assumptions and assertions that are not evidenced and do not stand up to scrutiny. Cotes clearly is the better performing of the Options against this criterion.

### Mineral Resources

2.69 Insofar as impacts on mineral resources are concerned, the Council compares the Options as follows:

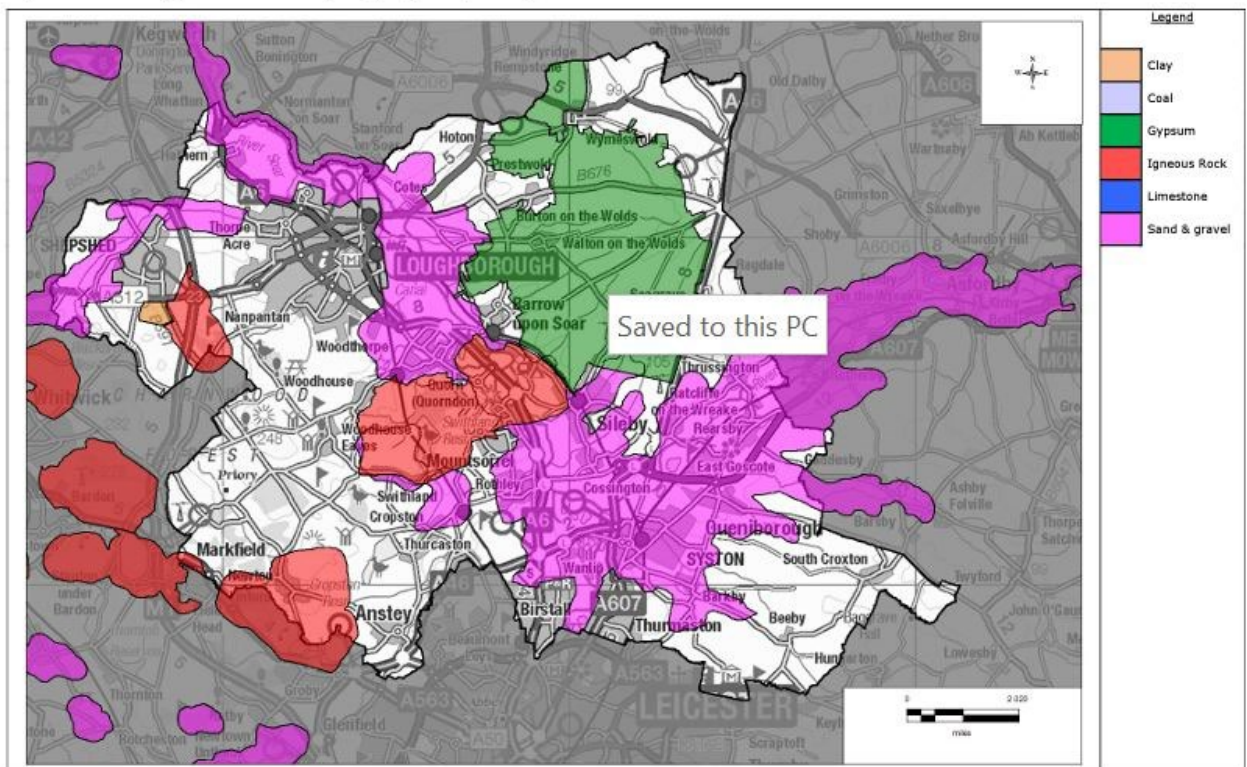
*Option 1 is ranked first in relation to minerals, as it would make more effective use of land through densification or only slight increases in developable areas of some sites. The element of supply assigned to windfall ought not to lead to significant effects as it will be guided by plan policies that seek to ensure minerals are safeguarded and recovered wherever possible.*

*Option 2 involves some sites with overlap with MSAs in Shepshed, but limited overlap elsewhere. The scale of overlap is low, and though overall effects are unlikely to be significant, this Option is less preferable than Option 1, so is ranked second.*

*Overall, Option 3 is ranked third in relation to mineral resources, as the new settlement site overlaps with a minerals safeguarded area for sand and gravel. It would also require greater use of raw materials to support new infrastructure compared to approaches that make use of existing urban area facilities. Whilst the presence of an MSA does not mean that significant losses of minerals would arise, the potential is greater compared to the other options where overlap with MSAs is lower.*

2.70 As the Inspectors may be aware, large parts of the Borough are designated as MSAs. We include below an extract from the Minerals Local Plan which shows these as they currently stand:

Figure C1: Areas of borough/district for mineral safeguarding, categorised by mineral type



- 2.71 We have compared the above plan with the plans that appear on pages 14 and 15 of EXAM57 and it seems to us that the vast majority of the Option 1 sites are within MSAs and so too are several of the Option 2 sites. Cotes is, as the Council rightly notes, partly within an MSA for sand and gravel.
- 2.72 In the light of the above, we observe as follows:
- a) so far as we can tell, the Council has not, at any point in the plan-making process, assessed the actual impact of its proposed allocations on mineral resources as per Policy M11 of the Minerals Plan and has not given any consideration to whether sites proposed for allocation within MSAs hold resources that would it would be possible / economic to extract. It has certainly carried out no such assessment of Cotes. The Council may be arguing that Policy M11 is satisfied because there is an overriding need for housing within the MSAs but, if that is the case, then the possible effects of development on minerals resources should not be a criterion in the SA, or the assessment of sites against this criterion should not impact the outcome of the assessment;
  - b) that said, the Minerals Plan for Leicestershire (adopted 2019) was reviewed in 2022 and found to be up to date and, insofar as sand and gravel is concerned (which has the most extensive MSA and impacts Cotes), the Minerals Planning Authority has not found it necessary to allocate further extraction sites. Moreover, Policy M3 of the Plan presumes against the creation of new sites unless these are intended to replace existing operations that are nearing the end of their life, or comprise extensions to existing facilities. Had the need for sand and gravel been acute, the Minerals Plan would be making provision for additional extraction facilities to be established;
  - c) unsurprisingly, given (a), (b) and the extent of the various MSAs, the fact that housing sites lie within MSAs has clearly not prevented the Council from allocating them - impacts on MSAs have clearly not to date been, and should not now be determinative unless the Council has specific, up to date data on the precise effects that developing sites will have on reserves of economically workable resources;
  - d) for the purposes of ranking the Options, the Council appears to be ignoring the fact that increasing the number of homes to be delivered within proposed allocations will inevitably increase the amount of land within the MSAs that is lost to built development;
  - e) the Council has made unsubstantiated assumptions about windfalls not impacting on the MSAs. That may be right, but it cannot say for sure that windfalls will not result in the further loss of mineral resources, particularly bearing in mind that the MSAs extend very close to or run into a number of the Borough's most sustainable settlements. As noted above, allocating Cotes will reduce the Council's reliance on windfalls; and

f) the Council has, without any evidence and plainly without regard to the Delivery Statement, concluded that Cotes will *require greater use of raw materials to support new infrastructure compared to approaches that make use of existing urban area facilities*. We do not accept this, but even if the Council is right, the difference between the Options in terms of mineral use must be marginal at most.

2.73 In the light of the above and, in particular, in the absence of a detailed assessment of the Plan's compliance with Minerals Plan Policy M11, it is difficult to understand how the Council can conclude that any one of the Options is materially better than the other. It is certainly wrong of it to conclude that Cotes would give rise to a greater adverse effect than Options 1 or 2. On the basis of the information that is available, the Options should be ranked equally against this criterion.

### **Conclusions on the Assessment**

2.74 The Council presents an overview of its assessment, in tabular form, on pages 19 and 38 of EXAM57. The Table on page 19 (Table 5.1) shows how the Submission Plan scores against the SA criteria and then how each of the EXAM57 Options score. The ranking of the sites is also shown. The Table that appears on page 38 shows how the Local Plan would score overall depending on which Option for additional growth is pursued. The Tables are reproduced below for ease of reference:

**Table 5.1:** Summary of appraisal findings and 'relative ranking'

| Submission Plan | SA Topic                       | Option 1 | Option 2 | Option 3 |
|-----------------|--------------------------------|----------|----------|----------|
|                 | <b>Landscape</b>               | 1        | 3 ?      | 2 ?      |
|                 | <b>Biodiversity</b>            | 1        | 3        | 1        |
|                 | <b>Water quality</b>           | 1        | 1        | 1        |
|                 | <b>Flood risk</b>              | ?        | ?        | ?        |
|                 | <b>Land</b>                    | 1        | 2        | 3        |
|                 | <b>Air quality</b>             | 1        | 1        | 2        |
|                 | <b>Climate change</b>          | 1        | 1        | 2        |
|                 | <b>Historic environment</b>    | 1 ?      | 2        | 3        |
|                 | <b>Population: Poverty</b>     | 1 ?      | 1 ?      | 1 ?      |
|                 | <b>Population: Health</b>      | 2        | 2        | 1        |
|                 | <b>Population: Housing</b>     | 2        | 1        | 3        |
|                 | <b>Local economy</b>           | 1        | 1        | 1        |
|                 | <b>Material assets: Access</b> | 1 ?      | 1 ?      | 2        |
|                 | <b>Mineral resources</b>       | 1        | 2        | 3        |

**Interpreting the significance of effects**

|                      |   |
|----------------------|---|
| Significant positive |   |
| Minor positive       |   |
| Neutral              |   |
| Minor negative       |   |
| Significant negative |   |
| Uncertainty          | ? |



Performs better than both other options



Performs poorer than both other options

Summary of effects for the reasonable alternative (i.e. the Submitted Plan plus additional growth).

| SA Topic                | Option 1 | Option 2 | Option 3 |
|-------------------------|----------|----------|----------|
| Landscape               | 1        | 3        | 2        |
| Biodiversity            | 1        | 3        | 1        |
| Water quality           | 1        | 1        | 1        |
| Flood risk              | ?        | ?        | ?        |
| Land                    | 1        | 2        | 3        |
| Air quality             | 1        | 1        | 2        |
| Climate change          | 1        | 1        | 2        |
| Historic environment    | 1        | 2        | 3        |
| Population: Poverty     | 1        | 1        | 1        |
| Population: Health      | 2        | 2        | 1        |
| Population: Housing     | 2        | 1        | 3        |
| Local economy           | 1        | 1        | 1        |
| Material assets: Access | 1        | 1        | 2        |
| Mineral resources       | 1        | 2        | 3        |

2.75 If we are reading the Council’s overview correctly:

- a) Option 1 is said to have no effect at all on the performance of the Local Plan against the SA criteria;
- b) Option 2 would negatively impact the Plan’s performance in terms of Landscape and Biodiversity;
- c) Option 3 would negatively impact the Plan’s performance in terms of Landscape and Historic Environment.

2.76 As a preliminary observation, we find it hard to believe that, even on the Council’s assessment, allocating Cotes would cause such a major shift in the performance of the Plan in landscape and heritage terms as suggested by the Table above. When looked at in the round, and noting that development is currently planned across the Borough, this cannot be right.









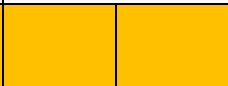
2.77 As regards ranking, on the Council’s analysis:

- a) Option 1 ranks 1<sup>st</sup> against 12 criteria and 2<sup>nd</sup> against 2;
- b) Option 2 ranks 1<sup>st</sup> against 8 criteria, 2<sup>nd</sup> against 4 and 3<sup>rd</sup> against 2; and
- c) Option 3 ranks 1<sup>st</sup> against 6 criteria, 2<sup>nd</sup> against 4 and 3<sup>rd</sup> against 4.

2.78 As we have noted throughout these Representations, the Council’s assessment is flawed and has failed to have regard to the very detailed and site specific evidence that Jelson has submitted in respect of Cotes. When the necessary corrections are made to the assessment, the results are as follows:

| SA Topic             | Option 1 |  | Option 2 |  | Option 3 |  |
|----------------------|----------|--|----------|--|----------|--|
| Landscape            |          |  |          |  |          |  |
|                      | 1        |  | 2        |  | 1        |  |
| Biodiversity         |          |  |          |  |          |  |
|                      | 2        |  | 2        |  | 1        |  |
| Water Quality        |          |  |          |  |          |  |
|                      | 1        |  | 1        |  | 1        |  |
| Flood Risk           |          |  |          |  |          |  |
|                      | 2        |  | 2        |  | 1        |  |
| Land                 |          |  |          |  |          |  |
|                      | 1        |  | 2        |  | 2        |  |
| Air Quality          |          |  |          |  |          |  |
|                      | 1        |  | 1        |  | 1        |  |
| Climate Change       |          |  |          |  |          |  |
|                      | 2        |  | 2        |  | 1        |  |
| Historic Environment |          |  |          |  |          |  |
|                      | 1        |  | 1        |  | 1        |  |
| Population: Poverty  |          |  |          |  |          |  |
|                      | 1        |  | 1        |  | 1        |  |
| Population: Health   |          |  |          |  |          |  |
|                      | 2        |  | 2        |  | 1        |  |
| Population: Housing  |          |  |          |  |          |  |



|                   |   |   |   |
|-------------------|---|---|---|
|                   | 2   | 2   | 1   |
| Local Economy     |  |  |  |
|                   | 2   | 2   | 1   |
| Material Assets   |  |  |  |
|                   | 2   | 2   | 1   |
| Mineral Resources |  |  |  |
|                   | 1   | 1   | 1   |

2.79 On the basis of the corrected analysis, the ranking is as follows:

- a) Option 1 ranks 1st against 7 criteria and 2nd against 7;
- b) Option 2 ranks 1st against 5 criteria, 2nd against 9; and
- c) Option 3 ranks 1st against 13 criteria, 2nd against 1.

2.80 We agree with EXAM57 when it notes that the differences between the Options are likely to be modest overall but having considered in some detail the likely effects of the Cotes development, we are absolutely satisfied that it represents the most sustainable Option of those available. It is also the Option that best ‘confines’ any negative effects and is the Option that offers the greatest certainty of outcome and has the ability to deliver the greatest number of new homes in the shortest timeframe. It should, therefore, have been identified as the preferred option and the Plan will not be sound unless Cotes is allocated.

### 3. EXAM56A Additional Housing Supply Technical Note

- 3.1 EXAM56a sets out how the Local Plan could be modified to provide the additional homes that are required to satisfy Charnwood's apportionment of Leicester's unmet housing need (EXAM56a paragraph 1.3). The Inspectors appear to have agreed that this equates to 78dpa and that this takes the Borough's housing requirement to 1,189dpa. We say no more about this here. The Inspectors already have on record our concerns about the apportionment of Leicester's unmet need. But there are other issues raised by EXAM56a which we comment on below.

#### Plan Period

- 3.2 The Council persists with the notion that it is acceptable to adopt a Local Plan that covers the period 2021 – 2037. It is not. The NPPF is clear that:

*Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. (NPPF paragraph 22)*

- 3.3 Having regard to the issues that are yet to be resolved by this Examination, it seems to us unlikely that the Plan will be adopted before 1 April 2024. But if it is, and if the Plan period is not adjusted between now and then, its strategic policies will look ahead only 13 years (1 April 2024 to 31 March 2037). If the Plan is not adopted until sometime during 2024 / 2025, its strategic Policies will have a life of just 12 years. Neither is acceptable. If the Plan proceeds as currently drafted, it will be at odds with the NPPF and will not be sound.
- 3.4 To make the Plan sound, the plan-period must be extended to at least 2039. However, given the uncertainty surrounding the timescales to adoption, it seems to us that it would be sensible to extend it to 2040.

#### The Overall Housing Requirement

- 3.5 EXAM56a asserts that the housing requirement for the period to 2037 is 20,927. This is made up of the Borough's locally assessed need (17,776), its proportion of Leicester's unmet need (1,248) and a 10% allowance for flexibility (1,903). For each additional year that is added to the Plan period, the housing requirement must increase by 1,308<sup>3</sup>. Thus, extending the Plan period to 2039 adds 2,616

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<sup>3</sup> 1,189 + 10%

dwellings to the requirement and extending it to 2040 adds 3,924. This takes the overall housing requirement to either 23,588 or 24,851.

- 3.6 This is not a new issue. It has been raised previously during this Examination and so the Council has had ample time to address the matter. Indeed, the sensible thing for it to do would have been to address this matter when it weighed its options for accommodating the homes required to satisfy Leicester's unmet need, and then consulted on its proposals now. But it hasn't done that and, so far as we can tell, has failed to deal with this matter completely.
- 3.7 This is a major issue for this Plan and one that can only be addressed by (i) extending the Plan period and (ii) finding the sites that it needs to satisfy the increase in the housing requirement that flows from the adjustment. Helpfully for the Council, it is clear from EXAM57 that it has sustainable options available to it and it ought to be able to quickly make modifications to the Plan to make it sound in this respect.
- 3.8 In the light of the above, the calculations within EXAM56a are all presented on the wrong basis.

### **Current Supply**

- 3.9 In the Table at paragraph 3.1 of EXAM56a, the Council asserts that, as at 31 March 2023, it had committed developments and a forward supply of land identified for housing that is capable of delivering 19,717 homes in the period to 2037. We comment later in these Representations on the Council's assessment of housing land supply, and its trajectory, but note here that its updated trajectory shows only one site that appears capable of delivering new homes beyond 2037 (Site HA1). This means that any increase in the overall housing requirement, arising from an extension to the Plan period, will very likely have to be satisfied by sites not currently in the Plan.

### **Providing for Leicester's Unmet Housing Needs**

- 3.10 At paragraph 3.4, EXAM56a states:

*The Council has identified how the plan can be amended to meet this additional need by focussing on existing sources of supply rather than identifying new site allocations. The reasons for choosing this option are that the existing allocations have been identified through a systematic site selection process, documented in TP/2 (updated version submitted as EXAM 7), as the most suitable sites for sustainable development. They are also the sites that are best related to infrastructure provision, either existing or new provision that will be delivered through the plan. Securing higher densities in appropriate locations can also help to ensure the efficient use of land.*

3.11 We deal elsewhere in these Representations, and in other Representations, with how the Council has arrived at the above conclusion and so we need not repeat any of that here. Suffice it to say that there are major issues with the site selection process and the allocated sites are very clearly not the sites that are best related to existing or proposed infrastructure. We have also noted that the Council has provided insufficient evidence to allow Participants and the Inspectors to properly understand and interrogate how its existing allocations are to accommodate the additional housing that is now proposed.

### **Conclusions on EXAM56a**

3.12 The Plan period must be extended in order to make the Plan sound. Extending the Plan period will increase the Borough's housing requirement. Even if one accepts the Council's updated trajectory (which we do not), and its proposals to increase the number of new homes delivered on certain allocated sites (which we do not), the Plan will not provide for the delivery of sufficient new homes to satisfy its housing requirement. The Council is asserting in EXAM56a that the Plan as now presented will deliver 21,134 new homes (EXAM56a paragraph 4.7). This is between 2,454 and 3,717 fewer than are required.

## 4. EXAM58b, 58c, 58d and 58e – Housing Land Supply

### 4.1 Paragraph 68 of the NPPF states

*Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:*

- a) specific, deliverable sites (with an appropriate buffer) for years one to five of the plan period; and*
- b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.*

### 4.2 The Glossary to the NPPF says that to be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).*
- b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.*

### 4.3 In terms of maintaining supply and delivery, paragraph 74 of the NPPF provides that:

*Strategic policies should include a trajectory illustrating the expected rate of housing delivery over the plan period, and all plans should consider whether it is appropriate to set out the anticipated rate of development for specific sites. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.*

*The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:*

- a) 5% to ensure choice and competition in the market for land; or*
- b) 10% where the local planning authority wishes to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or*
- c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.*

4.4 We have looked at the various updated housing land supply documents published by the Council and are concerned that the evidence indicates that the emerging Plan will not provide 5 years' worth of deliverable sites on adoption. The reasons for this are as follows:

- i) in its updated housing trajectory (Exam 58B), the Council is asserting past completions of 792 dwellings for 2021 / 22 and 661 dwellings for 2022 / 23. We have checked the Government's Live Tables which track changes in the size of dwelling stock as a consequence of new builds, conversions, changes of uses, and demolitions. Table 122 'housing supply: net additional dwellings, by local authority district, (England)' indicates that the Council delivered 620 dwellings in 2021/22. The Equivalent data for the 2022/23 monitoring year has not yet been published but is expected to be available this month. However, Table 253a 'permanent dwellings started and completed, by tenure and district ((quarterly)' indicates that 620 dwellings (excl. conversions) were completed in that year. It appears to us, therefore, that the Council has overstated its completions. If that is right, then there is a larger shortfall (1134 dwellings) to be addressed than is currently factored into the Council's calculations;
- ii) the updated housing trajectory includes a large number of sites that are proposed to be allocated but are not yet the subject of planning applications and are not under the control of housebuilders. These are:

| <b>Site Allocation Reference</b> | <b>Address</b>                          | <b>No. of dwellings to be delivered within 5 year period</b> |
|----------------------------------|---|--|
| HA4                              | Queniborough Lodge                      | 80   |
| HA22                             | Devonshire Square                       | 35   |
| HA25                             | 1380144 Knightthorpe Road, Loughborough | 15   |
| HA26                             | Limehurst Depot                         | 138  |

|              |  |             |
|--------------|--|-------------|
| HA30         | Land off Fairway Road, Shepshed                    | 80          |
| HA33         | Land at Oakley Road, Shepshed                      | 70          |
| HA35         | Land north of Hallamford Road and West of Shepshed | 50          |
| HA36         | 20 Moscow Lane, Shepshed                           | 25          |
| HA42         | 32 Charnwood Road, Shepshed                        | 15          |
| HA48         | Land off Willow Road, Barrow upon Soar             | 90          |
| HA49         | Land off Cotes Road, Barrow upon Soar              | 90          |
| HA51         | Land south of Rothley                              | 40          |
| HA55         | Land rear of the Maltings, High Street, Sileby     | 13          |
| HA64         | Land at Threeways Farm, Queniborough               | 80          |
| HA65         | Land of Melton Road, Queniborough                  | 80          |
| HA66         | Land of Gaddesby Lane, Rearsby                     | 65          |
| HA68         | Land off Old Gate Road, Thrussington               | 60          |
| HA69         | The former Rectory and Land at Thurcaston          | 19          |
| <b>Total</b> |  | <b>1045</b> |

We do not believe there is clear evidence that these sites will deliver homes the 5 year period that is being assessed and, as a consequence, they should not be contributing to the Council's deliverable supply. The effect of removing these sites from the calculation is to reduce the available supply in the 5 year period from 7,438 to 6,393

We note that there are a number of other proposed housing allocations that also do not have planning permission, or in respect of which there is only an outline planning permission. However, these are all controlled by, and are being promoted by housebuilders and we have concluded that these factors combined provide the clear evidence that the Inspectors need to assume that these sites will deliver new homes in the 5 year period;

- iii) the Council's housing Trajectory continues to show that it is relying on its three main SUEs to deliver a significant proportion of the new homes that the Borough requires over the next 5 years, and beyond. We have highlighted in previous representations concerns about the delivery rates that the Council is assuming for the SUEs. No SUE in the HMA has ever delivered more than 187 dwellings per annum in a single year and we note that the only one of the SUE developers that has participated in EiP Hearing Sessions (for North of Birstall) has advised an upper limit of 175dpa. Whilst still likely to be very challenging, we consider 175dpa to be more achievable than the rates that the Council has included for West of Loughborough and North of Leicester. We recommend that the Inspectors assume no more than 175dpa from each of these sites. Reducing the maximum delivery rate to 175dpa for West of Loughborough and

North of Leicester has the effect of reducing the 5 year supply by an additional 160 homes to 6,233.

4.5 The Council has published an update to its five-year housing land supply calculation, which it expects to confirm upon adoption of the Plan (EXAM58D). We have several issues with the analysis that is presented in EXAM58d. These are as follows:

- i) the introductory text explains that the PPG confirms that there are a number of ways in which local authorities can address past shortfalls in housing completions against planned requirements. These are known as the 'Sedgefield' and 'Liverpool' approaches. Sedgefield involves addressing any shortfall accrued in previous years over the next 5 years. The Liverpool approach involves addressing any shortfall during the remaining years of the Plan period. The Council does not say anywhere in EXAM58d which approach it is intending to adopt and why<sup>4</sup>. It is our view that only Sedgefield is consistent with the Government's continued objective of boosting significantly the supply of new homes, will help address the housing crisis generally and will help satisfy Leicester's unmet needs which are arising now;
- ii) as noted above, the Council's completions data is not consistent with the data held by the Government. When the Government published data is used in the calculation, the shortfall that is to be addressed increases to 1,138 dwellings.
- iii) if the Council is indeed intending to confirm its housing land supply position through Local Plan adoption, the NPPF and PPG make it clear that it must apply a minimum buffer of 10% buffer to account for potential fluctuations in the market and ensure that their 5 year supply is sufficiently robust. However, both of the housing land supply calculation presented in EXAM58d apply only a 5% buffer.

4.6 To assist the Inspectors we have produced below, our own assessment of the Councils housing land supply position on adoption of the Plan, using the Sedgefield approach, applying the correct shortfall, applying the correct buffer and factoring in only sites that are demonstrably deliverable. This is as follows:

|   | <b>AY Assessment of Charnwood Borough Housing Supply as at 1 April 2023</b>                     | <b>Total</b> |
|---|---|--------------|
|   | Charnwood Borough housing requirement from 1st April 2023 (1,189 dwellings per annum).          | -            |
| a | Number of dwellings required for five years 1 April 2023 to 31 March 2028 (1,189 x five years). | 5,945        |

<sup>4</sup> We note that at the foot of EXAM58b the Council provides calculations for both approaches



|   |  |             |
|---|--|-------------|
| b | Number of dwellings required for five years 1 April 2023 to 31 March 2028 including the shortfall (5,945 + 1,138).   | 7,083       |
| c | Number of dwellings required for five years 1 April 2023 to 31 March 2028 including the deficit and 10% (rounded up) to ensure choice and competition in the market for land (NPPF paragraph 74a) (7,083 x 10%). | 7,791       |
| d | Estimated supply of deliverable sites for five years 1 April 2023 to 31 March 2028.  | 6,233       |
| e | Surplus over requirement (d - c).  | -1,558      |
| f | Annual housing target (c divided by five years) (rounded up).  | 1558        |
| g | Number of years supply (d divided by f).   | <b>4.00</b> |

## Conclusions on EXAM56a

- 4.7 There are clearly still issues with the Council's housing land supply evidence but on the basis of a correct analysis and a reasonable application of the Government's definition of 'deliverable' the available data indicates that the Plan will not provide 5 years' worth of deliverable sites on adoption. We assess the deliverable supply to be 4 years.

## 5. EXAM75 – Draft Transport Strategy

- 5.1 Jelson has instructed SLR (formerly Vectos) to examine the transport evidence base for the Local Plan and to provide an objective, independent opinion on the Draft Transport Strategy that has been produced by the County Council. SKLR has produce a short Report which summarises its findings and this is attached at Appendix 2. We draw upon SLRs analysis as necessary below.

### Procedural Matters

- 5.2 EXAM75 describes the broad contents of, and the framework for, Transport Strategies for Loughborough and Shepshed, the North of Leicester and the Soar Valley. The Strategies themselves have not yet been produced but EXAM75 says that they will be *“adopted by the County Council's Cabinet”* when they are finalised and that is the County Council's understanding that *“their implementation will ultimately be given effect through proposed Main Modifications to the policy framework of the Local Plan”*. By 'policy framework' EXAM75 means Local Plan Policy INF2 as proposed to be Modified (see EXAM4).
- 5.3 The County Council appears to consider it appropriate for the Borough Council to adopt a Plan (and with it a policy framework that, in the County's words, enables them to 'maximise' developer funding for an as yet undefined list of infrastructure requirements – see EXAM75 paragraph 2.5) and then to provide the evidence which justifies it, and the details of the schemes that they wish to be funded<sup>5</sup>, after the event. The County Council is wrong. This is not an acceptable way to prepare a Local Plan.
- 5.4 EXAM75 suggests that there will be public consultation on the Draft Strategies when they have been compiled (possibly Summer 2024) but there is no mention of any independent examination of the Strategies and, in our experience, consultation without independent examination very rarely has an impact on the outcome of the process. More often than not, the document that has been consulted on will be adopted as drafted, or only very minor changes will be made to it, even if interested parties have identified significant issues with it.
- 5.5 The way that the transport evidence base, the Strategies and the Plan are being progressed are matters of vary serious concern because, as EXAM75 notes and we refer to above, the Borough Council is proposing a Main Modification to Local Plan Policy INF2 which appears to be being promoted as a means of securing very substantial financial contributions from developers towards

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<sup>5</sup> Although we note that EXAM75 states that even when the Strategies are approved by the County Council's Cabinet, they may not include full details of all of the transport interventions that may be required.

the transport schemes that are to be defined in these as yet unpublished Strategies. Moreover, the indication is that the schemes that will be defined in each Strategy may not be directly related to all developments proposed in the Strategy area, but all will be required to contribute on an equal basis. In other words, INF2 is intended to provide the policy framework for the charging of some form of roof tax or levy, but in the absence of an appropriate legal basis for such a regime.

- 5.6 It is not clear to us how INF2 can be found sound in the absence of the Strategies to which it refers, and without those Strategies having been subject to consultation and independent examination. We raise this now so that it can be considered further, before the Council progresses to Main Modifications or adoption and potentially opens itself up to a risk of legal challenge.

### **County Council Complaints about the Evidential Burden**

- 5.7 The County Council appears to have concerns about the amount of work that has had to be done on the transport evidence base to this point and asserts at paragraph 1.1.3 of EXAM75 that *“the scale of work required to develop area Transport Strategies such as these goes way beyond what is proportionate for the development of a Local Plan”*. This is not correct. The NPPF is clear that:

- Local Plans must be deliverable;
- policies must be clear and unambiguous;
- strategic policies should make sufficient provision for infrastructure for transport;
- strategic policies should look ahead a minimum of 15 years to anticipate and respond to long-term requirements and opportunities such as those arising from major improvements in infrastructure;
- joint working should help determine where additional infrastructure is necessary;
- policies should be underpinned by up to date evidence focussed tightly on supporting and justifying the policies concerned; and
- plans should set out the contributions expected from development and this should include contributions towards transport (the NPPG goes slightly further and says that policy requirements should be clear so that they can be accurately accounted for in the price paid for land).

- 5.8 This means that the proposals in the Plan must be deliverable and one cannot assess deliverability without a clear understanding of the infrastructure that is required to support each proposal. Having a clear view on what transport infrastructure is required for each proposals is essential. It matters not

how much work the County Council has done to date if the work doesn't provide the information that the Borough Council needs to compile a sound Plan.

## **The Evidence Base and the County Council's Approach to the Strategies**

### **Changing Travel Behaviours and the Spatial Strategy**

- 5.9 EXAM75 asserts that significant changes in people's behaviour will be required if the impacts of growth on the County's transportation system (and on carbon levels) are to be lessened significantly. This may be correct, and Section 4.4 notes how changes in behaviours post-covid have impacted on public transport use for example. But very little else is said in EXAM75 about changing behaviours and how this can be best achieved. As SLR notes, the way that EXAM75 has been drafted seems to be suggesting that external influences will be responsible for, or will need to drive behavioural change, rather than accepting and acknowledging that the Local Plan has a significant role to play in this.
- 5.10 The ability to change behaviours will be shaped in large part by choice. If travellers are given a safe, cost effective and convenient alternative to the private car, there will be a significantly better chance of them using it. To be convenient, the alternative needs to offer a comparable or at least not materially longer journey time. Journey times are impacted primarily by proximity which goes directly to the spatial distribution of new development. Put another way, we stand a better chance of changing travel behaviours if we locate development where residents can access services and facilities on foot and by sustainable means, or where they can very quickly get to hubs that offer sustainable modes of travel (e.g. train and bus stations), or if we plan for larger scale developments that are able to internalise trips and have the ability to also deliver off-site infrastructure that smaller developments cannot. It is not clear how, if at all, any of this has featured in the County's assessments, or its engagement in the plan-making process generally.
- 5.11 At paragraphs 3.1.2 and 3.1.3, EXAM75 says:

*An area strategy approach is a positive way to enabling growth to come forward, where otherwise the County Council as the Local Highway Authority would find itself in a position of not being able to support an allocated site coming forward as a planning application on the basis of cumulative impacts*

*This is particularly important in the context of the approach to the distribution of housing set out in the submitted Local Plan. The new allocations are predominately made up of non-strategic sites and instead comprise a large number of relatively smaller developments across wider geographic*

*areas, such that the cumulative impact of the developments causes the severe impacts identified since it is clear that no individual development will be able to deliver the necessary mitigation.*

5.12 We infer from this that at least some of the problems that the County Council believes it needs to grapple with are being created by the spatial strategy that the Borough Council is pursuing and that perceived adverse effects could / would be reduced if alterations were made to the strategy and different sites (e.g. Cotes), were allocated. But that is not what is being promoted. Instead, the proposed approach is to extract significant sums of money from developers to spend on highway improvements which will do no more than encourage more car use. We have been raising concerns about the distribution of development throughout this Examination, in the context of the SA, the site selection process, the debate on infrastructure and matters arising in respect of viability, and continue to make points about it in these Representations. It seems to us that the County Council is trying to retrofit a solution rather than tackle the root cause of the problem.

### **Approach to the Evidence Base Strategy Preparation**

5.13 Section 4 of EXAM75 describes how the County Council has gone about preparing the transport evidence base for the Plan and creating a platform for the preparation of the Strategies. It describes a 4-step process. It is concerning to note that it began with the modelling of key routes and an assessment of delays at junctions. It did not begin with an assessment of the relative accessibility of settlements across the Borough by active travel and shared travel and an analysis of where, based on existing and then enhanced provision, the most accessible sites lie relative to services, facilities, jobs and transport hubs (i.e. the locations where there will be the greatest prospect of securing modal shift). Indeed, it was not until Step 3 in its process that the County Council gave consideration to the role that sustainable modes of travel might play in the spatial strategy and the transport analysis. It is unclear whether, at the point it started to look at the sustainable travel issues, the spatial strategy was essentially fixed and whether, therefore, the County was attempting to make a set of less than ideal proposals work, rather than shaping the strategy with active and shared travel in mind from the outset.

5.14 It is SLRs opinion that the evidence base and the Draft Transport Strategy is underpinned by a 'predict and provide' analysis (which is no longer consistent with Government Policy), rather than a 'vision and validate' approach and, as a consequence, the Local Plan is not proposing site allocations in the locations, at the scale, and including the mix of uses that have the greatest potential to minimise travel demand. SLR goes on to note that the approach that is being taken may be over-estimating vehicle based travel demand and proposing mitigation measures (road schemes in particular) that may not be required.

## The Proposals

- 5.15 At paragraph 3.4.3, EXAM75 'expands' on what the strategies will include. It is concerning that all it says about active and shared travel is:

*Enhancing sustainable transport measures across the Borough, including cycling, walking and wheeling (active travel) and passenger transport. The particular focus is on Loughborough and Shepshed, and areas bordering the northern edge of Leicester where there is a greater potential to offer genuine alternatives to the car over relatively short journey lengths; conversely outside such areas, for example inter-urban journeys, it will be much more challenging to develop viable and attractive active travel alternatives to private car usage.*

- 5.16 This suggests that only on the edges of Loughborough, Shepshed and the Leicester urban area can investment in active and shared travel be effective. If this is right, the Inspectors should be asking why more is not being made of growth opportunities adjacent to these settlements (including at Cotes) and why such a significant amount of development is being proposed in locations that will continue to be reliant on the private car for most journeys.
- 5.17 It is not clear from the LCWIP plans in EXAM75 what benefit the proposed infrastructure would provide; i.e. what it connects and why it will encourage active travel. In addition, the plans don't appear to show any infrastructure proposals that cannot be directly linked to / associated with specific allocations (put another way, all of the 'proposed' links appear to be directly related to proposed allocations). If this is correct, it would be wholly inappropriate for the Council's to adopt Policies and Strategies that require all developers within a particular Strategy area to contribute on an equal basis towards all of the cycling, wheeling and walking infrastructure planned for that area. A site specific approach appears to be entirely feasible and such an approach should be being reflected in the requirements for each site listed under Policy DS3 of the Local Plan. A site specific approach should also be reflected in the Plan viability assessment (see below).
- 5.18 Section 4.4 of EXAM75 deals with proposals for passenger transport. However, there is no mention here of plans for enhancing the number or frequency of services to increase modal shift associated with planned development. It talks only about demand responsive services and matters such as bus lanes and parking restrictions. This appears to us to be a significant omission both for the Strategies and the viability assessment.
- 5.19 It comes as no surprise to us that the infrastructure that the County Council appears to have the clearest set of proposals for is road infrastructure. However, it is not apparent from EXAM75 whether the parts of the network that the County Council is asserting will need to be 'improved' are already

problematic. For the purposes of determining what is appropriate and reasonable to ask of developers, it is necessary to understand whether they are being asked to address pre-existing issues or issues that will only arise if their proposals go ahead.

### **The Cost of Transport Infrastructure**

5.20 EXAM75 estimates the cost of the transport infrastructure needed in Charnwood to be £183m. Of this, it indicates that between £45m and £50m is required for highway improvements with the balance (£130m - £135m) being needed to fund active and shared travel enhancements. These numbers have been fed directly into the Plan viability assessment undertaken by Aspinal Verdi. As will be clear from these Representations, including the Note produced by SLR, we are not satisfied that: (i) the highway improvements that are said to be required are necessary and will deliver sustainable outcomes; (ii) even if they are deemed to be necessary, that it is appropriate / lawful to insist that all developers within a particular Strategy area should pay equally towards all proposed works in their area; and (iii) the costs associated with sustainable travel infrastructure cannot be dealt with on a site by site basis. This, clearly, has implications for the Strategies, Policy INF2 and the Plan viability assessment.

### **Conclusions on EXAM75**

5.21 We are concerned that the approach that has been taken to defining the Council's spatial strategy, and then identifying appropriate sites to address the Borough's housing requirement, has not been underpinned by a genuine adherence to its vision for the Borough. There is no evidence of mobility having been a real driver in the application of the spatial strategy and the identification of sites for allocation and the transport evidence on which the Council is relying for the purposes of developing strategies and proposals for accessibility and mobility, and the Policies that will be used implement these, are also not underpinned by a vision and validate based assessment. What is being proposed in EXAM75 feels rather like a poor retro fit set of partial solutions to problems that could have been addressed through a better approach to site selection.

## 6. EXAM76 – Updated Local Plan Viability Addendum Report

6.1 EXAM76 (and associated documents) is intended to provide a view on whether the Local Plan as a whole is viable. We have no comments to make as regards the author's assessment method, the typologies that have been used or, indeed, most of the assumptions that have been made in the assessment. We are, though, concerned about the assumptions it has made in respect of S106 related costs. These can be summarised as follows:

- a) the assessment appears to include only costs relating transport and education. So far as we can tell, it has not factored in any costs associated with the provision of healthcare infrastructure, open space maintenance, libraries, waste disposal and the like. If we are right, the assessment under-estimates the costs that developers will likely have to bear;
- b) the need for new school infrastructure arises when existing schools in a particular location cannot accommodate the additional pupils that are forecast to be generated by development proposals in or adjacent to their catchment areas. So the need for new infrastructure is linked directly to the capacity of the existing institutions and the location / scale of specific development proposals. And, because the impact that developments have on education infrastructure will vary from location to location, it is not appropriate for developers proposing different schemes in different locations to be asked to make exactly the same, per dwelling, financial contribution towards the building of additional education capacity. Yet the viability assessment makes exactly that assumption and, as a consequence, provides no indication as to whether particular aspects of the Plan (i.e. particular allocations) might not be deliverable. Without such information, it is impossible to say whether the Plan as a whole is deliverable. It may, for example, be the case that when S106 costs are applied on a site specific basis, a number of allocations 'fail' and, depending on the extent of the failure, the Plan may not, in these circumstances, be able to deliver both the housing that is required and the infrastructure is said to be needed to support it;
- c) the transport costs in the viability assessment have been provided by the County Council and are as quoted in Section 5 above (£183m). The County Council asked that, in the first instance, the whole of this cost be viability tested. In this scenario, the full range of typologies are shown to be unviable, except for just two large greenfield sites in the Wider Charnwood area and the Rural Exception Site typology. This means that if developers are required to fund the full extent of the costs that the County Council has estimated, the Plan would be unviable. In the light of its findings on the initial scenario, the author was asked to calculate the maximum level of S106 contribution developers might be able to bear, before sites become unviable. There are two problems with this approach. First, it means that the viability assessment is reliant on infrastructure being part



funded by public bodies. Public funding is not currently set aside for any of the schemes that the County has identified / is identifying and no such funding could currently be made available. The County Council has indicated that it could / would make applications for funding but no such applications have yet been made. As a consequence, there can be no guarantee that public funds would be made available and no guarantee therefore that a Plan reliant on such funds would be viable. Secondly, it is wholly inappropriate to simply calculate what a developer might, theoretically, be able to contribute and to use this as the basis for assessing the viability of the Plan. Developers can only be required to enter into planning obligations that satisfy the tests in CIL Regulation 122 and this will not always equate to the maximum the development could bear. The same site specific analysis that is required for education is required for transport. This must examine the requirements of each development. We are concerned that when such an analysis is undertaken, it will confirm that a number of allocations will be unviable and that may impact on the ability of the Plan to deliver on its housing and other requirements;

- d) although the County Council appears to be indicating that the infrastructure defined in the Transport Strategies will need to be delivered only by developments promoted in each of the three Strategy areas, the viability assessment assumes that all allocated sites in the Plan will contribute towards the cost of the transport infrastructure on the same basis. This cannot be right;
- e) we noted in Section 5 above that the costs calculated by the County Council don't appear to include any form of allowance for the funding of new or enhanced bus services. We would expect these to be required in certain cases and making allowances for the associated costs would impact negatively on the assessment;
- f) EXAM75 notes that even when the Transport Strategies are prepared next year, they may not provide details of the full range of transport interventions required. So the £183m figure that is being quoted by the County Council may be an under-estimate irrespective of (e) above;
- g) we noted in Section 5 that the walking, cycling and wheeling infrastructure described in EXAM75 appears to be linked to specific allocations. If this is right, it ought to be possible for the County Council to attribute specific costs to specific allocations and for these then to be fed into the site specific assessments referred to above; and
- h) the County Council needs to find a way, as developers will at the planning application stage, of testing the likely effects of specific allocations on the highway network, to identify the infrastructure that each requires and to attribute a set of costs to each allocation, enabling these

to be captured in the assessment described above and in the Local Plan itself in accordance with the provisions of the NPPF.

- 6.2 As things stand, the viability assessment is not demonstrating that the Local Plan is viable. Indeed, it is indicating that the Plan is only viable if (i) the developers of every allocated site in the Plan make a maximum level of financial contribution towards education and transport infrastructure (irrespective of whether such infrastructure is necessary in order to make the development acceptable in planning terms) and (ii) very significant amounts of public funding are made available to assist with the delivery of the infrastructure that is said to be required (the assessment indicates that the education and transport infrastructure costs total circa £320m and, at most, that the development provided for in the Plan could contribute about £200m of this, leaving a gap of circa £120m). Neither is a sound basis on which to proceed.
- 6.3 In order for the Plan to be sound, it must be viable and in order for the Council to be able to demonstrate that it is, it is going to have to look again at the analysis, make it more site specific and, if needs be, look at alternative ways of delivering both the housing and the infrastructure that are required. This may mean focussing development in locations that place less pressure on infrastructure, accepting less infrastructure, accepting less affordable housing from allocated sites and finding additional sites that can deliver the affordable housing that is required, or a combination of these and other solutions.

**Appendix I Cotes Delivery  
Statement**

# Delivery Statement

**Proposed Residential Development**

**Riggets Green**

**Cotes, Loughborough**

August 2021

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**Status: Final**

**Date: August 2021**

**For and on behalf of Avison Young (UK) Limited**



# 1. Introduction, Background and Purpose

## Introduction

- 1.1 Avison Young is instructed by Jelson Homes ('Jelson') and Davidsons Developments Ltd ('Davidsons') to promote land at Cotes, known as Riggets Green ('the site'), for development with a new sustainable neighbourhood as part of the expansion of Loughborough. Our objective, in the short-term, is to have the land allocated for development in the emerging Charnwood Local Plan.
- 1.2 The site is owned by the Prestwold Estate ('the Estate'). The Estate has extensive landholdings in this part of Leicestershire and a vested interest in ensuring that what is delivered creates a high quality, sustainable and lasting legacy.
- 1.3 The development is being promoted by two of the region's leading house builders - Jelson and Davidsons, both of whom are vastly experienced, locally based, and have a proven track record of delivering high quality places in Charnwood Borough.
- 1.4 This combination of a willing and interested landowner, and experienced housebuilders, means that the site offers an immediate opportunity to deliver an outstanding development in a highly sustainable location just 1km from the Borough's principal town. This is, therefore, a unique proposition and one that will contribute significant to the delivery of homes and sustainable outcomes consistent with the provisions of the NPPF and the Council's planning objectives.

## Background and Purpose of Document

- 1.5 In 2013, Jelson and Davidsons applied for outline planning permission for the development of a similar site with up to 975 dwellings, 5.5ha of employment development, a primary school, local shopping facilities, a sewage treatment facility and green and blue infrastructure (Appn. Ref. P/13/1842/2).
- 1.6 Planning permission was refused in July 2014 on four grounds relating to:
- flood risk (including the potential impact of flooding on travel between the development and Loughborough);
  - the deliverability of the proposed local centre and employment development;
  - the sustainability credentials of the proposals in terms of walking and cycle connections into Loughborough; and

- concerns about impacts on heritage assets.
- 1.7 Since then, Jelson has taken the lead role in promoting the site and has engaged with Council Officers, Members and local people with a view to both further exploring the merits of the proposals and offering the site for allocation in the Local Plan. As part of this engagement Jelson has published a Vision Document and four newsletters which demonstrate how the site can be delivered in sustainable manner. These can be found at **Appendix 1 and 2**.
- 1.8 Jelson has also undertaken further work on key technical matters (i.e. those that have the potential to impact on deliverability and those that were flagged by the Council back in 2014) and has made appropriate representations at each relevant stage of the Local Plan-making process. In the light of its technical work, Jelson has made some amendments to the masterplan for the site (see below for a detailed description of the proposals).
- 1.9 Notwithstanding the work that Jelson has done, and the representations it has made through the Plan-making process, it has been unable to persuade the Council to allocate the site. Given the very obvious merits of the site and the proposals, it is not clear why.
- 1.10 Jelson will continue to engage in the Plan-making process and will continue to press for the site to be allocated. It firmly believes, and will evidence through the Examination in Public, that the Local Plan will not be sound without providing for the development of this land. The Plan needs to contain a spatial strategy that focuses more development on Loughborough, better reflects the Borough's settlement hierarchy and avoids unnecessary environmental and social impacts. Developing the Cotes land will address all three of these issues.
- 1.11 To assist the Examination of the Local Plan and, in particular, to address any questions that may arise about the contribution that the site can make to the Borough's sustainable growth, Jelson has commissioned this document. Its purpose is to examine and address the reasons why the 2013 planning application was refused and to demonstrate that the proposals for the site are both deliverable and highly sustainable.

## Key Findings

- 1.12 Critically, the Statement and the supporting technical work clearly demonstrates that:
- i) the site is in a highly sustainable location. Future residents would be able to access the centre of Loughborough in 30 minutes on foot, in 10 minutes by bicycle and in 7 minutes by bus.

- Loughborough train station is even closer and the majority of Loughborough's employers are on the eastern side of the town and so just a stones throw from the site;
- ii) the development would be large enough to sustain many of the services and facilities that future residents would need on a day to day basis, including local shops, a Primary School, healthcare facilities, sports, recreation and leisure facilities, and employment development, thus further reducing the need for residents to travel;
  - iii) this site does not form part of a valued landscape in NPPF terms and is not within a Green Wedge or Area of Separation. The landscape is assessed as being of medium to high sensitivity but has medium to high capacity to accommodate growth (on the Council's own assessment). The proposals are well considered in landscape terms and reflect the context provided by the Soar Valley. The proposals have the ability to successfully integrate into the area without giving rise to any unacceptable adverse effects. Indeed, at year 15 the effects of the proposals are assessed as either moderate or minor adverse only;
  - iv) the site has relatively little ecological value currently and a carefully designed development, with appropriate green and blue infrastructure could deliver significant gains in terms of biodiversity;
  - v) the site contains a mixture of Grade 3b, 3a, and Grade 2 agricultural land. The amount of Grade 3a and 2 land that would be lost to the proposed development is not significant in the Charnwood context and is not a factor that should weigh heavily against what is otherwise a highly sustainable proposal;
  - vi) there are a small number of designated heritage assets close to the site including the earthworks of the former Cotes medieval village (a SAM), the surviving walls of the former Old Hall and its gardens (Grade II listed), two Farmhouses (Grade II listed) and three bridges (Grade II listed). The proposed development would not have a direct, physical impact on any of these assets and would have only a modest impact on their settings. Overall, both Jelson's consultants, and the Council's consultants, have concluded that the proposed development would cause 'less than substantial harm' in heritage terms. In respect of other designated heritage assets that are further afield (including Prestwold Hall, Stanford Hall and Church of St John the Baptist at Stanford, the proposals would cause no harm at all;
  - vii) the proposed buildings would all be sited within Flood Zone 1 and the proposed development poses no threat in terms of flood risk off site. The adjacent A60 passes through the River Soar floodplain and floods occasionally. If the A60 were to become impassable for a period, future



residents would either rely on the services and facilities provided on site or would access Loughborough or other high order settlements via different routes; and

- viii) the has never been an objection to the proposals in traffic / transportation terms and, because of the site's proximity to Loughborough, it has the potential to delivery highly sustainable outcomes in this regard whereby walking, cycling and public transport offer genuine alternatives to the private car

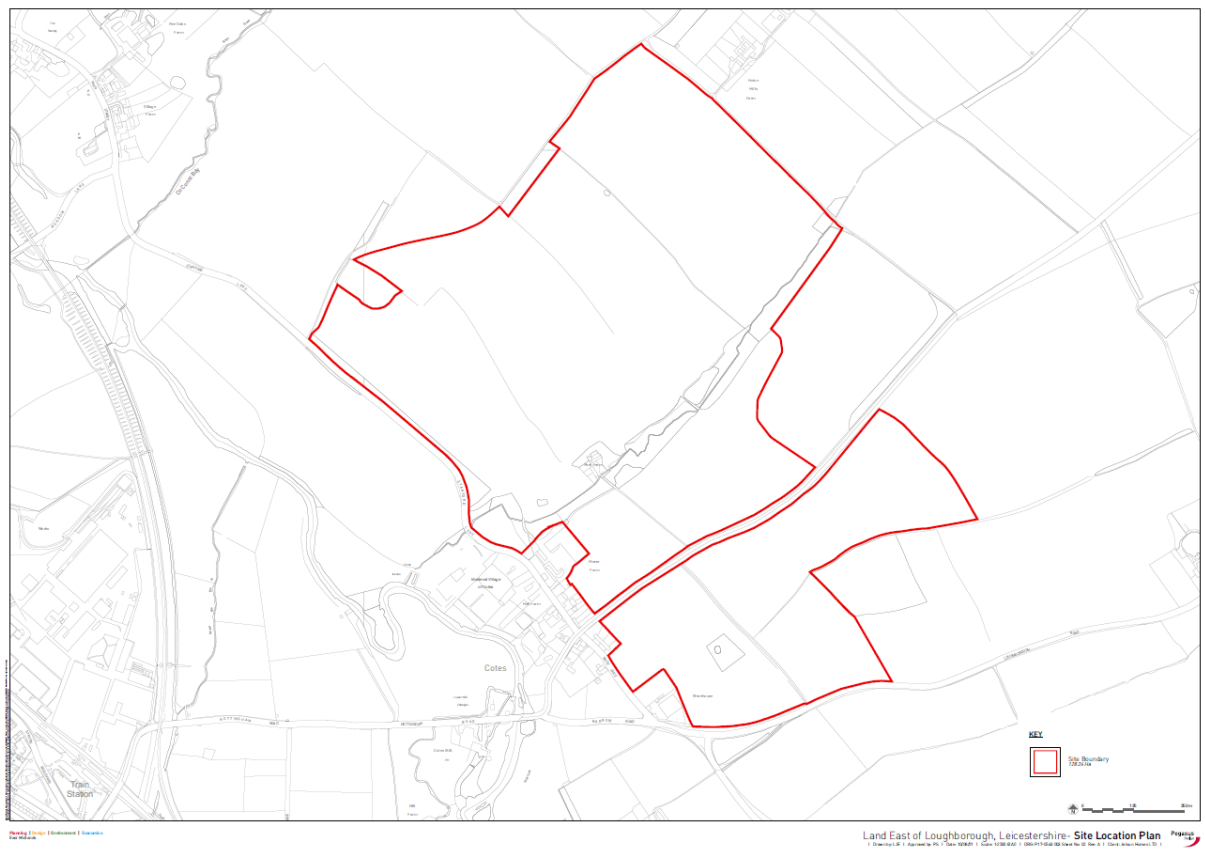
## Structure of Statement

1.13 The remainder of this Statement is structured as follows:

- **Section 2** - describes the application site and surrounding area;
- **Section 3** - describes Jelson's proposals for the site;
- **Section 4** – addresses the key technical and environmental matters and provides summaries of recent assessments of the proposals (full details of these assessments are contained within the Appendices);
- **Section 5** – looks at the sustainability credentials of the site and the proposals;
- **Section 6** – considers the matter of deliverability;
- **Section 7** – examines the benefits that the proposed development would deliver; and
- **Section 8** – draws the assessment together and provides a series of conclusions.

## 2. The Site and Surrounding Area

- 2.1 The site lies just 1km east of Loughborough, in the hamlet of Cotes. It extends to about 128ha and straddles Stanford Lane to the west and the A60 Loughborough Road to the east.



**Figure 1:** Site Location Plan

- 2.2 The site is greenfield and consists mainly of intensively farmed arable land, with areas of woodland, hedgerows, a watercourse, a pond, as well as farm buildings associated with Park Farm.
- 2.3 To the immediate east of Loughborough is the River Soar and beyond the River the land to the east rises to form the valley side, the high point of which is beyond the site. Within the site the topography varies, with some fields being generally flat and others sloping. The Fishpond Spinney Brook carves a shallow valley through the site and the fields to the north west of this rise to a ridge, beyond which views are available over to East Midlands Airport and Ratcliffe on Soar to the north west, and Stanford Hall to the north.
- 2.4 The settlement of Cotes extends along Stanford Lane and Back Lane and comprises mainly of homes and a small number of business premises. Back Lane is closed to traffic at its junction with the A60.

- 2.5 The A60 is one of the principal routes into Loughborough from the east and carries two bus services (routes 8 and 9) which link the town to surrounding settlements. A third bus service (route 1) runs from Nottingham to Loughborough with the closest stop located just north west of the site on Meadow Lane. Loughborough train station is located on the eastern side of the town centre and is just a 20-minute walk or a 5-minute cycle ride from the site. Loughborough Station is on the Midland Mainline and so, from here, there are frequent and regular services to the likes of Leicester, Bedford, Luton, London, Derby, Nottingham, Chesterfield and Sheffield.
- 2.6 Loughborough is the principal settlement in Charnwood and is home to a wide range of services, facilities, shops, businesses and one of the UKs top ranked universities.

### 3. The Proposed Development

3.1 Jelson has developed an illustrative masterplan for the site which shows a development consisting of approximately 1,450 dwellings homes, a local centre, a primary school, 5.5ha of employment development and significant amounts of green infrastructure. A copy of this is attached at **Appendix 3**.

3.2 The masterplan is underpinned by a detailed assessment of the site's opportunities and constraints as well as an analysis of national and local planning policy requirements. At the heart of the masterplan is a desire to create a development that:

- respects and integrates with Cotes;
- relieves Cotes of traffic related pressures;
- respects its rural setting and is designed and laid out so as to ensure the development nestles into the landscape;
- is landscape and green infrastructure led and, thus, contains a large quantity of natural, semi-natural and formal green spaces that both reflect the site's rural context and also provide future residents with a wide choice of healthy spaces that they can use for leisure and recreation;
- has a fully integrated network of sustainable urban drainage features which take full account of climate change;
- delivers a good range of shopping and community facilities that satisfy the day to day needs of future residents, and together with new employment development, combine to reduce the need for residents to travel;
- is well connected to Loughborough by sustainable modes of travel, including by walking and cycling routes that are safe and convenient to use; and
- delivers a full range of high quality market and affordable homes, therefore, making a significant contribution to addressing Charnwood's housing needs whilst also creating a great place.

## Character Areas

- 3.3 The masterplan for the site shows a development consisting of four distinctive neighbourhoods, each designed having regard to local topography, views and the character and appearance of its immediate surroundings. The four character areas are:
- Fishers Walk – which sits at the heart of the new community and is the place where the neighbourhoods converge. It is here where the local centre, primary school and employment development will be located;
  - Riggets Wood – which occupies the northern part of the site and takes its name from the spinney lying on the north-east boundary. Here, homes will be surrounded by natural green spaces which blend the scheme into the landscape. It is also here where a large percentage of the site's formal playing pitch provision will be made;
  - The Hilltop – where Stanford Lane will connect into the site and will divert traffic away from the heart of Cotes. The housing in this part of the site will sit well below the ridgeline to the north and the upper part of the site here will be given over to natural green spaces containing footpaths, leisure routes and nature trails; and
  - The Rambles – which will comprise that part of the development which lies closest to and integrates the scheme with Cotes itself. The housing here will be unique and reflective of its proximity to the historic core of the hamlet.

## Green and Blue Infrastructure

- 3.4 The masterplan provides for the creation of 57.96ha of natural and semi natural green spaces including walking and leisure routes, 3.13ha of playing pitches onsite and an additional 4.14ha offsite, 1.42ha of child's play spaces, 0.4ha NEAPs, 0.47ha LEAPS, and 1ha of allotments offsite. These spaces will play a crucial role in creating a healthy, connected community.
- 3.5 An indicative Green Infrastructure Plan for the site is shown at **Appendix 4**.
- 3.6 Weaving through the green links and open spaces will be a network of ditches, swales and attenuation features, some of which we would anticipate being permanently wet.
- 3.7 This extensive network of green and blue infrastructure will be designed to benefit from existing natural features where possible and to maximise habitat creation, thus delivering material gains in terms of biodiversity.

## Facilities, Services and Jobs

- 3.8 Sitting at the heart of the development will be a community hub consisting of: a local centre containing shops, health / care services, leisure facilities, a public house, coffee shops, and a day nursery; a primary school with multi use sports facilities; and a 5.5ha employment park containing premises for businesses within Use Classes E, B2 and B8.
- 3.9 Also, within this part of the site would be a mobility hub making alternative modes of travel to the car more appealing and easily accessible to the residents. The hub has the potential to act as one-stop location for transport and other related services, potentially including:
- E-Scooters - with docking and charging facilities.
  - Car/Van Club - provision of infrastructure and parking spaces (all vehicles required to be
  - Electric and all spaces to have active Electric Vehicle Charging Point (EVCP)).
  - E-Bikes (for hire and sharing) - with docking and charging facilities.
  - Bike Repair Workshop.
  - Package Delivery Lockers.
  - Ride Hailing (shared taxis).
  - "Delivery Hub" - which allows all deliveries to be made to a central point, with deliveries then collected by occupiers by foot, or distributed by cargo or electric bike.
  - EV Parking and Charging Infrastructure.
  - Ride Hailing (shared taxis).
  - Work-hubs - with High-Speed Broadband, Meetings Rooms etc to encourage working on-site.
  - A new bus terminus for the proposed extension to the Sprint route which currently terminates at the Rail Station.
- 3.10 The hub will be architecturally significant and financially robust ensuring it is unique, but at the same time future proofed to meet the accelerated changes in transportation and respond to the predicted changes in car ownership levels.

- 3.11 Critical to the hub's success will be its location right in the heart of the site, making it within easy walking distance for all the residents to shift the focus away from the private car to deliver public realm spaces that optimise access to and between sustainable transport.

## New Homes

- 3.12 The development would provide a mix of 1 to 5-bedroom properties, across a range of typologies, including apartments, terraced homes, semi-detached and detached homes. It would also contain, accessible homes and bungalows. Critically, the development would also provide a policy-compliant level of affordable homes.

## Access and Connections

- 3.13 The masterplan envisages changing the road network through Cotes including by diverting traffic off Stanford Lane and re-aligning the A60, thereby taking traffic out of the centre of the settlement and away from its heritage assets. The re-aligned A60 would link into Barrow Road to the east of Cotes, before then connecting into its current route to the immediate west of the settlement. The proposed local centre and employment development would be located adjacent to the new A60, enabling these to benefit from direct access and, in the case of the retail uses, passing trade.
- 3.14 Off site, the intention is to create a number of improvements to walking and cycling connectivity into Loughborough including:
- new shared pedestrian and cycle path between Stanford Lane and the A60 including a new footway/cycle bridge over the River Soar;
  - toucan crossing on A60 Nottingham Road;
  - new footway on the southern side of the A60, to tie into the existing footway underneath the railway bridge. This will provide a continuous link from the site between the new toucan crossing and Loughborough Station. The landowner has confirmed that sufficient land could be acquired to accommodate this; and
  - upgrading the surface on Allsopp's Lane and Little Moor Lane to be suitable for year-round cycling plus farm access (i.e. a bound surface) plus consideration of appropriate lighting.

## 4. Technical and Environmental matters

### Introduction

4.1 When Jelson and Davidsons applied for planning permission for the development of this site in 2013, the planning application that they compiled was supported by a full suite of technical and environmental studies and a full Environmental Impact Assessment ("EIA"). Given the time that has lapsed since then, and the objections that the Council raised back in 2014, Jelson has commissioned a number of fresh technical and environmental assessments which:

- a) have informed the evolution of the masterplan;
- b) demonstrate that the proposals are technically sound and policy compliant;
- c) demonstrate that the 2014 reasons for refusal do not stand up to scrutiny and are not a sound basis on which to restrict development; and
- d) demonstrate that the proposals are deliverable.

4.2 In this part of the Statement, we provide a summary of the assessments that have been undertaken. These cover:

- a) landscape and visual impact;
- b) ecology and biodiversity;
- c) arboriculture;
- d) agricultural land quality;
- e) heritage;
- f) flood risk and drainage;
- g) accessibility and transport;
- h) air quality and odour; and
- i) noise.

4.3 Each topic is addressed in broadly the same way and the majority of the sub-sections below are structured using the following headings:



- a) background
  - b) previous assessments undertaken and conclusions reached by the Council and its consultees;
  - c) changes in law and policy since 2014 (where relevant);
  - d) updated assessment and analysis; and
  - e) conclusions
- 4.4 Full copies of the relevant reports are attached at **Appendix 5 - 11**.

## Landscape and Visual Impact

### Background

- 4.5 A full Landscape and Visual Impact Assessment (LVIA) was submitted with the 2013 planning application and the ES that accompanied the application also addressed landscape effects. Earlier this year, FPCR was commission to produce an up to date Landscape and Visual Appraisal ("LVA") and to contribute to the development of the masterplan for the site.

### Previous assessments and conclusions reached by the LPA and Consultees

#### Assessments

- 4.6 The 2013 LVIA produced by Pegasus reached the following conclusions:
- 4.7 In relation to landscape character, the LVIA concludes that The Soar Valley and The Wolds Character Area are of **medium** sensitivity. The central area of the site is identified within the Charnwood Landscape Capacity and Sensitivity appraisal of the CBC Landscape Character Assessment as an area of **medium** to **high** capacity to accommodate development. *"Given the nature of the adjacent village and surrounding roads commercial development would be much less suitable. Residential development could be suitable, subject to mitigation measures."* The LVIA concludes that the *"Overall, the long term significance of effects on landscape character will be **minor adverse**."* This is broadly due to the location of the site, being positioned low and localised in the valley, with the proposed development contained by siting development zones away from the higher ground.
- 4.8 The report states that there are no likely significant effects on areas or features with landscape related designations.

- 4.9 In terms of visual effects there are a number of visual receptors which include residential properties, users of the network of PRoW and road users that pass through the site. A number of these will be subject to adverse effects, the most significant of which are the residents at Cotes and the local PRoW network. However, the LVIA concludes that any significant visual effects would be limited by the contained nature of the site, located within the valley between the ridgelines of Moat Hill/Hoton Hill and at Mere Hill/Hoton.
- 4.10 The assessment of visual effects also states that the proposed green infrastructure is more effective for the proposed residential areas of the development, with the planting forming an effective screen to the residential built form but, with the employment being *"in a slightly more open landform, this area will be more prominent in the long term and structural landscaping will be a less effective screen."*

### **Conclusions reached by Consultees**

- 4.11 A number of responses were received on the 2013 planning application in relation to landscape and visual matters from consultees, including Burton, Cotes, Prestwold Parish Council, Hoton Parish Council and English Heritage.
- 4.12 The Burton, Cotes, Prestwold Parish Council objected to the proposals on four key grounds, one being the 'Natural and Historic Environment'. It stated that: *"The development would have a stark appearance and negative impact on this landscape, which could not be disguised with planting... The proposed development would jump the flood plain and take the built form up the hill into the countryside. The development would be incongruous and undesirable in this rural location contrary to paragraphs 7 and 109 of the NPPF."*
- 4.13 Hoton Parish Council raised similar objections stating that: *"It would change the character of the area and Wolds villages with houses of different character and ages. The land contours increase the prominence of the development, which is unsympathetic to the surrounding landscape or buildings."*
- 4.14 A number of objections were raised by English Heritage including in relation to landscape character where it stated that: *"The proposals would fundamentally, and irrevocably, alter the character of the landscape setting."*
- 4.15 Local residents also commented that the proposals were out of character with 'The Wolds' Landscape Character Area and that the visual impact of the development would have a significant effect on local residential properties.

## Conclusions reached by the LPA

- 4.16 The Council concluded that the development would be contrary to the guidance set out in national landscape character areas and would fail to conserve and enhance the Landscape Character Area. As assessed in the Landscape Capacity Assessment, the Council noted that the site could accommodate some residential development on the lower contours of the site but overall the development was considered to be unsatisfactory due to the prominent views of the higher parts of the residential development from local receptors such as public rights of way. Also, it concluded that the proposed employment area would be sited in an *“open undeveloped landscape on the landscape on the valley slopes generally devoid of large scale modern industrial developments.”*

## Changes in Policy Framework and Guidance since 2014

- 4.17 There has been little change in landscape related policy and guidance since the 2013 proposals were determined. Indeed, the only material changes have occurred at the local level with the adoption, in 2015, of the Core Strategy, but this will be replaced by the emerging Local Plan. For the avoidance of doubt, the relevant landscape policies within the Core Strategy are CS2: High Quality Design, CS11: Landscape and Countryside, CS12: Green Infrastructure, and CS15: Open Spaces, Sports and Recreation.

## Updated Assessment and Analysis

- 4.18 The following provides a summary of the key findings from the LVA undertaken in March 2021.
- 4.19 Having appraised the factors of designations, quality, scenic quality, rarity and representativeness, conservation, recreation and perceptual aspects and associations, it is judged that the Site and its immediate landscape context are of medium landscape value.
- 4.20 At a national level the site is located within the NCA 74 'Leicestershire and Nottingham Wolds' and landscape effects are considered to be **negligible** on completion. The landscape effect at year 15 is also assessed to be **negligible**. At the Borough level the site is located within the 'Soar Valley' LCA. The landscape effect on the LCA at completion is assessed to be **moderate adverse**. This reduces to **minor adverse** at year 15.
- 4.21 The effect of the proposals on Landscape character areas and types outlined in the Borough of Charnwood LCA and Greater Nottingham Landscape Character Assessment are assessed to be **negligible** on completion and **negligible** at year 15.

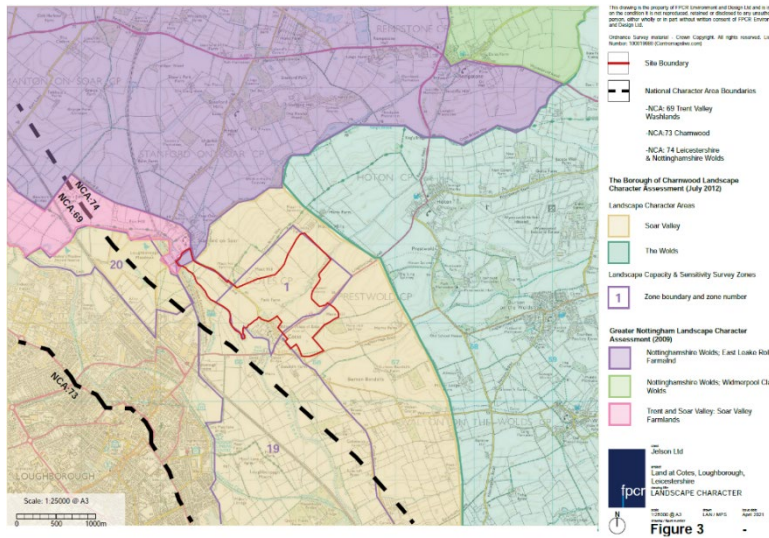


Figure 2: Plan showing Landscape Character Areas in relation to the Site

- 4.22 A change to the site and the immediate landscape would arise as a result of the replacement of an area of arable land at the edge of the settlement with a mixed used development. The built parts of the development would occupy the lower contours and levels of the site sitting low on the valley side, while the higher ground to the north west would be occupied by public open space.
- 4.23 The effects upon the site and the immediate landscape arising from the proposals would be no more than **moderate adverse** at completion and **moderate/minor adverse** at year 15.
- 4.24 Key visual receptors located in the vicinity of the site such as residents located off Stanford Lane, Back Lane and Loughborough Road adjacent to the site to the south are assessed as **major/moderate adverse** at completion and **moderate adverse** at year 15. Views from the residential properties at Hoton Hills such as Hoton Hills Farm and Harts Farm adjacent to the site to the north are assessed as **major/moderate adverse** at completion and **moderate/minor adverse** at year 1

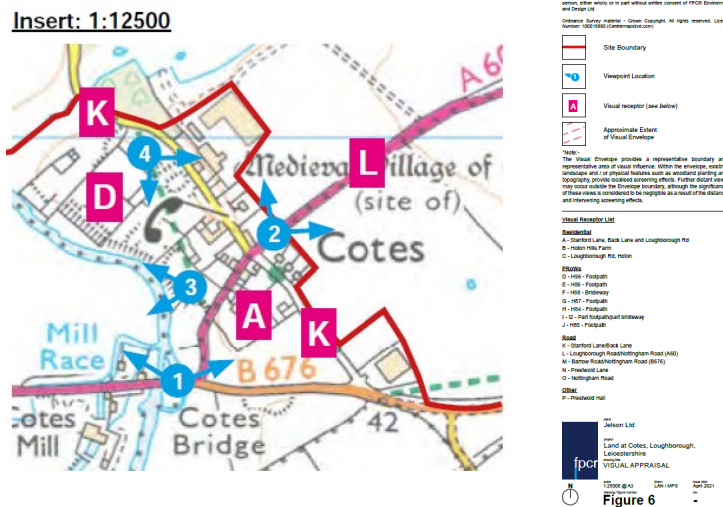


Figure 3: Plan showing Key Landscape Character Area Visual Receptors

4.25 Visual effects from the PRow receptor PRow Bridleway H88 (Long Distance Footpath, Cross Britain Way) located to the north is assessed as **major/moderate adverse** at completion and **moderate adverse** at year 15. Visual effects from PRow receptors PRow H87 to the north east is assessed as **major/moderate adverse** at completion and **moderate/minor adverse** at year 15. The PRow H84 and H85 that pass through the site to the south east are assessed as **major/moderate** at completion and **moderate adverse** at year 15.

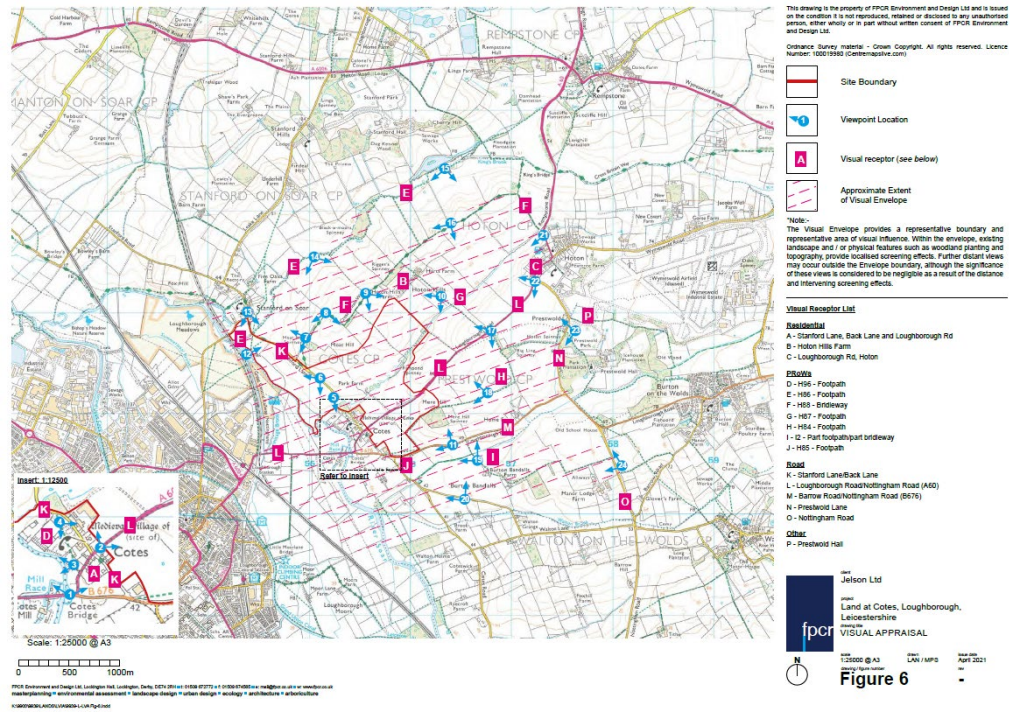


Figure 4: Plan showing Landscape Character Area Visual Receptors

4.26 Visual effects from road users such as the A60 Loughborough Road and B676 Barrow Road/Loughborough Road would be **major/moderate adverse** at completion and **moderate adverse** at year 15.

### Conclusions

4.27 The masterplan has been amended since 2013 to address the concerns that consultees and the Council had about development occurring on the higher ground. Views across the western extent of the site would be focused on an open parkland setting, while distant views towards the site would also be focussed across the open space.

4.28 Receptors of the employment area would be limited to PRow and vehicular routes located in close proximity to the area, while close and mid-range views of the proposed employment area from these receptors would replace existing distant views of commercial units located within Loughborough.

4.29 Overall, the proposals are well-considered in terms of landscape and reflect the context created by the Soar valley. The proposals are appropriate to the site have the ability to successfully integrate into the local surroundings without any unacceptable landscape or visual effects.

## Ecology and Biodiversity

### Background

4.30 The site was previously subject to a desk study, Extended Phase I Habitat survey and species-specific faunal surveys, all completed by Ecology Solutions. In February this year, FPCR carried out a fresh Extended Phase 1 Habitat Survey to ensure that future development at Riggets Green can be compliant with local and national planning policy for biodiversity, mitigation and compensation measures.

### Previous assessments and conclusions reached by the LPA and Consultees

#### Assessments

4.31 The desk study noted that Cotes Grassland and Loughborough Meadows, both designated as Sites of Special Scientific Interest (SSSI) are located adjacent to the southern boundary of the site and approximately 100m to the west of the site respectively (as shown on **Figure 5**). A number of locally designated sites including the River Soar Local Wildlife Site (LWS), Cotes Grassland LWS, King's Brook and Spinneys potential LWS (pLWS), Fishpond Spinneys pLWS and Mere Hill Spinneys pLWS are located within and adjacent to the site boundary.

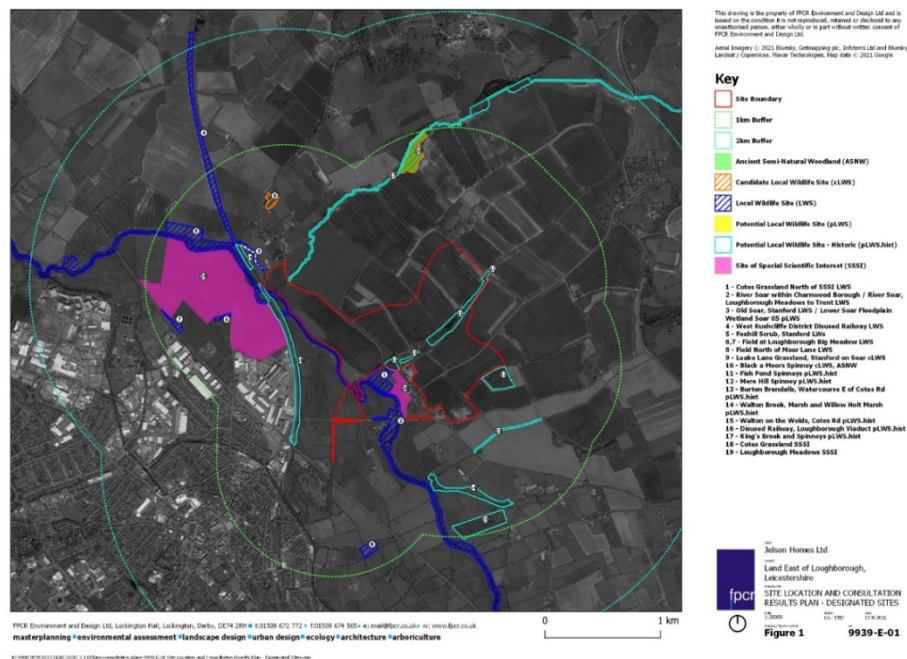


Figure 5: Location of ecological assets

- 4.32 The 2013 Habitat Survey found the majority of the site to be cultivated arable fields of limited conversation value. Habitats associated largely with the peripheries of the arable fields were of greater value, including watercourses, ponds, woodlands, mature trees and hedgerows.
- 4.33 Faunal surveys recorded low activity levels of common and widespread bat species using the site for foraging and commuting. Opportunities for roosting bats were limited to mature trees, however no roosts were recorded. Badger setts were recorded within the site and wider area. No evidence of otter, white-clawed crayfish or water vole was recorded however suitable habitat was present within and adjacent to the site boundary for these species. Common toad was the only notable species recorded during surveys for reptiles and amphibians. Breeding bird surveys identified that the site was used by a limited range of farmland species, however the impact on birds was predicted to be minor beneficial at the local level following mitigation.

### **Conclusions reached by Consultees**

- 4.34 Natural England had no objection to the proposals in 2014, subject to certain planning conditions being imposed in respect of Cotes Grassland and Loughborough Meadows SSSI. Natural England also concluded that the proposed development would be unlikely to affect bats, otters and great crested newts but referred the Council to their (now superseded) Standing Advice in relation to bat surveys.

### **Conclusions reached by the LPA**

- 4.35 The final comments from the Head of Planning and Regeneration concluded that there were outstanding issues in relation to inadequate bat surveys, potential detrimental impact on protected species and the loss of ecological networks which had not been satisfactorily addressed. Also mentioned was a lack of habitat creation and linked up biodiversity network to compensate for the loss and fragmentation of bat foraging grounds and commuting routes.

### **Updated Assessment and Analysis**

- 4.36 The 2021 desk study found no changes in the condition or extent of Cotes Grassland and Loughborough Meadows SSSI since previously reported in the 2013 ES. Given the work undertaken in 2013, it is considered that the proposed development could ensure no likely significant effects on these designated sites, subject to the appropriate design of mitigation measures (such as appropriate drainage, dust and pollution control measures and provision of adequate public open space to provide alternative recreational opportunities within the development) and implementation of appropriate planning conditions (such as a Construction and Environmental Management Plan to guide site works), as per Natural England's previous requests.

4.37 The 2021 Phase I Habitat survey found the site to be largely unchanged since 2013. Since this time, updates to the National Planning Policy Framework (NPPF) have included the following:

*174. Planning policies and decisions should contribute to and enhance the natural and local environment by: ... d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.*

*179. To protect and enhance biodiversity and geodiversity, plans should: ... b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.*

*180. When determining planning applications, local planning authorities should apply the following principles: ... d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.*

4.38 Furthermore, the inclusion of Biodiversity Net Gain (BNG) within the proposed Environment Bill (due to be given Royal Assent in 2021) and more widespread use of the Defra BNG Metric has resulted in some local authorities (including Charnwood) requesting these assessments to inform planning decisions. Therefore, prior to the submission of any future planning application, further habitat survey would be undertaken during the optimal period to fully assess their value and enable a Biodiversity Net Gain assessment to be undertaken. Given that development is largely located on arable land of low ecological value with habitats of conservation value retained throughout the development where feasible, and that extensive areas of open space are proposed in the north and west of the site, it is considered likely that there will be sufficient opportunities to off-set any losses in Biodiversity as a result of development in accordance with the NPPF. However, should any shortfalls be identified, a suitable Biodiversity Offsetting scheme such as the inclusion and enhancement of off-site land within the immediate area of the site (under the landowner's control), could be agreed with the LPA to ensure compliance.

4.39 As indicated above, consultation comments from the Head of Planning and Regeneration to the 2013 application noted the lack of habitat creation and loss of ecological networks as a result of the development. However, the above Biodiversity Net Gain assessment would ensure that all habitat creation, including those forming ecological networks is of an appropriate nature to off-set any losses from development. Such measures would include the retention and positive management of existing features and enhancement through supplementary planting.

4.40 As indicated on the Illustrative Masterplan, the creation of new woodland planting along the northern site boundary would strengthen connections between existing woodland blocks, and the retention and creation of hedgerows and linear woodland/tree planting would provide ecological networks



throughout the development. This new habitat creation would also link to habitats that exist on-site currently, such as Fishpond Spinney.

- 4.41 The extensive area of public open space in the north of the site, as well as those within the development, would also provide opportunities for significant tree planting and grassland creation, and the inclusion of waterbodies as part of the SuDS scheme would support additional habitat creation through native marginal planting and wet grasslands. These open spaces would also form green buffers to existing habitats on-site such as ponds, hedgerows and the woodlands and watercourse of Fishpond Spinney. Within the built development, areas of play and green routes would also provide opportunities for habitats creation including formal tree planting and grasslands.
- 4.42 The Preliminary Protected Species survey undertaken during the Extended Phase I Habitat Survey in February 2021 noted that suitable habitat for those species identified within the 2013 ES was still present. Therefore, further survey for badger, bats, breeding and wintering birds, great crested newt, reptiles, water vole, otter and white-clawed crayfish (as a minimum) would be undertaken prior to the submission of any planning application for the site, to inform the application and suitable mitigation strategies where appropriate. Given that extensive areas of open space are proposed as part of the scheme, it is considered that these will be sufficient scope to provide alternative habitat within the new development to compensate for any losses of existing suitable habitats and to ensure no change in the conservation status of any species that may be present on site.
- 4.43 Consultation comments to the 2013 application requested further information in relation to bats, as the level of survey was not considered to be sufficient. It is therefore proposed that monthly bat activity surveys would be undertaken (in line with current survey guidance from the Bat Conservation Trust (2016) prior to the submission of a planning application, increasing the level of previous survey work. To address previous concerns regarding the loss of biodiversity networks and fragmentation of bat foraging grounds and commuting routes, additional planting such as the extensive woodland creation shown on the Illustrative Masterplan along the north-western and eastern edges of the development would provide new connective corridors. In addition, wildflower grassland, native shrub and tree planting within the extensive area of open space in the north of the site would provide new foraging grounds. A SuDS scheme throughout the development and would provide opportunities for native planting that would offer an increased microhabitat diversity for local fauna. The attenuation facilities would also filter pollutants from surface water prior to discharge to the existing watercourses which will reduce any potential impacts, such as those from road run off. The lighting scheme would aim to minimise illumination of habitat corridors, such as newly created footpath and road links through Fishpond Spinney, through implementation of measures in accordance with guidance from The Bat Conservation Trust & The Institute of Lighting Professionals (2018).

## Conclusions

- 4.44 Due to the size and scale of the site, the proposed development would provide significant opportunities to create extensive areas of new habitats, such as linear tree and woodland planting along the northern and eastern boundaries, maintaining and establishing green connective corridors through and around the site. A scheme for habitat creation would be designed through a Biodiversity Net Gain assessment to ensure that development of the site results in a net gain for biodiversity. Appropriate sensitive long-term management of retained and created habitats would ensure that these habitats reach and maintain their full potential value for biodiversity in the long-term.

## Arboriculture

### Background

- 4.45 A full Arboricultural Assessment was prepared for the site, in accordance with BS5837:2012 Trees in Relation to Design Demolition and Construction, in 2014. A fresh assessment has been carried out this year in order to ensure that the site is promoted for development in the light of the most up to date information possible. This latest assessment has been carried out in accordance with the criteria set out in Chapter 4 of BS5837.

### Changes in Policy Framework and Guidance since 2014

- 4.46 Since the original assessment was carried out in 2014 the National Planning Policy Framework has been updated. In relation to arboriculture, the NPPF states that:

*Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists (Paragraph 175(c))*

- 4.47 It then goes on to state that:

*Development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity (Paragraph 175(d))*

- 4.48 Examples of what is deemed to be 'wholly exceptional' are included within Footnote 58 and include 'infrastructure projects (including nationally significant infrastructure projects, orders under the Transport

and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat'.

## Updated Assessment and Analysis

### Summary of the trees on site

4.49 Across the site, nine individual trees, one group and all three woodlands are considered to be high in arboricultural/landscape value and graded as category A. Sixteen trees and nine groups of trees are recorded as moderate value and graded category B. Six trees and one group are considered unsuitable for retention and graded category U.

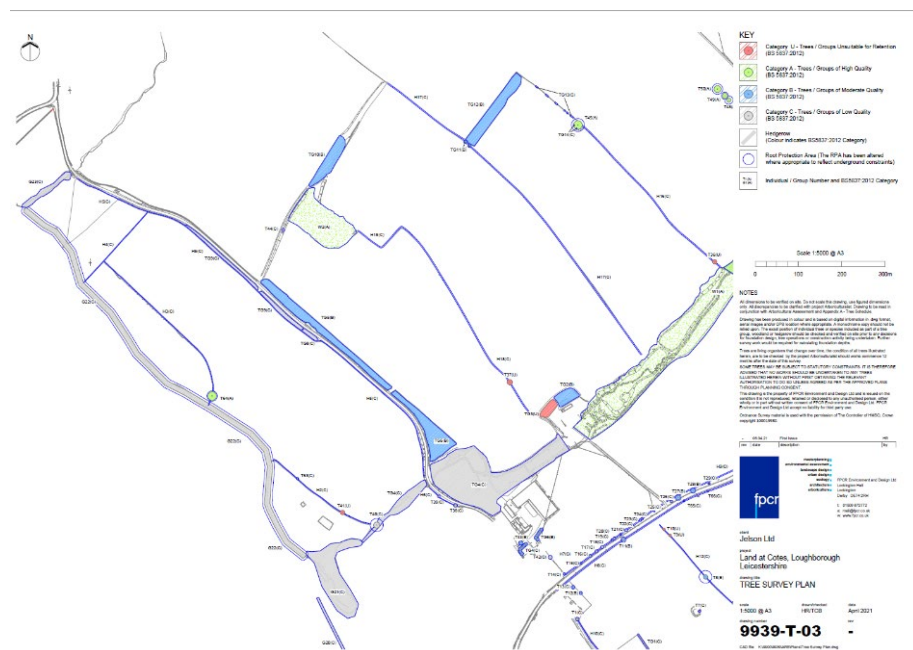


Figure 6: Plan showing Tree Categorisation

### Arboricultural Implications

4.50 The proposals will directly impact upon individual trees T2, T3, T4, T7, T8, T25 T32, T45 and T68. Groups TG14, along with sections of TG5 and TG15 will also require removal to facilitate the alignment of the proposals. Hedgerow groups H7, H8, H12, H17 and H18 will also be affected by the proposals and require sections to be removed.

4.51 Although some trees will be affected by the proposed development, the majority of trees can be retained and incorporated into the overall design. These retained trees will also aid the sites incorporation into the local landscape.

### Conclusions

4.52 In spite of the tree and hedgerow losses that are likely to occur as a consequence of the proposed development, the proposals meet the aims and objectives of national policy through careful consideration of the design and retention of a high proportion of the existing tree cover. The proposals also provide for significant levels of new planting which will more than compensate for the losses anticipated.

## Agricultural Land Quality

### Background

4.53 The site extends to approximately 127.9ha, with a proportion of the land currently in agricultural use. Some of the site was surveyed by ADAS in 1993 as part of the Charnwood District Local Plan. The soils and Agricultural Land Classification (ALC) survey found there to be a combination of coarse loamy, medium loamy and heavy slowly permeable soils within the site. These soils give a mixture of grade 2, subgrade 3a and subgrade 3b agricultural quality land limited primarily by wetness with smaller areas limited by topsoil stoniness and droughtiness.

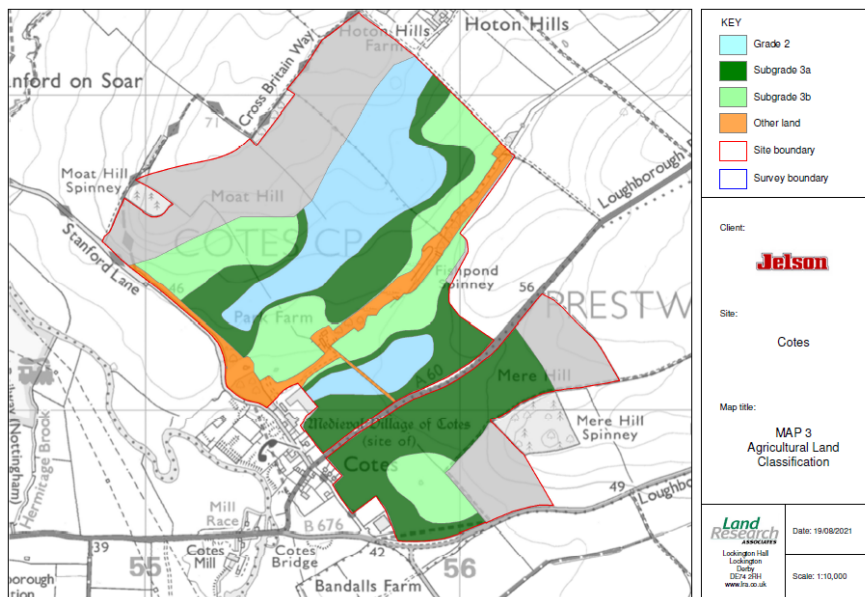


Figure 7: Plan showing distribution of Grade 2, 3a and 3b land

### Changes in Policy Framework and Guidance since 2014

4.54 The National Planning Policy Framework (NPPF, 2021) has relevant policy to the protection of soil and agricultural land resources. It states that:

*"Planning policies and decisions should contribute to and enhance the natural and local environment by:*

*a) ...protecting and enhancing soils (in a manner commensurate with their... identified quality in the development plan)*

*b)...recognising the economic and other benefits of the best and most versatile agricultural land"*

*Plans should:... "allocate land with the least environmental...value, where consistent with other policies in this Framework...Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality."*  
(Paragraphs 174 and 175)

4.55 The NPPG (updated July 2019) states that:

*"Planning policies and decisions should take account of the economic and other benefits of the best and most versatile agricultural land"*

4.56 The NPPG also highlights that the Defra Code of Practice for the Sustainable Use of Soils on Construction Sites:

*"may be helpful when setting planning conditions for development sites"*

## **Updated Assessment and Analysis**

4.57 A detailed soils and ALC survey of 91.9ha of the 127.9ha site has been undertaken by Land Research Associates Ltd (LRA) at a density of one observation per hectare, to Natural England (TIN049) and MAFF post 1988 ALC guidelines.

## **Conclusions**

4.58 The detailed soils and ALC survey show that the site is a combination of best and most versatile (grade 2 and subgrade 3a) and lower quality subgrade 3b land. Soil resources within the site are also a mix of high quality permeable loams and low quality slowly permeable soils.

4.59 The quality of those parts of the site that have not been surveyed (the western slope and pockets of land adjacent to the eastern boundary) is expected to be broadly typical of the survey area (i.e. a mixture of grade 2, subgrade 3a and subgrade 3b quality).

| <i>Grade/subgrade</i> | <i>Area (ha)</i> | <i>% of the land</i> |
|-----------------------|------------------|----------------------|
| <b>Grade 2</b>        | 22.6             | 18                   |
| <b>Subgrade 3a</b>    | 36.2             | 28                   |
| <b>Subgrade 3b</b>    | 25.4             | 20                   |
| <b>Other land</b>     | 7.7              | 6                    |
| <b>Not surveyed</b>   | 36.0             | 28                   |
| <b>Total</b>          | 127.9            | 100                  |

**Table 1:** LRA Survey (2021) – Areas occupied by the different land grades

- 4.60 On the basis of the above analysis, it is possible that the proposed development would result in the loss of approximately 59ha of agricultural land of the best and most versatile quality. There is no policy or guidance which indicates precisely how this level of loss should be weighed in the planning balance. As indicated above, the NPPF goes no further than stating that planning decisions should take account of the economic and other benefits of the best and most versatile agricultural land and that, in cases where significant development of agricultural land is demonstrated to be necessary (as is the case in Charnwood), areas of poorer quality land should be preferred to those of a higher quality.
- 4.61 We are assured by the land owner (the farmer) that the loss of this site to development will not have a demonstrable adverse effect on its agricultural business and so the economic effects of developing this area of best and most versatile land are likely to be neutral. As far as preferring land of poorer quality is concerned, this objective must only be pursued if it results in a sustainable pattern of development. If preferring development on agricultural land of a lower quality would result in less sustainable patterns of development, as we assert would be the case in Charnwood, then strict adherence to this particular NPPF policy would be inappropriate. The loss of agricultural land of the best and most versatile quality must therefore be weighed in the overall balance but should not be the determining factor unless against all other metrics, sites proposed for allocation in the Local Plan score equally (which of course they do not).
- 4.62 It is also relevant to note that, as we understand it, Charnwood contains 6,172ha of Grade 2 agricultural land and 15,772ha of Grade 3 land, a proportion of which will be Grade 3a. In this context, the loss of some 59ha of best and most versatile land in order to facilitate what would be a highly sustainable, mixed use development, should not weigh heavily on the negative side of the planning balance.

# Heritage

## Background

- 4.63 The 2013 planning application was accompanied by a Heritage Assessment produced by CgMS. This showed that, despite the proposed changes to the landscape, the effect of the proposed development on the historic environment would be at a level of less than substantial harm. RPS have produced a fresh Heritage Statement which brings the analysis fully up to date and reflects the latest version of the masterplan for the site. The Statement illustrates how the potential impact of the proposed development on below ground archaeology can be accommodated within the development parameters of current policy and how the impact on heritage assets due to construction or development within their settings can be reduced to the point at which the benefits of the scheme outweigh any perceived harm.
- 4.64 Evidence has been examined at archive sources in Leicestershire and Nottinghamshire, as well as the National Heritage List, published and other material. The evidence has been interpreted to determine the pattern of historic development of the landscape and to establish the baseline from which to assess the visual and perceived impact of development.
- 4.65 The area within which the proposed development could be seen and experienced was assessed during field visits in March and April 2021.

## Previous assessments and conclusions reached by the LPA and Consultees

- 4.66 The 2013 Assessment reviewed the potential direct impact on below ground heritage assets (archaeology) and above ground heritage assets (including Scheduled Ancient Monuments, Parks and Gardens and Listed Buildings).
- 4.67 The assessment concluded that, in respect to below ground archaeology, although there was high potential for some surviving archaeological evidence<sup>1</sup> within the development area no significant or designated assets lay within the site boundary. In considering the effect of development within the settings of Cotes Deserted Medieval Village (SAM) and Old Hall (II) the Assessment concluded that the visual and perceived impact of development would be moderate adverse defined as "Partial Loss or alteration of the assets or change in its setting leading to the partial loss or reduction in the significance of the asset." The impact on Manor Farm (II) and Hall Farm (II) was also considered to be moderately adverse. Further consideration given to Cotes bridges (II) concluded that the development would

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<sup>1</sup> NPPF 2012, paragraph 128

constitute a distant change in their setting, but would lead only to a slight loss or reduction in their significance. Further afield no harm was identified to either Prestwold Hall (II) or Stanford Hall (II) or their respective parklands. The Heritage Assessment concluded the impact of development would constitute less than substantial harm.

- 4.68 English Heritage (now Historic England) responded as consultee on two occasions (24/1/14 and 17/4/14). It concluded that the proposals would give rise to 'substantial harm'. In January 2014 the correspondent, Tim Allen, Inspector of Ancient Monuments, stated that *"We are concerned here with a landscape in which the closes, meadows, and field strips of peasants gave way with the desertion of the medieval village to grounds in a more singular relationship with Cotes Hall and its enclosed Park. Once the Hall had been destroyed by fire the focus of the landscape re-formed around the present farmsteads and in the elaborated landscape context of Prestwold Hall."*
- 4.69 In light of the English Heritage, advice Charnwood Borough Council commissioned an independent Cultural Heritage Assessment Review from CFA Archaeology to examine the impact of the proposal. CFA concluded that *"the change to the baseline setting of Cotes DMV would not, on our view, be sufficient to be considered to cause substantial harm to the significance of Cotes DMV"*.
- 4.70 The CgMs and CFA assessments were consistent in their findings as regards less-than-substantial-harm. However, the Council went on to refuse planning permission for reasons including that *"the benefits secured by the additional supply of housing land does not outweigh the cumulative detrimental impacts of the development considered to be those to the setting of heritage assets known as Cotes Scheduled Ancient Monument, Cotes Old Hall, Manor Farmhouse and Hall Farm"*.
- 4.71 No specific level of harm was referred to in the Decision but in the Report to the Planning Committee (para 8 page 47), the Case Officer stated that *"The proposal would detrimentally impact historic buildings in Cotes"*. The buildings cited included Prestwold Hall (II) and Stanford Hall (II\*), though no specific impacts were identified in relation to these houses. Cotes Bridge (II) was considered to be substantially affected whilst the setting of Old Hall (II), perhaps associated with fishponds, was considered to be severely harmed. Widening the road and providing the roundabout at Stanford was considered to *'detrimentally affect'* the setting of Stanford Church (I).
- 4.72 In relation to the cumulative effect of the proposed development the Officers Report argued that: *"The landscape of interconnected features would be dissected and in part destroyed by the development. The close proximity of the development would constitute a harmful visual effect on the setting of the Scheduled Monument [Cotes Deserted Medieval Village SAM]. The historical setting has been agricultural use and would be changed to housing being in the background and the backdrop to the setting of the asset. This includes the areas where the football pitches are planned and up to Moat Hill and Mere Hill. The landscape*



would be irrevocably altered. The development would therefore infill the setting. The new roundabout would affect the setting of Stanford Church, a Grade 1 listed building."

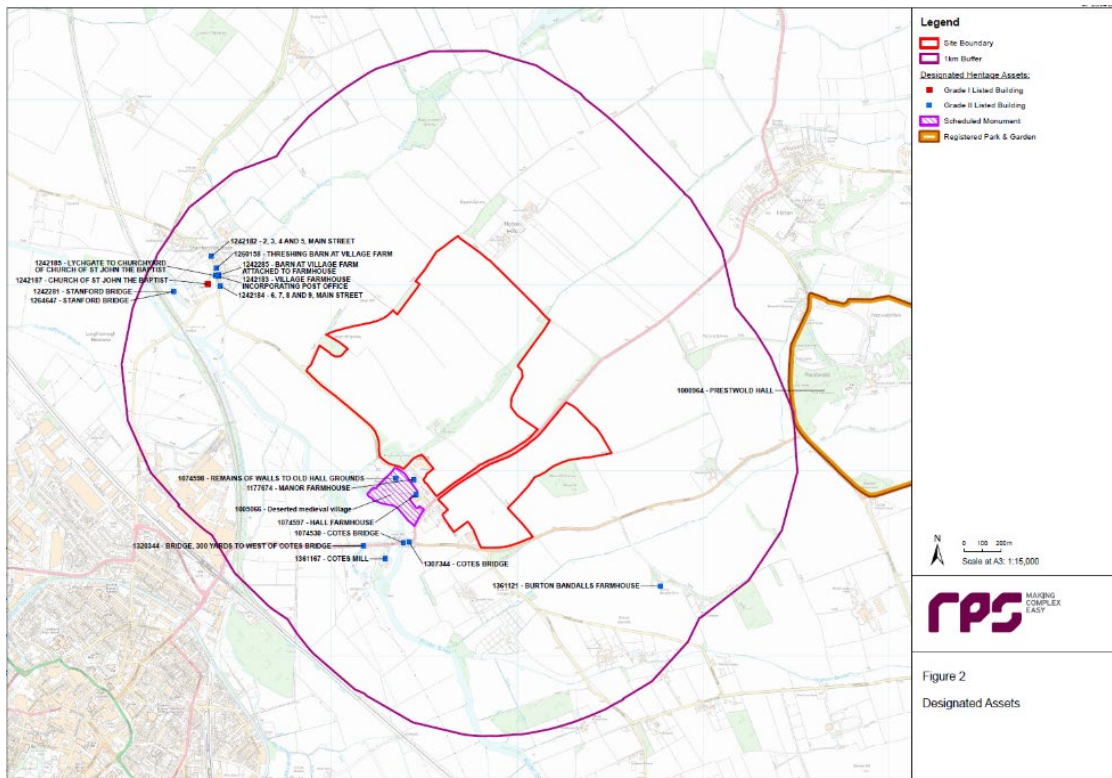


Figure 8: - Plan showing the location of Heritage Assets

### Changes in Policy Framework and Guidance since 2014

4.73 In 2013, heritage practice was set by the 1979 Ancient Monuments and Archaeological Areas Act and the Planning (Listed Buildings and Archaeological Areas) Act 1990. Policy was set out in the National Planning Policy framework (NPPF 2012), which today is in its fourth iteration published in 2021, and is supported by the NPPG last updated on 23 July 2019.

4.74 The statutory requirements remain in place and the key requirement of the 1990 Act is that in considering whether to grant planning permission the authority should "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."<sup>2</sup> This provision has been considered by the courts confirming that Section 66 of the 1990 Act requires the decision maker to give considerable importance and weight to the desirability of preserving the setting of listed buildings when balancing harm against benefits. The Court of Appeal also emphasised the importance of adequately articulating of how the assessment of harm has been arrived at,<sup>3</sup> though in a later case the judge cautioned against taking an over-zealous approach to demonstrating compliance. As a general rule, a decision-maker who works through the relevant

<sup>2</sup> Section 66 of the 1990 Act(1)

<sup>3</sup> Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council [2014] EWCA Civ 137

paragraphs in the NPPF in accordance with their terms will have done enough to demonstrate compliance with the statutory duty.<sup>4</sup>

- 4.75 Of particular relevance to the proposals for this site is the distinction made in the NPPF between “substantial harm” and “less than substantial harm” (NPPF paragraph 201). In addition, the NPPG makes plain that the threshold of “substantial harm” is a high one.<sup>5</sup> Case law has clarified the distinction: “...in the context of physical harm, [substantial harm] would apply in the case of demolition or destruction, being a case of total loss. It would also apply to a case of serious damage to the structure of the building. In the context of non-physical or indirect harm, the yardstick was effectively the same. One was looking for an impact which would have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced.”<sup>6</sup>

## Updated Assessment and Analysis

### Archaeology

- 4.76 In 2013 the proposed development site was subject to desk based survey to determine the potential impact of development on archaeology. No known designated or significant archaeology was identified within the area likely to be physically affected by the proposals, though the potential of the area to yield archaeology was acknowledged. The desk based work indicated there was high potential for prehistoric archaeology probably surviving as artifact assemblages within the topsoil, slight potential for archaeology associated with activity during the Roman period, but that archaeology of early medieval and medieval date was probably limited to agricultural features.<sup>7</sup>
- 4.77 These conclusions were reviewed for this Statement and a new Historic Environment Record search undertaken. The results of the 2021 survey confirm that no significant new discoveries have been made within the proposed allocation area since 2014. Documentary search also confirms that no advances in scholarship have occurred which might increase the significance of heritage assets cited in the reasons for refusal (P/13/1842/2). The survey results are summarised as follows:

| Period:           | Identified Potential                              | Archaeological Identified Significance | Archaeological |
|-------------------|---|--|----------------|
| Early Prehistoric | Low potential for archaeology of any significance | Low (Local)                            |                |

<sup>4</sup> Aidan Jones v (1) Jane Margaret Mordue (2) Secretary of State for Communities and Local Government (3) South Northamptonshire Council [2015] EWCA CIV v 1243 in the Court of Appeal (Sales LJ)

<sup>5</sup> see NPPG 18a-017-20140306

<sup>6</sup> Bedford Borough Council v SSCLG and Nuon UK Ltd [2013] EWHC 2847 (Admin) Jay J at paragraph 25

<sup>7</sup> Dawson M 2013 *Heritage Assessment, Land at Cotes*, 16th September 2013 CgMs Report JAC14778

|                          |  |                       |
|--------------------------|--|-----------------------|
| Later Prehistoric        | Low potential for archaeology of any significance  | Low (Local)           |
| Roman                    | Low potential for archaeology of any significance  | Low (local)           |
| Saxon and Early Medieval | Low potential for archaeology of any significance  | Low (local)           |
| Medieval                 | High Potential for house platforms (MLE561) associated with Cotes village along the southern boundary of the site area | High (local/regional) |
| Post Medieval            | Low potential for archaeology of any significance (the area of the fishponds MLE554 is excluded from development)      | Low (local)           |
| Modern                   | No potential for archaeology of any significance   | None                  |

**Table 2:** Shows the potential and possible significance of archaeology within the development area at Riggets Green.

### Designated Heritage Assets

- 4.78 In 2014 the Council concluded that *“the benefits secured by the additional supply of housing land does not outweigh the cumulative detrimental impacts of the development considered to be those to the setting of heritage assets known as Cotes Scheduled Ancient Monument, Cotes Old Hall, Manor Farmhouse and Hall Farm”*. English Heritage (now Historic England) in contrast had concluded that the development would give rise to *‘substantial harm’* because of its effects on Cotes Hall and its Park.
- 4.79 In light of these statements the following section summarises the potential effect of development within the setting of Cotes deserted medieval village<sup>8</sup> (HER 555) and the remains of walls which were part of the gardens and house of the Old Hall (HER 557). These both lie to the west of the development area. We also examine the likely effect of the proposed development on the two listed buildings (Hall Farmhouse (II) (HER 14541) and Manor Farmhouse (II) (HER 14452)) which flank Stanford Lane.
- 4.80 A more detailed assessment which accompanies this Statement also demonstrates the effect of development on the remaining heritage assets within visual and perceptual range of the proposed development. These include St John the Baptist, Stanford on Soar, Stanford Hall and parkland, and Prestwold Hall and parkland and the three listed bridges over the River Soar, cited by English Heritage in the consultation response to the 2013 application<sup>9</sup> but not cited in the reasons for refusal by the Council.

<sup>8</sup> Scheduled Ancient Monument 1005066

<sup>9</sup> English Heritage (now Historic England) responded as consultee on two occasions, 24/1/14, 17/4/14.

***Cotes Deserted Medieval Village (SAM) together with walls at Old Hall (SAM & LB Grade II)***

4.81 **Significance and Special Interest:** The SAM comprises the remains of a deserted medieval village and consists of earthworks (house platforms) and the remains of the medieval manor house and its walled gardens ('The Hall'), (MLE556). The historic significance of the deserted medieval village lies in its origin, perhaps as early as the 8th century settlement at a river crossing. The lands at Cotes were acquired by Sir William Skipwith in 1585 and he was probably responsible for building Cotes Park House (Old Hall)<sup>10</sup> and laying out the large garden which surrounded it. The house burnt down in c.1700. The significance of the house and village lie in their evidential potential, aesthetic contribution to the modern landscape and as part of a group of medieval and post medieval monuments. Their **setting** is a complex of modern and historic buildings, farmland and infrastructure on a terrace which overlooks the river to the west. Those elements of the **setting** of the SAM / Old Hall which contribute to their significance are their position in the River Soar valley, and their relationship to the river crossing, to nearby agricultural land and the historic parkland of Cotes Park-house (Old Hall). Such relationships provide the basis for an assessment of impact. This is not an unaltered setting from a previous age and the proposed development will not significantly impact on the broad legibility of this landscape. In addition, the masterplan proposes further planting in addition to the already extensive screening offered by current tree belts. Although the proposed development will constitute a change in the setting of Cotes (SAM) and the walls of Old Hall (LB), in the context of the designation this constitutes less than substantial harm.

***Cotes Manor Farm (II) and Hall Farm (II), Cotes (Listed Buildings)***

4.82 **Significance and Special Interest:** The historic significance of the two farmhouses lies in their surviving architecture. Hall Farm probably originated in the 17<sup>th</sup> century - part of a timber framed house is visible in 1<sup>st</sup> floor partition walls. It was refaced with a new façade in the mid-18<sup>th</sup> century and extended to the north east. The house has replacement windows and a concrete tiled roof. Manor Farm dates to the start of the 19<sup>th</sup> century, it is brick built with a Swithiland slate roof. The main north west range has three bays and the south wing, two bays with an axial chimney stack. There are some replaced windows and the roof appears original. Neither farmhouse is mentioned by Pevsner. The significance of the houses reflects their association with the development of Cotes. Their **setting** is a complex of modern and historic farm buildings and farmland. The farms lie within the village of Cotes both successors to earlier farms Key aspects of the relationship between the farms and their setting may be considered to include their location on the periphery of the medieval village core, and their

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<sup>10</sup> Listed Grade (II) 1074598

visual contribution to the village-scape. The potential **impact** of the proposed development is to introduce a new area of settlement to the east of the two houses. The proposed development will be screened behind structural planting and landscaping and screened by the large sheds of Manor Farm. There are no views of the farms from the east beyond the immediate garden areas of the two houses and the principal views of the farms will still retain their sense of position within the village. The street frontage and individual buildings will not change, though there will be some change in traffic flows along Loughborough Road. Although the proposed development will constitute a change in their setting when considered in the context of the designation this constitutes very limited harm for the purposes of the NPPF, and considerably less than substantial harm.

| Heritage Asset:                        | Designation Status                                   | Effect of Development      |
|--|--|----------------------------|
| Cotes Deserted Medieval Village        | Scheduled Ancient Monument                           | Less than substantial harm |
| Old Hall                               | Listed Grade II                                      | Less than substantial harm |
| Cotes Manor Farm, Cotes                | Listed Grade II                                      | Less than substantial harm |
| Hall Farm, Cotes                       | Listed Grade II                                      | Less than substantial harm |
| St John the Baptist, Stanford on Soar, | Listed Grade I                                       | No harm                    |
| Stanford Hall and parkland,            | Listed house Grade II; Registered Park and Garden II | No harm                    |
| Prestwold Hall and parkland            | Listed house Grade II; Registered Park and Garden II | No harm                    |
| Bridge over the River Soar             | Listed Grade II (1307344)                            | Less than substantial harm |
| Bridge over the River Soar             | Listed Grade II (HER 13905 - 1074530)                | Less than substantial harm |
| Bridge over the River Soar             | Listed Grade II (HER 13414-1320344)                  | Less than substantial harm |

**Table 3:** Shows the designated status of above ground heritage assets and the effect of development.

## Conclusions

- 4.83 The Heritage Statement accompanying this document records the current condition of the site and the surrounding heritage assets in a study area extending to 1km from the site's boundaries. The Statement confirms the absence of more than locally significant archaeology within the proposed development area.
- 4.84 The Heritage Statement also assesses the potential effect of development on above ground heritage assets (listed buildings, Scheduled Ancient Monuments), including by way of impact on their settings. No evidence has been found to suggest that the effect of the development would be to cause more than '*less than substantial harm*' to any heritage assets and that with judicious and well-designed

landscape planting statutory duty and national policy requirements can all be satisfied. Importantly, the Statement re-confirms the findings of the CgMs and CFA assessments that the development of the site would not cause substantial harm in heritage terms.

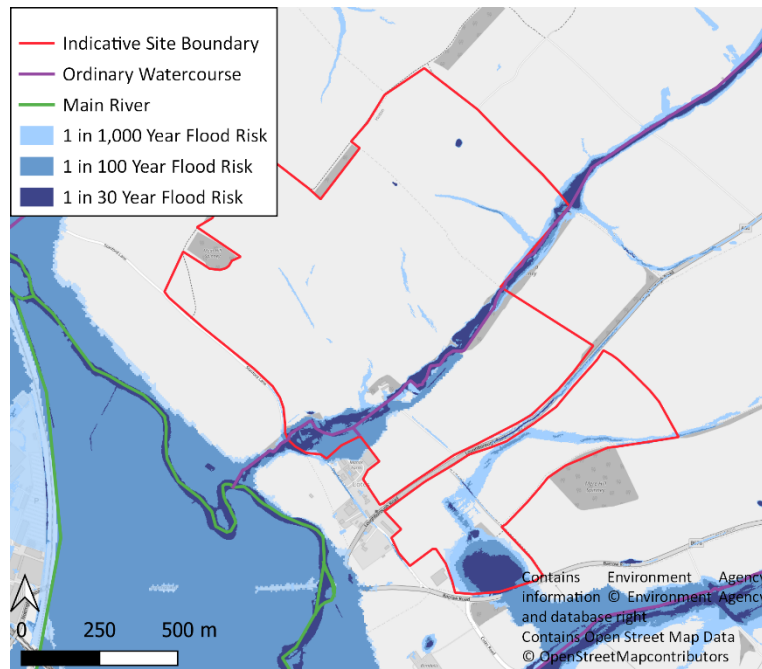
## Flood Risk and Drainage

### Introduction

- 4.85 The NPPF advocates a risk-based approach to flood risk management in terms of appraising, managing and reducing the consequences of flooding both to and from development sites.
- 4.86 In accordance with the NPPF, the proposals implement a sequential approach to development, directing inappropriate development away from areas at highest risk, and locating all built development outside of the identified fluvial and surface water flood extents.

### Background

- 4.87 The 2013 planning application was supported by flood risk work undertaken by Weetwood as follows:
- Flood Risk Assessment V1.1, Weetwood (April 2014)
  - Flood Risk Briefing Note, Weetwood (March 2013)
  - Environment Statement; Hydrology, Flood Risk and Drainage Chapter
- 4.88 This has been reviewed and the assessment updated by PJA.
- 4.89 The Site is greenfield with the River Soar (a Main River, classified by the Environment Agency) flowing in a south-easterly direction parallel to the south western boundary of the site. The Spinney Brook (an ordinary watercourse) flows in a south-westerly direction through the centre of the site. Given the nature of these watercourses, there are localised areas identified to be at potential flood risk as shown in **Figure 9**.



**Figure 9:** Plan showing Existing Watercourses and Composite Potential Flood Risk

## Previous assessments and conclusions reached by the LPA and Consultees

### Flood Risk

4.90 The Weetwood FRA contained a detailed assessment of likely sources of flood risk, focusing predominantly on the potential fluvial flood risk from the River Soar and associated tributaries. This confirmed that the overwhelming majority of the site lay within Flood Zone 1 and was not at potential flood risk from fluvial sources. In addition, a detailed hydraulic modelling study was undertaken, primarily focused on ensuring safe and dry access and egress to the Site. These assessments demonstrated that the proposed development was acceptable in principle, with the following key points to note:

- all built development (comprising residential and commercial uses) will be located outside of the maximum modelled fluvial flood extents, above the 1 in 1,000 year maximum water level, of the River Soar, the Spinney Brook and unnamed tributary.
- all built development (comprising residential and commercial uses) will be located outside of the identified maximum potential flood risk from surface water.
- safe and dry access and egress to the site may be provided in all events, up to and including the 1 in 100 year plus climate change event, pending implementation of the following measures:

- elevation of the A60 Nottingham Road between the railway underpass and Barrow Road, with provision of new culverts.
- re-alignment and elevation of Cotes Road, with provision of compensatory floodplain storage.

### **Surface Water Management**

4.91 Largely in accordance with National and Local Policy and Guidance, the following key principles were embedded within the proposed sustainable surface water management strategy for the proposed development:

- Sustainable management of surface water runoff for all events greater than the 1 in 2 year event.
- Assessment of surface water in accordance with the drainage hierarchy, with proposed discharge to the existing watercourses.
- Use of sustainable drainage systems (SuDS) to improve water quality, attenuate water quantity and provide amenity and biodiversity value.

### **Stakeholder Engagement**

4.92 While it is understood that the Environment Agency raised initial objection to the proposals, prior to the completion of the detailed assessments summarised above, this was later withdrawn subject to the imposition of standard planning conditions.

### **Changes in Policy Framework and Guidance since 2014**

4.93 Since 2014 there have been a number of important changes in relation to residential development regarding flood risk and surface water management, primarily comprising:

- Statutory role of the Lead Local Flood Authority (LLFA)
- Climate Change Guidance
- National Planning Policy Framework (NPPF)

### **Statutory Role of the Lead Local Flood Authority (LLFA)**

4.94 In April 2015, following a ministerial statement in December 2014<sup>11</sup>, the LLFA became a Statutory Consultee on the management of surface water for all 'Major' development. The LLFA is required 'to ensure that sustainable drainage systems for the management of run-off are put in place, unless

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<sup>11</sup> <https://questions-statements.parliament.uk/written-statements/detail/2014-12-18/HCWS161>



*demonstrated to be inappropriate' and 'that there are clear arrangements in place for ongoing maintenance over the lifetime of the development.'*

4.95 As such, the surface water drainage aspects of the proposed development will now be reviewed by the LLFA, in this instance Leicestershire County Council.

### Climate Change Guidance

4.96 In 2016, the Environment Agency updated their Climate Change Guidance with revisions to the recommended allowances applied to peak rainfall intensity and fluvial (river) flows.

4.97 In the context of the Site, this requires the proposed residential development to assess a potential increase in peak rainfall intensity of 40% in the 1 in 100 year event, an uplift from the previously recommended allowance of 30%.

4.98 Furthermore, given the Site's location close to the River Soar, an assessment of climate change allowance with regard to fluvial (river) flows will be required. An extract of the climate change allowances for the Humber River Basin District, in accordance with the 2016 guidance, is provided in

**Table 4.**

| Allowance category | Total potential change anticipated for the '2020s' (2015 to 2039) | Total potential change anticipated for the '2050s' (2040 to 2069) | Total potential change anticipated for the '2080s' (2070 to 2115) |
|--------------------|---|---|---|
| H++                | 20%   | 35%   | 65%   |
| Upper end          | 20%   | 30%   | 50%   |
| Higher central     | 15%   | 20%   | 30%   |
| Central            | 10%   | 15%   | 20%   |

**Table 4:** Extract from Peak river flow allowances by river basin district (based on a 1961 to 1990 baseline) – Humber River Basin District<sup>12</sup>

4.99 Further to this, the Environmental Agency recently updated their 2016 Climate Change Guidance on 27 July 2021 to a 'management catchment' approach, with 'management catchments' being sub-catchments of river basin districts. An extract of the climate change allowances for the Soar

<sup>12</sup> <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

Management Catchment, Humber River Basin District, in accordance with the 2021 guidance, is provided in **Table 5**.

| Allowance category | 2020s | 2050s | 2080s |
|--------------------|-------|-------|-------|
| Upper end          | 28%   | 35%   | 60%   |
| Higher central     | 18%   | 21%   | 37%   |
| Central            | 14%   | 16%   | 28%   |

**Table 5:** Extract from Peak river flow climate change allowances by management catchment (based on a 1981 to 2000 baseline) – Soar Management Catchment, Humber River Basin District<sup>13</sup>

- 4.100 Based on the latest 2021 guidance and in the context of development, given that all built development will be located wholly within Flood Zone 1, an assessment of the central allowance is considered appropriate.
- 4.101 Given the changes in climate change guidance since the previous assessments, sensitivity testing of the potential impact of the climate change has been undertaken. This sensitivity testing demonstrates that the proposed development will be located wholly outside of the maximum peak flood extents, including climate change allowances of 30% and 50%, of the Spinney Brook, as required by the 2016 guidance and exceeding the requirements of the latest 2021 guidance. This is further outlined in the appended Sensitivity Modelling Technical Note (Ref. 05424-TN002-Sensitivity Modelling Rv1, dated 17.08.21) (**Appendix 9**).

### National Planning Policy Framework (NPPF)

- 4.102 The NPPF was first published in March 2012 and most recently updated in July 2021. This emphasises the importance of both the Sequential and Exception Test in determining the most appropriate location for development and states that development “*incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate*”.
- 4.103 With regard to the Site, the flood risk vulnerability classification of the proposals remains unchanged (*More Vulnerable*) and the associated flood zone compatibility remains unchanged. It should be noted that while the Site comprises Flood Zones 1, 2 and 3, built development (comprising residential and

<sup>13</sup> <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

commercial uses and site-specific access) is proposed in Flood Zone 1 only where it is considered ‘appropriate’ in accordance with the NPPF, as shown in **Table 6**.

| Flood Zone | Essential Infrastructure | Highly Vulnerable       | More Vulnerable         | Less Vulnerable | Water Compatible |
|------------|--------------------------|-------------------------|-------------------------|-----------------|------------------|
| Zone 1     | ✓                        | ✓                       | ✓                       | ✓               | ✓                |
| Zone 2     | ✓                        | Exception Test Required | ✓                       | ✓               | ✓                |
| Zone 3a    | Exception Test Required  | X                       | Exception Test Required | ✓               | ✓                |
| Zone 3b    | Exception Test Required* | X                       | X                       | X               | ✓*               |

**Table 6:** Flood Risk Vulnerability Classification

**Updated Proposals**

4.104 The updated proposals incorporate the following key elements, from a flood risk and drainage perspective:

- Incorporation of a sequential approach to development, whereby all built development (comprising residential and commercial uses and site-specific access) will be located outside of areas identified to be at potential fluvial flood risk.
- All built development (comprising residential and commercial uses and site-specific access) will be located outside of the identified maximum potential flood risk from surface water.
- Re-alignment of site-specific access to Loughborough Road to be located outside of the identified Flood Zone 2 and 3 extents, as shown in the Flood Map for Planning.

**Flood Risk**

4.105 An updated appraisal of likely sources of flood risk has been undertaken, predominantly focused on the potential fluvial flood risk from the River Soar and Spinney Brook and potential surface water flood risk. This identifies the majority of the site to not be at potential flood risk from fluvial sources, located predominantly within Flood Zone 1, and outside of areas identified to be at potential surface water flood risk.

4.106 The proposals meet the requirements of the latest National and Local Policy and Guidance, in terms of flood risk requirements.

## Surface Water Management

4.107 Given the legislative changes associated with sustainable surface water management, the previously proposed surface water drainage strategy has been reviewed and updated in accordance with the latest National and Local Policy and Guidance, largely following key principles:

- Implementation of sustainable drainage systems (SuDS), in accordance with the drainage hierarchy, to achieve multifunctional benefits (quantity control, water quality improvement, biodiversity and amenity value).
- Maintain existing, site-specific, greenfield conditions with regard to maximum peak discharge and outfalls to existing watercourses.
- Sustainable management of all events up to, and including, the 1 in 100 year plus 40% climate change.

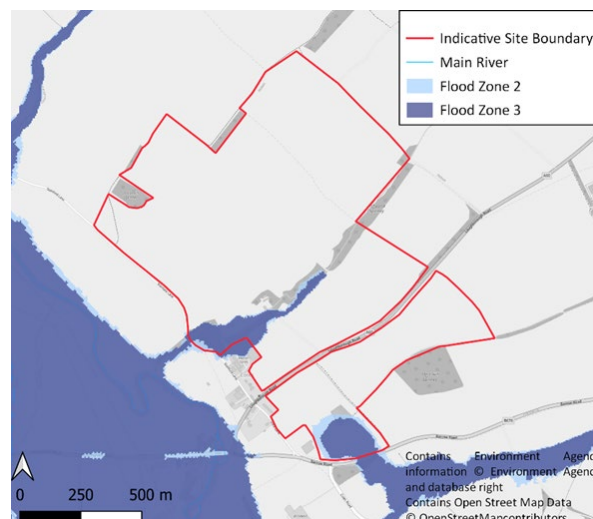
4.108 The proposals meet the requirements of the latest National and Local Policy and Guidance, in terms of surface water management.

## Updated Assessment and Analysis

### Flood Risk

#### *Fluvial (River) Sources*

4.109 From review of the publicly available Flood Map for Planning, the Site is identified to lie predominantly within Flood Zone 1, outside of the River Soar floodplain, with localised areas in the south of the site identified to lie within Flood Zones 2 and 3. An extract of the Flood Map for Planning is included below in **Figure 10**.

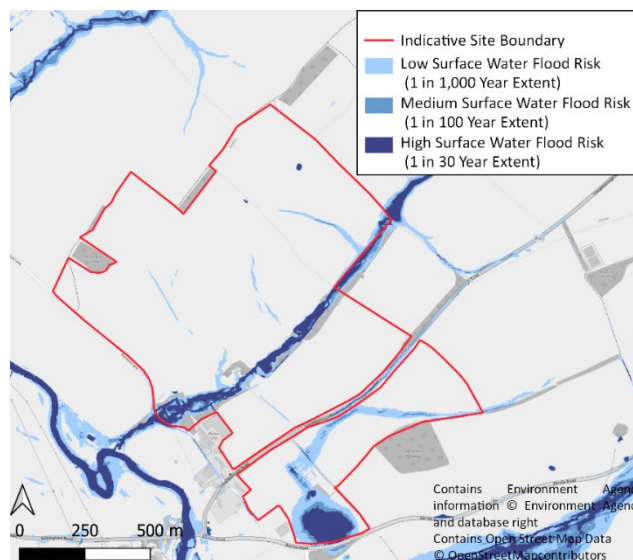


4.110 The masterplan proposes to locate all built development outside of the identified fluvial flood extents of the River Soar and associated tributaries (within Flood Zone 1 only), in accordance with National and Local Policy and Guidance.

### **Surface Water**

4.111 From review of the Long-Term Flood Risk Information, Flood Risk from Surface Water Mapping, there is a predominant surface water flow route through the centre of the Site, associated with the Spinney Brook (an ordinary watercourse), a tributary of the River Soar which runs from north-east to south-west through the centre of the Site. A large area of surface water ponding is also identified in the south east of the site, with a surface water flow route running through the centre of the southern area of the site, ponding against the B676 Barrow Road. This area of ponding is consistent with the area identified as Flood Zones 2 and 3 as shown in the Flood Map for Planning.

4.112 An extract of the Long-Term Surface Water Flood Risk Mapping is included below in **Figure 11**.



**Figure 11:** Long Term Flood Risk Information, Flood Risk from Surface Water Map Extract

4.113 The masterplan shows all built development located outside of the identified surface water flood extents, in accordance with National and Local Policy and Guidance.

### **Safe and Dry Access and Egress**

4.114 It is our understanding that the concerns previously raised by the Environment Agency were primarily associated with safe and dry access and egress. Given the nature of the current updated proposals, the site-specific access to Loughborough Road has been relocated to be wholly within Flood Zone 1 and

outside of any area identified to be at flood risk from surface water. Given this, safe and dry access and egress to the site can be provided.

### ***Surface Water Management***

4.115 A surface water drainage strategy (Ref: 05424-A-0101-P2), demonstrating that surface water from the proposed development will be sustainably managed has been appended to this Delivery Statement (**Appendix 10**). This strategy aims to capture surface water runoff within above, ground attenuation features (e.g. basins, ponds) and largely mimic existing greenfield discharge rates to the surrounding watercourses, in accordance with the following key principles:

- Implementation of sustainable drainage systems (SuDS), in accordance with the drainage hierarchy, to achieve multifunctional benefits (quantity control, water quality improvement, biodiversity and amenity value)
- Maintain existing, site-specific, greenfield conditions with regard to maximum peak discharge and outfalls to existing watercourses.
- Sustainable management of all events up to, and including, the 1 in 100 year plus 40% climate change.

4.116 The updated surface water drainage strategy demonstrates that there is no proposed built development, nor any proposed SuDS features within the maximum peak flood extents of the Spinney Brook, including the latest climate change allowances.

### ***Stakeholder Engagement***

4.117 The Environment Agency have been reconsulted by PJA. It has referred PJA to its Standing Advice and Planning Practice Guidance for information, and has provided the latest available hydraulic model data for the River Soar which comprises the same Environment Agency Middle Lower Soar Model and associated 'Lower Soar and Tributaries Hazard Mapping Study (January 2012) used to inform the previous Weetwood assessments.

4.118 Leicestershire County Council as the Lead Local Flood Authority and Severn Trent Water were also consulted for any historic flood records they may hold; however, at the time of writing no response has been received.

## Conclusions

- 4.119 This chapter demonstrates that, based on previously completed detailed assessments and updated recent technical works undertaken, the development proposals are deliverable in accordance with National and Local Policy and Guidance.
- 4.120 In accordance with the NPPF, and associated National and Local Policy and Guidance, the updated proposals:
- Implement a sequential approach to development, whereby all built development (comprising residential and commercial uses and site-specific access) will be located outside of areas identified to be at potential flood risk.
  - Provide site-specific access to Loughborough Road located wholly with Flood Zone 1 and outside of any area identified to be at flood risk from surface water thereby ensuring safe and dry access and egress to the site.
  - Implement sustainable drainage systems (SuDS) in accordance with the drainage hierarchy, to achieve multifunctional benefits (quantity control, water quality improvement, biodiversity and amenity value) to maintain existing, site-specific, greenfield conditions.
- 4.121 Further technical assessment of the potential impact of climate change has been undertaken. This assessment demonstrates that all built development (comprising residential and commercial uses and site-specific access) will be wholly located outside of the maximum peak flood extents of the Spinney Brook, including Climate Change allowances of 30% and 50%, as required by the 2016 guidance and exceeding the requirements of the latest 2021 guidance.

## Accessibility and Transport

### Introduction

- 4.122 This section provides a summary of the revised Transport Strategy for the proposed development, as recently undertaken by PJA.

### Purpose and Scope of Assessment

- 4.123 The Strategy comprises the following elements:

- A Travel Demand Model (TDM), which estimates the number of trips generated by the development and the potential for these trips to be undertaken by modes other than the private car.
- A walking and cycling strategy which assesses the existing routes from the sites against current guidance, and then in turn identifies new routes and upgrades to existing routes where necessary.
- A public transport strategy which sets out a number of enhancements to existing bus services to improve access to the site by public transport.
- A mobility strategy which considers a number of innovative measures to ensure that sustainable modes of transport are attractive.
- A review of the highway strategy that was put forward as part of the original planning application.

## **Background**

4.124 Both travel behaviour and the development proposals have changed since the 2013 planning application was determined. It has therefore been necessary to prepare an updated Transport Strategy which reassesses the revised development proposals, and takes account of updates to local and national transport policies.

## **Previous assessments and conclusions reached by the LPA and Consultees**

4.125 The 2013 planning application was supported by a Transport Assessment and Travel Plan prepared by PJA.

4.126 The content of both reports was agreed with Leicestershire County Council (LCC) at the time of the submission, with the exception of the accessibility of the site to services by walking and cycling. The issues that were raised by LCC included:

- the ability to deliver sufficient on-site facilities in order to provide a genuine mixed-use development;
- the proximity of the site to key services in Loughborough; and
- concerns that high quality walk/cycle routes to Loughborough could not be provided.

## **Changes in Policy Framework and Guidance since 2014**

### **Gear Change and LTN 1/20**



- 4.127 The national policy context for active travel has changed significantly since the original planning application was submitted with the publication of 'Gear Change' and the revised Local Transport Note 1/20 'Cycle Infrastructure Design' in 2020. These two policies outline significant changes for the future of transport planning and design in the UK and the prioritisation of measures that encourage increased levels of walking and cycling.
- 4.128 The Cycling and Walking Plan for England, 'Gear change: a bold vision for cycling and walking', was published on 27 July 2020. The plan sets out the government's shift in transport policy: to prioritise active travel over single-occupancy private vehicles.
- 4.129 In support of this, the Department for Transport's recently published Cycle Infrastructure Design - Local Transport Note 1/20 establishes much higher standards for cycling infrastructure including geometric requirements.
- 4.130 The cycling and walking strategy for the site has been revised in accordance with both documents, to ensure a high standard of walking and cycling infrastructure both within the site and external to the site.

### **Bus Back Better**

- 4.131 The Government's new national bus strategy paper "bus back better" was published in March 2021 and has changed the landscape for bus operations in England. This requires local authorities to take a far more proactive role in the development of the bus network.
- 4.132 The public transport strategy has been revised in light of this new document.

## **Updated Assessment and Analysis**

### **Travel Demand**

- 4.133 A revised Travel Demand Model (TDM) has been prepared to assess the impact of the revised development proposals. The aim of the TDM was also to calculate the potential for mode shift, and how this might impact the number of car trips from the development. The revised travel demand calculations presented the following key findings:
- the development would generate 578 two-way vehicular trips during the AM peak hour and 524 vehicular trips during the PM peak hour;
  - the provision of a school and employment opportunities on site means that a high number of trips can be "internalised", meaning there is less of an impact on the local highway network;

- the calculations predict a high level of demand for cycling and walking trips into Loughborough. This highlights the importance of providing a good quality route into the town; and
- if the measures proposed as part of the revised transport strategy are implemented, the number of car trips generated by the development could be reduced by as many as 108 two-way trips.

### **Cycling and Walking Strategy**

4.134 A full review of the walking and cycling strategy for the site has been undertaken to ensure that the proposals are fully compliant with LTN 1/20.

### **Internal Site Layout**

4.135 First, an audit of the site layout was undertaken against the principles set out in LTN 1/20. This confirmed the following:

- the site layout prioritises pedestrians and cyclists, to create an exemplar development where walking and cycling are the main modes of transport within the site;
- the mix of uses within the site will reduce the need for residents to travel outside of the development for their everyday needs; and
- the connections to public rights of way outside of the site will encourage leisure trips and enable residents to enjoy the countryside on their doorsteps.

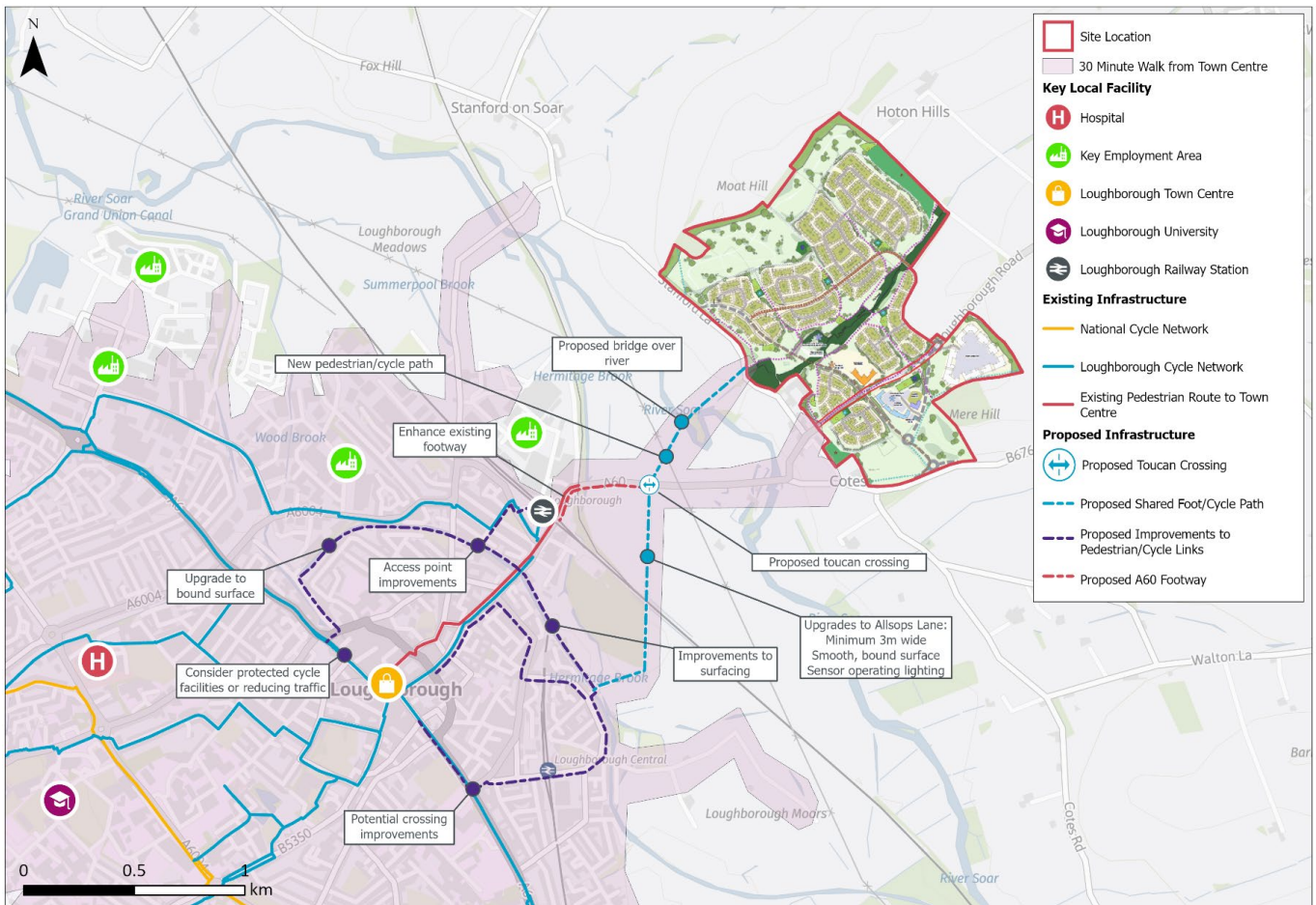
4.136 The site layout therefore conforms with the five core principles of LTN 1/20:

- it's low traffic nature ensures that cyclists can move between off-road infrastructure and quiet residential streets in a cohesive manner.
- routes through the site are direct and provide links between neighbourhoods.
- the realignment of the A60 creates a low-traffic environment within the site, which alongside the off-road routes proposed will ensure the safety of pedestrians and cyclists.
- comfort for users is ensured through the extensive network of routes proposed.
- routes are provided in attractive, landscaped areas throughout the site.

### **Routes to Loughborough**

4.137 The key local facilities in Loughborough were identified to determine the desire lines from the development. From this analysis, key routes from the site were identified and then audited by PJA in April 2021. A series of improvements were identified which are required in order to ensure that each of these key routes are compliant with the core principles of LTN 1/20.

4.138 The resultant pedestrian and cycle strategy for the development is presented on the plan overleaf. This plan demonstrates the new infrastructure and improvements to existing infrastructure proposed.



**Figure 12:** Pedestrian and Cycle Strategy

4.139 As shown in **Figure 12**, the following improvements are proposed:

- a) currently, there is no traffic-free route for cyclists from the development into Loughborough. Therefore, a new traffic-free shared-use footway/cycleway is proposed, which will extend from the site to the edge of Loughborough. This is highlighted by the dashed blue line on the plan. The southern section of this route will be an upgrade to the existing bridleway along Allsop’s Lane, which is currently unsurfaced and unsuitable for cyclists. Upon completion, this will provide a lit, fully surfaced high-quality route designed in accordance with the geometric requirements of LTN 1/20. (**Figure 13**)



- c) the site benefits from its proximity to Loughborough Railway Station, which is situated within a circa 15-minute walk from the site's southern boundary. However, at present there is not a continuous pedestrian route provided. Therefore, it is proposed to construct a new footway along the southern side of the A60, which will tie in with the existing footway underneath the railway bridge. The section of footway between the railway bridge and the station will be upgraded and widened for the comfort of pedestrians. This will provide a direct, continuous pedestrian route from the site to Loughborough Station and beyond to the town centre; and
- d) within Loughborough, existing walking and cycling routes to the Station and to the town centre have been identified, as shown on the pedestrian and cycle strategy plan (**Figure 12**). Through the audits, various improvements were identified which will be required in order to bring these routes up to standard with LTN 1/20. These improvements are highlighted on the plan and include providing new crossing points, improvements to surfacing and lighting, reducing traffic volumes and providing protected cycling infrastructure where required.

4.140 Through the implementation of this strategy, it has been demonstrated that the five core principles of LTN 1/20 can be satisfied:

- **Cohesive** – the new shared-use route provides a clear and convenient route from the development into Loughborough. Within Loughborough, the proposed upgrades to existing routes, including the improvement of existing access points and improvements to crossing provision, will ensure that routes are legible and cohesive for cyclists.
- **Direct** – there are multiple direct routes from the development to Loughborough for both pedestrians and cyclists. Each route has been planned to specifically align with the key desire lines from the development.
- **Safety** – the safety of pedestrians and cyclists will be significantly improved through the provision of a new toucan crossing on the A60, and the crossing improvements identified on the routes into Loughborough town centre. Furthermore, by providing a traffic-free route into Loughborough, cyclists will not need to mix with traffic on the A60.
- **Comfort** – The comfort of existing routes within Loughborough will be vastly improved by upgrading surfacing where it is currently substandard. In addition, it will be ensured that new routes are designed in accordance with LTN 1/20 geometric requirements.

- **Attractive** – the proposed shared use route will provide an attractive, traffic-free route through a rural area. Moreover, sensor operated lighting will ensure that the route does not detract from its rural surroundings.

### Public Transport

4.141 The site is currently well served by existing bus routes, which stop on the A60 directly adjacent to the site. These provide frequent services to Nottingham and Melton Mowbray. Nevertheless, there are various improvements which could be made to improve bus access to the site, as it is built out and demand increases.

4.142 The proposed bus strategy for the site can be summarised as follows and is shown on **Figure 15** below:

- Phase 1 (up to circa 750 dwellings) – the site will be served by the existing services, providing three buses per hour. When possible, these services will be diverted into the site where they will turn via an internal loop.
- Phase 2 (750 - 1,500 dwellings) – an enhancement to the bus service provision, based on either the extension of the Sprint bus to the site every 20 minutes from the rail station or the deployment of an additional vehicle on either route 8 or route 9 to allow the chosen route to operate across the town centre to the University.

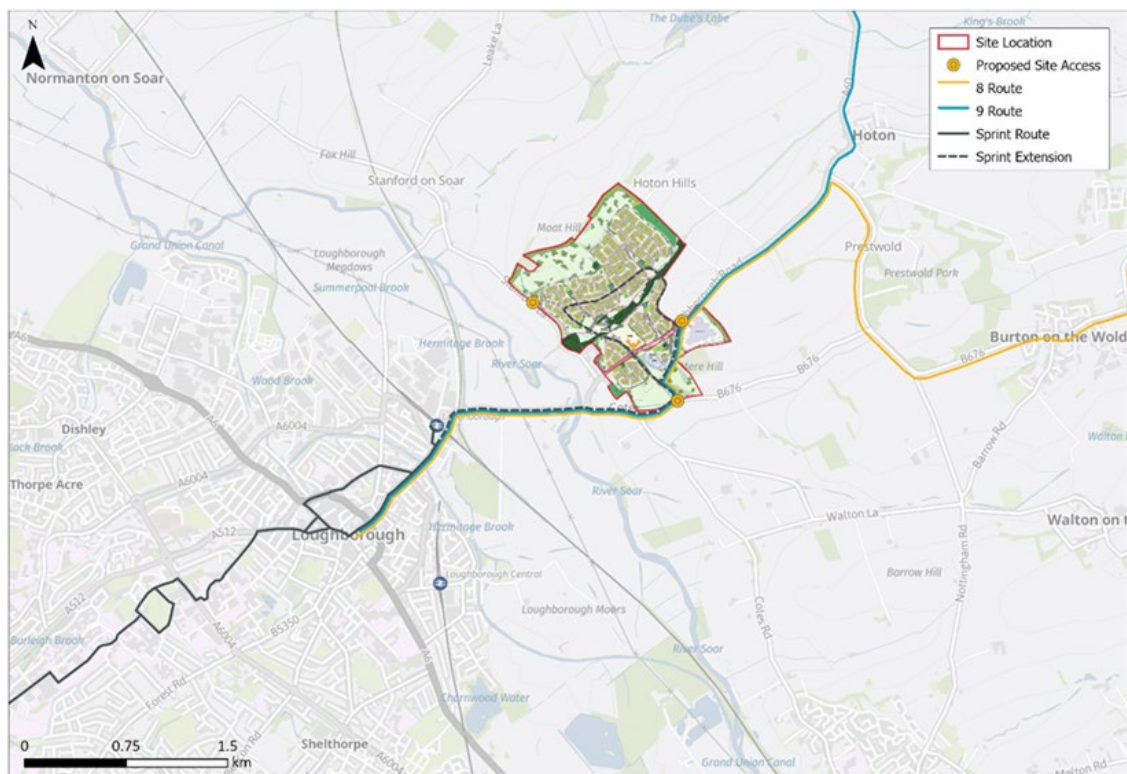


Figure 15: Bus Strategy

4.143 Based on income calculations, this strategy is considered to be financially viable and can be implemented gradually as the development is built out.

### **Mobility Strategy**

4.144 Since the 2013 application was submitted, innovative mobility solutions have been increasingly seen as realistic solutions to creating sustainable developments. This is highlighted in particular by the increased emphasis on walking and cycling through the Gear Change document, and the rise in “micro-mobility” modes, such as E-scooters and E-bikes.

4.145 Therefore, the mobility strategy for the site has been revised to take account of current industry best practice.

4.146 Crucial to this strategy will be a mobility hub, located in a central location within the site. A mobility hub is defined as “a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller.”

4.147 From this hub, services such as E-scooter and E-bike hire, car club spaces, a delivery hub, a working hub and a bike repair workshop will be offered.

4.148 In summary, the key points to note from the mobility strategy are as follows:

- the site will be designed such that the focus is not placed on the private car, rather on providing attractive spaces that optimise access to and between sustainable transport modes;
- there will be a mobility hub on site, which will provide access to a range of sustainable modes of transport and reduce the need to travel; and
- a robust Travel Plan will be implemented, including a series of innovative measures to encourage uptake of sustainable transport and a rigorous monitoring strategy.

### **Highway Strategy**

4.149 The previously prepared highway strategy has also been reviewed. The strategy included the following key components:

- diversion of the A60 from its current alignment.
- provision of new 4-arm roundabouts to access the east and west of the development site.

- provision of a new highway link between the A60 and the junction between Barrow Road and Cotes Road.
- stopping up of Back Lane, Stanford Lane and the A60 / Barrow Road junction.

4.150 It is concluded that the benefits of this highway strategy are still valid, and that if implemented there will be a number of benefits surrounding network capacity, congestion, and improved highway safety.

## Conclusions

4.151 The transport strategy for this development has been revised in accordance with the latest transport policy, taking account of current baseline conditions and with the aim of addressing the concerns raised by LCC for the previous application.

4.152 The strategy has outlined a number of walking and cycling proposals, which will provide the opportunity to achieve modal shift away from car trips into Loughborough.

4.153 There is also opportunity to enhance the existing bus routes to the site to accommodate the increasing demand as the development is built out. This has been demonstrated to be financially viable.

4.154 A mobility strategy has been proposed, which outlines a number of innovative measures that will ensure the development is at the cutting edge of sustainable transport.

4.155 Finally, a review of the highway strategy for the site demonstrates that a number of benefits will be provided by the proposed approach, including improvements to congestion and safety.

4.156 In conclusion, therefore, it is considered that the implementation of this strategy will provide the necessary measures and infrastructure required to make the proposed development acceptable from a highways perspective, therefore addressing the concerns originally raised by LCC at the time of the previous application.

## Air Quality and Odour

4.157 BWB Consulting is providing advice on air quality matters and notes the following.

4.158 The proposed development is not located within an existing Air Quality Management Area (AQMA) and the redline boundary is not located adjacent to any significant sources of air pollution such as A roads or motorways, with the exception of the small section of southern boundary which lies adjacent to the A60.



- 4.159 The closest AQMA to the site is on the north eastern edge of Loughborough; however all monitored nitrogen dioxide concentrations within Loughborough were predicted to be below the relevant annual mean air quality objective in 2019.
- 4.160 The proposed development is located in a less urban setting than Loughborough and therefore baseline concentrations are anticipated to be below the relevant annual mean air quality objectives and therefore the site is likely to be suitable for the proposed residential use with regard to road traffic emissions.
- 4.161 The proposed development is located in close proximity to the Loughborough railway station and therefore there are alternative sustainable means of transport available to future residents.
- 4.162 No significant sources of odour have been identified in the vicinity of the site, with the closest Sewage Treatment Works situated approximately 1.5km to the west. Neither air quality nor odour present any form of constraint to development in this location.

## Noise

- 4.163 BWB is also advising on noise matters and notes the following.
- 4.164 The proposed development is not located adjacent to any significant road traffic sources, such as motorways or A Roads, with the exception of the small section of southern boundary which lies adjacent to the A60. The nearest railway line is approximately 650m to the west of the nearest proposed home. Industrial noise sources are located to the west of the railway line.
- 4.165 With no significant noise generators close to the site, noise is most unlikely to present any form of constraint.

## 5. Sustainability

5.1 The NPPF makes it clear at paragraph 8 that, in the context of proposals such as those being promoted by Jelson here, achieving sustainable development means:

- a) ensuring that sufficient land of the right types is available in the right places and at the right time to support growth;
- b) ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations;
- c) fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;
- d) protecting and enhancing our natural, built and historic environment;
- e) making effective use of land;
- f) helping to improve biodiversity;
- g) minimising waste and pollution; and
- h) mitigating and adapting to climate change, including moving to a low carbon economy.

5.2 The NPPF goes on, at paragraph 73, to state that the supply of large numbers of new homes can often be best achieved *"through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities"*.

5.3 The Jelson proposals address all of these objectives as follows:

### **Available at the Right Time**

5.4 The site is being promoted and made available for development at precisely the right time – a time when it is required to help Charnwood deliver homes to satisfy its OAN, to address affordability issues, to support planned jobs growth and to help address unmet housing needs arising in Leicester.

5.5 As we will be demonstrating through our engagement in the Local Plan Examination in Public, the emerging Plan makes insufficient provision for housing and as a consequence will not be sound unless the land at Cotes is allocated for development.

## The Right Type of Site

- 5.6 The site is also the right type for housing development. In addition, and crucially, is in the right location. The site is largely unconstrained, is very well contained in landscape and visual terms its development would not give rise to any significant adverse environmental or other effects. Importantly, it is located just 1km from Loughborough, the Borough's principal town.
- 5.7 The centre of Loughborough is only a 7-minute bus ride, a 10 minute cycle, or a 30 minute walk away. Loughborough train station, which provides regular and frequent connections to the likes of Leicester, Derby, Nottingham and London is closer still.
- 5.8 By comparison, journeys from other locations into the centre of Loughborough by sustainable means take considerably longer as indicated in the table below:

| Location                  | Journey Time to Loughborough (Centre) by Bus (Minutes) | Journey Time to Loughborough (Centre) by Cycle |
|---------------------------|--|--|
| Loughborough (South)      | 17   | 14   |
| Shepshed (West)           | 29   | 30   |
| Barrow upon Soar (Centre) | 17   | 22   |
| Sileby (Centre)           | 26   | 30   |
| Rothley (Centre)          | 26   | 33   |
| Kegworth (Centre)         | 16   | 30   |

- 5.9 So, the site is in a highly sustainable location and one that is superior in locational terms to a large number of the other sites that are being proposed for development by the Council.

## Delivering at Scale and Delivering Choice

- 5.10 As indicated earlier in this document, the site has the capacity to deliver some 1,450 new homes and thus make a significant contribution towards satisfying the housing need of present and future generations. In addition, it has the ability to offer (and Jelson and Davidsons have a track record in delivering) a wide range and choice of homes, from 1 and 2 bedroom apartments through to 5 bedroom detached homes and everything in between. It also has the ability to accommodate a range of house

typologies, including accessible homes and bungalows. Critically, it would deliver the policy compliant level of affordable homes in line with emerging Local Plan policy H4 (30%) which, on large sites is largely unheard of in Charnwood. The addition of some 435 affordable homes will make a significant contribution to satisfying the affordable OAN in Charnwood, which currently stands at 476 dpa.

## **Well Designed, Accessible, Safe and Healthy**

- 5.11 Matters of design, safety and healthy living will all be addressed in full detail at the planning application stage, but it is clear from the work that has been undertaken so far that the site is perfectly capable of accommodating, and Jelson and Davidsons are capable of delivering, a development of the highest quality with extensive areas of green and blue infrastructure, thus creating a genuinely healthy, balanced and integrated community.
- 5.12 Moreover, because the site is so close to Loughborough it offers superb accessibility, by non-car modes, to all of the services, facilities, shops, and job opportunities that future residents are likely to require. Of course, the development itself will also contain a local centre, primary school and 5.5ha of employment development, ensuring that the majority of people's day to day needs will be catered for on-site, reducing significantly the need for them to travel even the short distance into Loughborough.

## **Heritage Assets**

- 5.13 There are some heritage assets in the vicinity of the site but as the various heritage assessments have demonstrated, the development of this site would cause no more than 'less than substantial harm' to any of them. Such harm would very clearly be outweighed by the significant public benefits that the proposals would deliver.

## **Making the Best Use of Land**

- 5.14 It is a matter of fact, and the Council fully acknowledges, that the overwhelming majority of the homes that need to be delivered during the next Plan-period will have to be constructed on land that has not been developed previously. Accordingly, its objective must be to ensure that the sites that are selected for development are in the most sustainable locations where the need to travel, and journey times to essential services, facilities and jobs are minimised. The Jelson site is the only site in the north of the Borough that can boast the level of proximity and accessibility that it does. No other site is as well located relative to Loughborough town centre and Loughborough train station.

## Improving Biodiversity

- 5.15 The masterplan for the site provides for the delivery of some 57.96ha of natural and semi-natural greenspace and a fully integrated SUDS system. These features, coupled with the ecological features that can and should be designed into buildings, domestic gardens and more formal areas for recreation, provide a very clear opportunity deliver significant gains in terms of biodiversity.

## Minimising Waste and Pollution and Adapting to Climate Change

- 5.16 The site's location and Jelson's proposals for sustainable travel will minimise pollution and waste. Moreover, its compliance with Building Regulations and the Council's emerging policies in respect of energy and renewables will deliver on key objectives in respect of climate change.
- 5.17 As mentioned, Jelson and Davidsons are both local housebuilders. Jelson in particular has a directly employed local workforce based just 11 miles away in Leicester. Jelson is also fairly unique for a volume builder as the manufacturing for building supplies such as windows, stairs and kitchens takes place in Leicester which avoids the need to source and ship these from other part of the country. They also have an extensive supply relationship with local companies for items such as bricks, roof trusses and other essential construction materials. These factors enable Jelson to minimise waste throughout the building process.
- 5.18 Overall, it is clear that this site offers an excellent opportunity to achieve significant levels of highly sustainable and much needed growth, delivered by local housebuilders.

## 6. Deliverability

- 6.1 The NPPF defines a deliverable site as one which should be available now, offers a suitable location for development now, and is achievable with a realistic prospect that housing will be delivered on the site within five years.
- 6.2 The site is very clearly available for development. Its availability has been communicated to the Council through several calls for sites and through the planning application that Jelson and Davidsons promoted back in 2013. As evidenced in this document, it is also a suitable location for development. It presents no insurmountable constraints, is not 'sensitive' in any way, and is located just 1km from the Borough's main town. Finally, development here is very much achievable. The site is in the hands of highly experienced housebuilders with a track record of delivering new homes in Charnwood and other parts of Leicestershire. They have a comprehensive consultant team appointed and would expect to be able to obtain an implementable planning permission within 12 months of confirmation that the site has been allocated in the Local Plan. There would be no delay or uncertainty arising from any disposal / acquisition processes and the site would be straightforward to prepare. There are no major or abnormal infrastructure requirements arising from the masterplan and nothing that would delay the delivery of the first homes on site. Housing completions could certainly be achieved here within 5 years.
- 6.3 Notwithstanding the above, we note that, when the 2013 planning application was determined, the Council raised concerns about the deliverability of the proposed local centre and employment development and, thus, concerns about the sustainability of the proposals. We have no doubt that both are feasible and viable and would be delivered, but to provide added comfort in this regard Jelson have sought input from Innes England. Innes England is a privately owned multi-discipline firm of Chartered Surveyors with detailed knowledge of the property market within the Borough, particularly in terms of the supply of industrial property onto the market and the demand that can be expected both from the local market, and the more regional and national sectors. It is their view that the incorporation of employment into this site would provide the foundation for viable and deliverable development. Innes England note the following in particular:

### **General Locational Characteristics**

- 6.4 Riggets Green is located just 1km from the edge of Loughborough, on the side of the town that is dominated by the railway station and industrial / employment development.
- 6.5 The site lies adjacent to the A60 trunk road providing swift access to Loughborough itself and in a north-easterly direction to Nottingham and the A46 trunk road via Wymeswold. The A60 provides access

within Loughborough itself to the northern perimeter ring road that facilitates access to the railway station, though more particularly the northern industrial areas of the town and the M1 at Junction 23 via the A512 between Loughborough and Shepshed.

- 6.6 The current proposals for the site allow for the development of a local centre that will provide everyday retail and other welfare amenities. Loughborough town centre is only a short distance away, with substantial retail and other tertiary facilities commensurate with a town of this size.
- 6.7 The wider area to the north and east of Leicester is characterised by a number of important mixed residential and employment settlements, such as Wymeswold, Barrow upon Soar, Sileby and East Goscote, each providing reasonably significant employment capacity alongside residential and smaller scale retail uses. The development of Riggets Green would not be out of keeping with similar developments within the immediate area that have proved to be successful and sustainable over time.
- 6.8 It is acknowledged that the site cannot be regarded as a strategic employment location, and one that would necessarily attract a national distribution operation, primarily in view of its location away from the national motorway network. However, such provision is adequately catered for elsewhere within the Borough and the wider region generally, which will be helped by further strategic allocations within the new Local Plan.
- 6.9 The employment element of the proposals is only a relatively small part of the overall development with the intention being that this provides employment opportunities for the residents of the development, thus reducing the need for extensive journey times to work, or even to Loughborough itself. This has worked very satisfactorily north of Birstall for example, where the developer built out Interchange, a similar sized development alongside the provision of 900 homes, helping to facilitate a more sustainable long-term community.

## Meeting Market Demand

- 6.10 Whilst the current Covid-19 pandemic has caused a significant upheaval to our general way of life, the property market continues to perform exceptionally well in the circumstances and particularly within certain sectors, notably the industrial and warehouse markets. The office market more so than the retail market shows signs of the greatest long-term structural change, primarily in view of the likely growth in agile working and the adoption of more flexible working practices. This will undoubtedly have an effect upon future office take up, availability and values. The industrial sector by comparison has remained remarkably resilient, to the effect that there is a continuing shortage of industrial premises on the market or under construction. This includes the availability of larger distribution units needed by the major retailers and 3PLs, but in addition to this, smaller scale development to suit more local

and regional warehouse and manufacturing operations. This lack of supply has caused competition for buildings, both to rent and purchase, with the effect that values have risen, thereby justifying further new development from a viability perspective, but also to satisfy demand.

6.11 Innes England has provided, at **Table 7**, the levels of take up and availability overall within Leicestershire over the last 3 years, demonstrating that even last year during the height of the pandemic that demand was still strong, emphasising the shortage in supply. Below this, at **Table 8**, the profile for Charnwood is shown, where a similar dynamic is evident.

| Year | Take Up (Sq Ft) | Availability (Sq Ft) |
|------|-----------------|----------------------|
| 2021 | 2,224,205       | 3,115,099            |
| 2020 | 3,048,000       | 3,216,000            |
| 2019 | 2,269,000       | 3,544,000            |

**Table 7:** Industrial take up and availability within Leicestershire

| Year | Take Up (Sq Ft)        | Availability (Sq Ft) |
|------|------------------------|----------------------|
| 2021 | 147,000 (to July 2021) | 325,000              |
| 2020 | 316,000                | 377,000              |
| 2019 | 295,000                | 415,000              |

**Table 8:** Industrial take up and availability within Charnwood

6.12 **Table 8** provides the evidence behind the assertion of a strong employment sector and therefore the need for the adequate provision of modern well-located industrial development that should not necessarily be limited only to strategic sites aimed towards one particular market. In reality the local economy is sustained by a wide variety and interconnecting businesses who have, due to their versatility and flexibility, managed to adapt and in many cases expand their operations over the course of the pandemic. As such, many who are in older poorer quality buildings are now seeking an opportunity to expand into better quality or new industrial accommodation offering a better quality working environment and corporate profile. The size of unit commonly being sought varies enormously, but would typically be between 2,500 sq ft and 25,000 sq ft, as can be clearly demonstrated by the success in the disposal of similar sized accommodation at Interchange, Birstall. In addition to this, **Table 9** shows an indication of the unit sized demand profile over the last 3 years, clearly demonstrating on a quantitative basis where demand lies. Furthermore, if the provision of accommodation on estates such as The Warren and The Burrows at East Goscote, the Hayhill Industrial Estate and Sileby Road Estate in Barrow, and developments within Sileby on Albion Road and Manor



Drive are considered, the take up and provision of accommodation is aligned with present market demand, between these two sizes. These estates are effectively now at a point where there is no availability, making the clear case for further and similar development elsewhere.

|                      | <b>Take Up 2021</b> | <b>Total</b>     | <b>No</b>  |
|----------------------|---------------------|------------------|------------|
| <5000                |                     | 104,334          | 40         |
| 5001-10000           |                     | 169,236          | 23         |
| 10001-20000          |                     | 236,898          | 16         |
| 20001-30000          |                     | 97,751           | 4          |
| 30001-50000          |                     | 73,033           | 2          |
| >50000               |                     | 1,542,953        | 7          |
| <b>TOTAL TAKE UP</b> |                     | <b>2,224,205</b> | <b>92</b>  |
|                      |                     |                  |            |
|                      | <b>Take Up 2020</b> | <b>Total</b>     | <b>No</b>  |
| <5000                |                     | 154,578          | 55         |
| 5001-10000           |                     | 198,085          | 27         |
| 10001-20000          |                     | 200,103          | 15         |
| 20001-30000          |                     | 102,981          | 4          |
| 30001-50000          |                     | 185,139          | 5          |
| >50000               |                     | 2,207,114        | 10         |
| <b>TOTAL TAKE UP</b> |                     | <b>3,048,000</b> | <b>116</b> |
|                      |                     |                  |            |
|                      | <b>Take Up 2019</b> | <b>Total</b>     | <b>No</b>  |
| <5000                |                     | 90,813           | 32         |
| 5001-10000           |                     | 188,862          | 27         |
| 10001-20000          |                     | 281,206          | 20         |
| 20001-30000          |                     | 141,373          | 6          |
| 30001-50000          |                     | 75,566           | 2          |
| >50000               |                     | 1,491,180        | 10         |
| <b>TOTAL TAKE UP</b> |                     | <b>2,269,000</b> | <b>97</b>  |

**Table 9:** Unit sized demand profile over the past 3-year period

- 6.13 Riggets Green is similar in many ways to these existing estates in terms of its location, and would be developed out on a phased basis, to provide local supply of this approximate size and nature. In addition to this, the site benefits greatly from its proximity to Loughborough, particularly the eastern and northern areas of the town where extensive industrial development has already taken place, although availability is once again, very low.
- 6.14 As a corollary to this, in Innes England’s experience, local organisations are to a great extent parochial in their attitude towards industrial locations, preferring to be close to either their existing markets or within close proximity to their labour force who likely will live within the immediate catchment area. The development of the subject site will therefore allow for the logical extension to the wider industrial sector within this part of Loughborough facilitating the provision of future stock to allow organisations the ability to relocate locally.
- 6.15 At **Table 10**, Innes England outline the extent of development on similar industrial estates, together with the immediate availability of accommodation, which clearly shows current levels of demand and a lack of supply.

| Location                              | Total Area (Sq Ft) | Availability (Sq Ft) |
|---------------------------------------|--------------------|----------------------|
| Sileby Road, Barrow upon Soar         | 425,000            | Zero                 |
| Hayhill, Barrow upon Soar             | 140,408            | Zero                 |
| Interchange, Birstall                 | 219,495            | Zero                 |
| Manor Drive, Sileby                   | 55,555             | Zero                 |
| Albion Road, Sileby                   | 25,592             | Zero                 |
| The Warren, The Burrows, East Goscote | 300,043            | Zero                 |

**Table 10:** Extent of development on similar industrial estates

## Nature of Supply

- 6.16 The HEDNA Assessment in January 2017 identified a need for a further 39 hectares of employment land within Charnwood to take into account future levels of growth and demand within the borough. This calculation was subsequently challenged by the Charnwood Borough Council Employment Land Review undertaken in March 2018, which suggested that there was scope to increase this provision to 44.5 hectares, in view of greater levels of envisaged growth in the borough and the county as a whole when compared to other regions and completions. Proposed allocations were suggested as being adequate to cater for this demand, but the Charnwood Borough Council Employment Land Review made the

important point that whilst the existing and new allocations proposed were justified in meeting the HEDNA demand scenario for future industrial land use and allow a small contingency in supply, it caveated this to the point that the policy should be flexible enough to allow further land to come forward that would be available for small and medium sized freehold units, as distinct from development only being available to rent. On this basis, there is a strong case to exceed the minimum figure should land on this basis come forward. In addition, it suggests that there is some scope to release a number of poorer quality existing sites for alternative uses. For example, Earls Way, Thurmaston, which if this was lost for employment purposes, would potentially put pressure on the overall employment land supply, making the case for additional allocations, such as that proposed at Riggets Green.

- 6.17 It is Innes England's opinion that many of the proposed allocations and existing employment areas within the Borough relate to areas that rely upon demand from the 'Leicester' industrial catchment area and are not sites that help to redress the supply issues within Loughborough itself. Riggets Green would help this to a great extent.
- 6.18 In relation to the freehold versus leasehold argument, whilst many smaller owner managed businesses would appreciate greater opportunity to acquire a freehold interest where there is certainly a lack of supply at present, many organisations do not share this view, either due to their financial position or merely a greater need to invest in plant and machinery rather than property. They still require good quality, appropriately located accommodation, however. The availability of mixed tenure is useful but considering the level of demand that is currently being shown in mainly leasehold property, due to the lack of freehold alternatives, Innes England do not believe that it would be economically prudent to restrict development on this basis. Overall, the marketplace will dictate the tenure required and developers will react accordingly to maintain continuity. Of greater importance is the need to provide appropriate accommodation that appeals to a broad industrial and warehousing base that exists within the Borough overall.
- 6.19 In view of the location of the site away from the major motorway network, it enhances the view that the site will be developed out to accommodate smaller units primarily of benefit to local occupiers, which would not potentially be the case on some of the more strategically located sites where larger facilities would be envisaged.

## Office Market

- 6.20 It is theoretically likely that on a very local basis there may be limited interest in the site from office occupiers, although it is much more likely that greater demand for offices will be seen within

Loughborough town centre and on the nearby business parks where there is already provision. The Council's Employment Land Review concluded that even in areas of the borough achieving the greatest rents, development is not viable and as a result, evidence does not support allocating new land for office development in Charnwood. The focus for office growth should be on the refurbishment of existing stock and the continuation of new office development on existing business parks such as Watermead.

## Summary and Conclusions

- 6.21 The anticipated levels of land supply are expected to be sufficient to cover the plan period, but need to be flexible enough to allow for the inclusion of sites that would provide replacement stock when existing employment supply is taken over for alternative uses. In view of the lack of recent development and therefore an aging stock this is increasingly the case.
- 6.22 The demand for smaller industrial units on both a freehold and leasehold basis is presently very good and has been for a number of years since the end of the Financial Crisis that began in 2007/8. This will likely continue in view of the growth forecasts within the HEDNA Report that suggests that Charnwood is likely to experience higher levels of growth compared to other comparable locations. As a result of this there will need to be sufficient land supply to support the development and expansion of national, regional and local businesses.
- 6.23 The site is not regarded as a strategic development site, in view of its location away from the national motorway network, and therefore is unlikely to appeal to the national and regional distribution market. The impact that this would create on the local transport networks need not be considered particularly relevant or contentious, therefore.
- 6.24 The provision of industrial supply within the Borough is currently very low, as it is within the county generally. This is the result of limited development outside of the provision of large distribution orientated development. Land for the supply of products aimed at the local market is as important but will only occur if land is allocated outside of those areas which would be traditionally regarded as mainstream distribution locations, primarily those close to the national motorway network. The site has this characteristic being located away from the motorway network but in close proximity to the northern and eastern environs of Loughborough and significant areas of employment within the town currently. As a result, there would seem to be logical synergy in developing the subject site particularly when it is proposed to dis-allocate the Dishley Grange employment site nearby, due to delivery difficulties.

6.25 The success of mixed-use sustainable schemes is already well-established within the Borough by Jelson, as has been evidenced by the development at Interchange near Birstall.

## 7. Benefits of the Proposal

7.1 The Jelson proposals would deliver significant economic, social and environmental benefits. These include:

- a) a significant number of new homes, including approximately 435 affordable homes;
- b) homes for all, with a full range of dwelling types and sizes, including homes for first time buyers, couples, families and the elderly;
- c) the provision of a new Primary School on-site, at the heart of the new community and within easy walking distance of all of the new homes proposed;
- d) the provision on site of local shops, cafés, leisure and medical facilities;
- e) the construction of buildings for businesses, creating jobs for future residents;
- f) the provision of 57.96ha of natural and semi natural green spaces including walking and leisure routes, 3.13ha of playing pitches onsite and an additional 4.14ha offsite, 1.42ha of child's play spaces, 0.4ha NEAPs, 0.47ha LEAPS, and 1ha of allotments offsite;
- g) footpath and cycle route enhancements between the site and Loughborough;
- h) the diversion of the A60 and re-prioritisation of Stanford Lane, taking traffic out of the centre of Cotes;
- i) bus service enhancements and the provision of a mobility hub, driving sustainable travel choices;
- j) the creation of 300 construction related jobs supported each year over a 15-year build programme;
- k) the generation of £207m GVA through the construction period;
- l) the creation of 800 jobs on-site, within the local centre, school and employment development and £33m of economic output from these jobs per annum;
- m) the provision of homes for 1,800 economically active adults, 49% of whom would be expected to work in higher value / higher income occupations;

- n) £42m of annual household expenditure generated immediately adjacent to Loughborough; and
- o) £2.7m of additional Council Tax revenue per annum.

## 8. Conclusions

- 8.1 This document has been produced as a supplement to the Representations that Jelson is making in respect of the Pre-Submission Draft of the Charnwood Local Plan 2021-2-37. Its purpose is to demonstrate that its site at Cotes is suitable and available for housing development, that a development here would be highly sustainable, and to demonstrate that there are no technical, environmental or other obstacles to its delivery. It is not intended to fulfil the role of a Planning Statement and the technical assessments that are appended are not designed to provide a fully comprehensive analysis of the likely effects of the proposals. Instead, they are a response to the reasons for refusal cited by the Council back in 2014 and are designed to address potential 'showstopper' type issues.
- 8.2 The document does precisely what it set out to do. It describes a cogent set of proposals that would lead to the creation of a balanced, inclusive and healthy community where homes are available to all and jobs, services and facilities are provided on site. Moreover, and critically in the context of the spatial planning that is required through the Local Plan-making process, it demonstrates that the site is arguably the best located of all of the major sites that are available beyond the Leicester urban area. Its proximity to Loughborough's services, facilities, jobs and transport hubs is a genuine 'unique selling point' and one that will leverage significant social, economic and environmental gains.
- 8.3 This is a site that benefits from having a willing seller and the involvement of two of the region's most experienced housebuilders. It is available now, suitable for development now, and is a location where new homes could be completed within 5 years. It is capable of making a significant contribution to addressing Charnwood's housing needs, and doing so in a highly sustainable location. It is precisely the kind of site that should be allocated and released for development now.

# Contact Details

## Enquiries

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# Delivery Statement

Proposed Residential Development

Riggets Green

Cotes, Loughborough

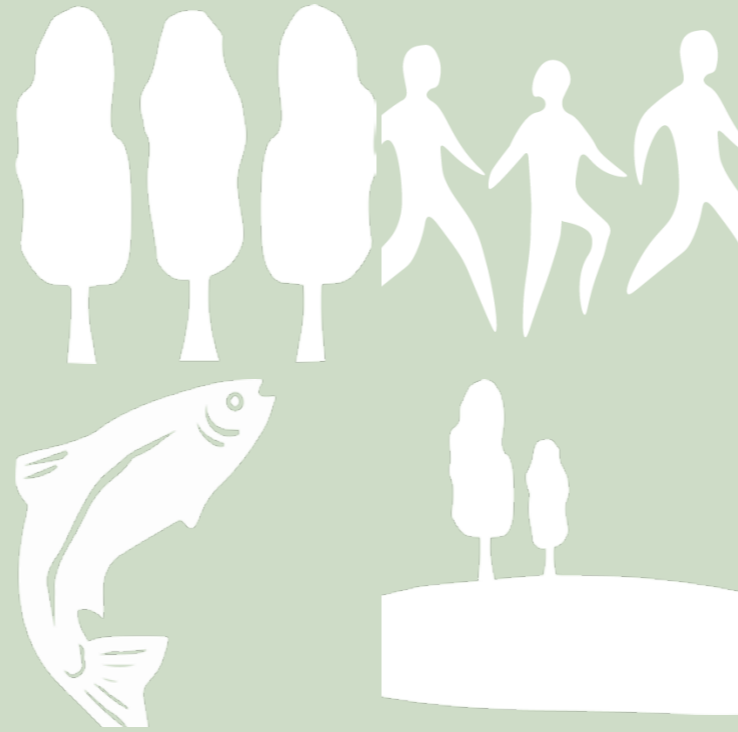
## Appendices





# Appendix 1

## Riggets Green Promotional Document



## RIGGETS GREEN, LOUGHBOROUGH

A NEW SUSTAINABLE COMMUNITY

PREPARED BY PEGASUS GROUP



PLANNING



DESIGN



ENVIRONMENT



ECONOMICS



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Prepared by **Pegasus Design**

Pegasus Design is part of **Pegasus Group Ltd**

Prepared on behalf of **Jelson Homes & Davidsons Developments Ltd**

Project code **P17-0563**

Date: **June 2018**

Contact: Urban Design - **P.Smith / L.José**

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**DAVIDSONS**



## 1. INTRODUCTION

### Purpose of the Document

This promotional document has been prepared on behalf of Jelson Limited and Davidsons Developments Limited to highlight the opportunity to deliver a sustainable new settlement east of Loughborough at Cotes – ‘Riggets Green’.

Charnwood Borough have commenced a Local Plan Review to cover a period to 2036; land to deliver a minimum of 8,100 homes will be required to meet the housing need in Charnwood as well provision of 66ha of employment land. ‘Riggets Green’ would help meet this need.

This document has been produced to revisit the proposals for development to the east of Loughborough in the context of the additional housing requirements the Council we need to plan for as part of its review of the Local Plan.

### Vision

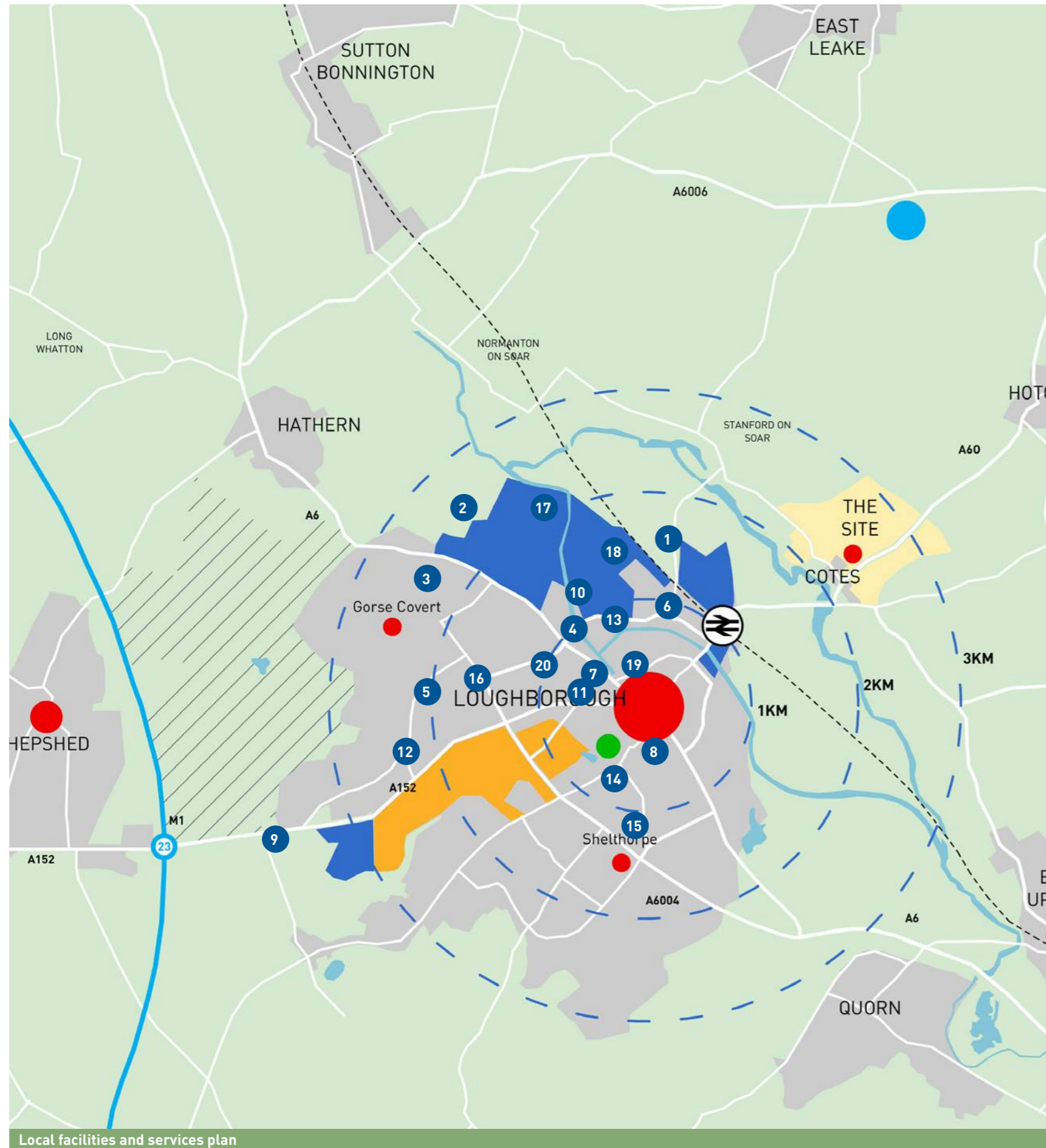
*To provide a new sustainable settlement that will deliver all of the advantages of a new self-contained rural community but located on the doorstep of Loughborough, with easy access to all that the town has to offer.*

*Riggets Green will comprise a series of connected neighbourhoods, each with its own unique identity but all united within the context provided by the sites natural and historical features. These features will be protected, diversified and enhanced for the benefit of both the new community and the wider population of Loughborough.*

*This will be a vibrant residential destination of choice – high quality buildings and spaces permeated by the natural environment and supported by highly accessible cultural, shopping, recreational, employment and community facilities. The best of Town and Country*



Housing example - showing design quality and character



- Open Space
- The Site
- Existing settlements
- Future settlements
- Sites of Education
- Sites of Employment
- Water Courses
- Open Space
- Leisure Facilities
- Town Centre
- DNRC
- Motorway
- Railway Line
- Roads

- 1 Falcon Business Park
- 2 Derby Road Industrial Estate
- 3 Willowbrook Retail Park
- 4 Limehurst High School
- 5 Loughborough Hospital
- 6 Loughborough Train Station
- 7 Tesco Superstore
- 8 Parkview Surgery
- 9 Science Park
- 10 Aldi Supermarket
- 11 Sainsbury's Supermarket
- 12 Loughborough University & College
- 13 Rendell Primary School
- 14 Fairfield Preparatory School
- 15 Loughborough Grammar School
- 16 Loughborough Hospital
- 17 Loughborough Science Park
- 18 Charnwood Business Park
- 19 Limehurst Academy
- 20 St Mary's Catholic School

Local facilities and services plan



## 2. WHY RIGGETS GREEN?

### Sustainability

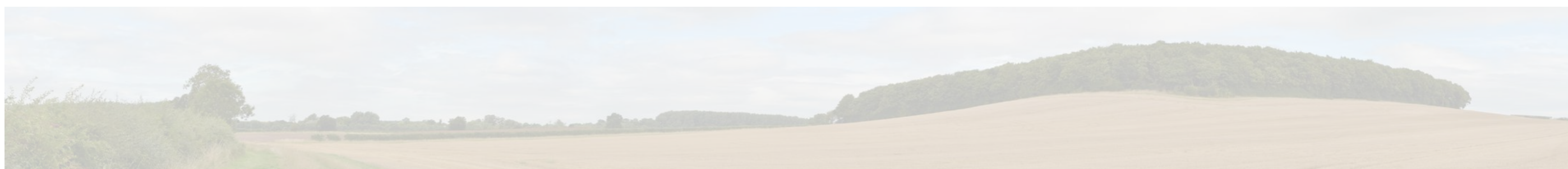
- The site is uniquely located to deliver a highly sustainable self-contained settlement - meeting the full day to day need of residents in terms of housing, shopping, schools, employment and community facilities - all within walking distance;
- The added bonus is the sites close proximity to Loughborough with all the extended services and facilities it offers.
- As the plan opposite clearly shows - the site would function as a self-contained settlement, with its own identity separate from Loughborough - but is no further from the town centre than any of the existing built up area of the Town.
- The site is closer to the town centre than any of the strategic growth areas committed to in the current plan and is much better located in relation to the station.

### A Unique Opportunity

- The natural and historical features of the site provide a unique opportunity to create a really high quality living environment.
- The development would embrace the natural features of the site and incorporate significant and diverse pen spaces from countryside to woodland, pools and streams, creating a mosaic of natural experiences. A country park and extensive network of paths and cycle ways would provide extensive recreational opportunities for new residents and the existing community.
- The proposals would re-unite the two halves of Cotes village by removing the through road and would provide a unique opportunity to highlight and interpret the history of the area, including the little known Scheduled Ancient Monument,

### Provenance and Delivery

- The site is under the single ownership of the Prestwold Estate who have a long term interest in this area and who are committed to providing a high quality development as a lasting legacy.
- The development is being promoted by two of the region's leading house builders - Jelson Homes and Davidsons Developments Ltd, who have an extensive track record of actually *delivering* new homes across the County. If the site were allocated there can be confidence that it will be delivered.





























# RIGGETS GREEN - THE MASTERPLAN



## KEY

-  Indicative Residential Parcels  
44.4 Ha = Circa 1,500 dwellings (35 dph)
-  Indicative Primary School Area  
2.29 Ha
-  Indicative Local Centre Area  
1.3 Ha
-  Indicative Care Home Area  
0.68 Ha
-  Indicative Employment Area  
5.5 Ha
-  Water Attenuation Areas and Swales
-  Existing Vegetation
-  Indicative Open Space with Vegetation and Planting
-  Main Roads
-  The Avenue
-  Streets
-  Proposed Bus Route
-  New Pedestrian /Cycle Links
-  New Pedestrian Links
-  Public Rights of Way
-  Local Site of Interest
-  Grassland Habitats
-  Allotments  
1 Ha
-  Youth / Adult Space and Sports Pitches  
7.28 Ha
-  Childrens Play Space  
1.48 Ha
-  Local Equipped Areas of Play  
0.45 Ha
-  Neighbourhood Equipped Areas of Play  
0.4 Ha

### 3. DESIGN PRINCIPLES

**Riggets Green provides an exciting opportunity to deliver a sustainable, high quality mixed-use development that will contribute to delivering a comprehensive scheme, including a new living and working community which integrates housing, employment and other land uses reducing the need to travel by car.**

Riggets Green is uniquely located to deliver a highly sustainable self-contained settlement – meeting the day to day needs of its residents – whilst remaining in very close proximity to the urban edge of Loughborough and all of the key facilities and services it offers, including Loughborough Station.

A key element of the scheme is the ability to walk and cycle freely and safely throughout the site and to Loughborough. The development facilitates a modal shift in transport choice by creating a place that is truly designed for people rather than cars. Sustainable linkages will be created, maintained and enhanced (public transport, cycling, walking) within the development and surrounding areas. This would include providing a footpath and cycleway to the railway bridge to the south west of the site on the A60 to enable non-vehicular movement to the train station and town centre of Loughborough.

The proposed sustainable settlement would genuinely be a mixed-use scheme; offering residential, retail, employment, education and recreational opportunities. The site is of a scale to be sustainable in its own right, but with the additional benefit of being accessible by foot to local shops, primary school and employment.

When considered against other sustainable settlement opportunities in Charnwood Borough, the close proximity to Loughborough is what embeds Riggets Green as part of Charnwood’s future growth. This is a unique feature of the site which establishes Riggets Green as a sustainable settlement offering the best of both Town and Country.

Riggets Green has a variety of natural, physical and cultural features that mean it is capable of delivering a truly exceptional development. The development has minimal impact on the environment, and protects and enhances

the range of natural features accessible from the development for the benefit of residents and the wider community.

The development is visually contained within the circa 120 ha site. A design led approach ensures that the natural topography is used as an opportunity, along with provision of large scale buffer planting, to screen the site from the west, north and east. Rising ground to the north-west provides a visual relationship to Loughborough. Existing landscape features such as brooks, pools and woodlands provide unique opportunity to create a high quality environment with natural features permeating the development. There is opportunity to create a country park offering a wide range of walking and cycling routes within and through the site opening up the wider countryside. Easy access to the countryside and the natural characteristics of the site ensure Riggets Green is an attractive place to live, work and play.

The development provides the opportunity to enhance the knowledge, interpretation and understanding of the sites nearby historic attributes, namely a Scheduled Ancient Monument at the village of Cotes. The development alleviates traffic from Stanford Lane to unify the two halves of Cotes Village bringing history to life through creative interpretation without harming the integrity of the heritage asset.

As landowners, the Prestwold Estate have an interest in the legacy of the development and its relationship to its surroundings. This ownership ensures the land is available for development and offers flexibility in its delivery. Jelson Developments Limited and Davidsons Developments Limited are both experienced, locally based housebuilders with a proven track record of delivering homes in the Charnwood Borough.



- 1. A mix of facilities and services.
- 2. Walkable neighbourhoods.
- 3. Public squares.
- 4. Clearly defined streets and neighbourhoods.

#### Riggets Green: A New Sustainable Settlement

- A collection of new green neighbourhoods for Loughborough built on the principles of the Garden Village;
- A sustainable location close to key services and facilities;
- A strong ethos of design quality driven by the development partners;
- Does not impinge on the sensitive Charnwood Forest landscape or Green Wedges;
- A flexible and deliverable development solution enabled by the wider Prestwold Estate land ownership;
- Reflects the response of the Loughborough community against large scale growth to the south-west of the town towards the Outwoods;
- Fulfils the popularity of country living with the benefit of being accessible to Loughborough by foot, bike, and road.

#### Key Masterplan Features:

**Community Hub**  
Providing among other things, a new primary school

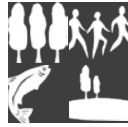
**Residential Neighbourhoods**  
1,500 new homes including affordable housing

**Movement**  
New link road, connecting the A60 to Stanford Lane

**Employment**  
A range of employment opportunities and cultural services with over 5 hectares of land designated for employment

**Green Infrastructure**  
Vibrant parks and open spaces to include sports pitches and recreation





## Facilities and Services

Providing services, facilities and opportunities for employment are an essential part of building a new community and ensuring its longevity as a place in which people would want to live for life. Riggets Green aims to provide this for its new residents through the implementation of a community hub at the centre of the settlement located in the neighbourhood area Fishers Walk.



Fishers Walk - Incorporating nature and open space into the community hub

The scheme aims to create a sustainable community in which people can live, work, shop and enjoy leisure pursuits

- The scheme could incorporate a new community hub containing a wide variety of uses, including retail, care facilities and leisure uses. These will be positioned at the convergence of new and existing transport corridors and centrally within the proposed housing areas.
- Facilities will also include a new primary school. This has been located adjacent to the local centre to provide maximum accessibility for children and parents close to proposed footpaths and cycle routes which all run the site and convene at the local centre.
- In addition, a new neighbourhood park will be created which will contain a wide variety of sporting and leisure facilities. Alongside many nature trails, cycle routes and footpaths, and play spaces throughout the site used to create a green corridor network connecting the entirety of the site and beyond



### Public Open Space

The implementation of open space throughout the site is an integral part of the scheme to ensure that it relates to the landscape in which it sits, mirroring the principles of a garden city. By using the character of the local landscape, Riggets Green will be informed around and encompass its surroundings into its design to root the network of communities to their landscape.



The approach is to provide a new community that respects and enhances the green infrastructure currently within the site and adds to this accordingly

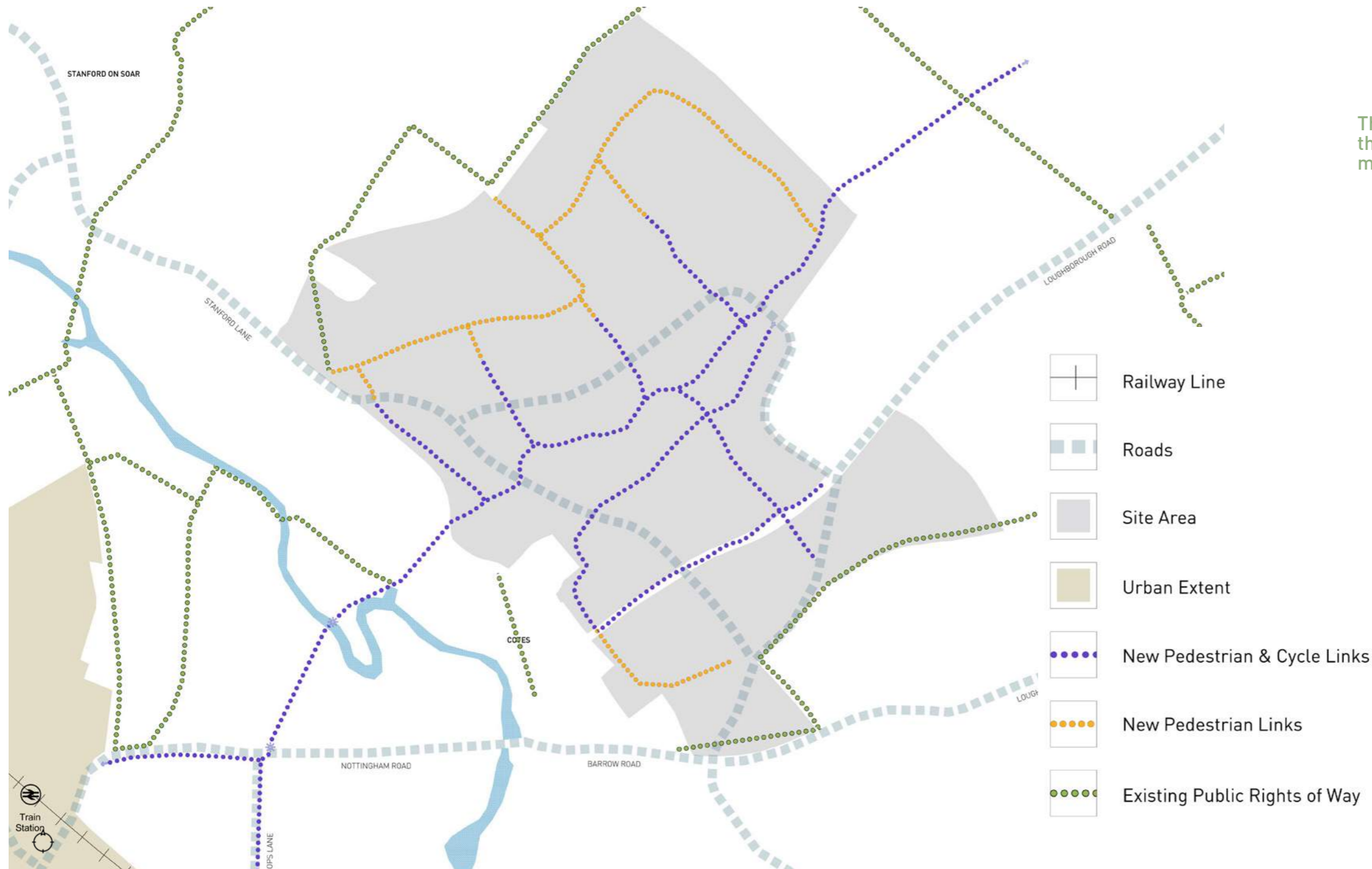
- Provide a development that respects its setting of adjoining countryside and settlement but still able to identify with the surrounding villages.
- Ensure that important biodiversity assets and landscape characteristics are protected and managed in a positive way and that wildlife corridors across the landscape are enhanced. The scheme should create new habitats, especially in the open landscaped areas.
- Comprehensively plan green infrastructure to be integrated, flexible and highly accessible from residential areas. This includes landscaped open spaces, wildlife corridors, space for recreation and accessible footpaths/cycle ways.
- Promote green living through design which meets high environmental standards and incorporates a site wide strategy for energy efficiency/renewable energy measures, as well as maximising opportunities for travel by means other than the private car and providing opportunities for home working.
- Achieve a place that is resilient to climate change and resource efficient by reducing and managing waste and pollution and improving water efficiency.

Open space plan



### Transport, Movement and Connectivity

With strong connections to Loughborough and further afield, Riggets Green will be a place worth living due to strong connections to the town and country both via vehicular transport, and more importantly sustainable modes of transport such as cycling. A key element of the scheme is the ability to walk freely and safely throughout the site and to Loughborough.



Movement plan showing pedestrian and cycle routes - proposed and existing

The approach is to ensure that the proposal promotes the use of more sustainable means of transport for the movement of people at the local level.

- Road connections within the site and to the surrounding areas will be promoted and enhanced to provide appropriate vehicular access and be designed to reflect their function within the street hierarchy.
- Sustainable linkages will be created, maintained and enhanced (public transport, cycling, walking) within the development and surrounding areas,
- Providing public transport connections to Loughborough town centre and maximising opportunities for access to services and facilities that will serve the wider community. While also adding a footpath and cycleway to enable non vehicular movement to the train station and town centre of Loughborough.
- Facilitating a modal shift in transport choice by creating a place that is designed for people rather than cars and maximises opportunities for travel by public transport.
- Ensuring that new community facilities and services are accessible for new and existing communities by locating them at the heart of high quality, safe walking, cycling and, as appropriate, public transport networks to reduce the need to travel by car.



## Creating Neighbourhoods With Character

Not only is Riggets Green located in an area with great natural landscape features, but it is also adjacent to a site of historical interest. There is little remaining of the historical village of Cotes, however the ruins of the medieval village of Cotes lie to the west of the site and provide context to this new settlement. As does the church of St John the Baptist in Stanford on Soar, dating from the 13th Century, which can be seen from high points within Riggets Green. Rather than simply sitting alongside these key historical sites, Riggets Green aims to showcase and draw upon them for context, inspiration and character.



Strong build lines creating legible streets

The approach is to ensure that new housing is of a high quality and unique to the setting of Cotes and Loughborough.

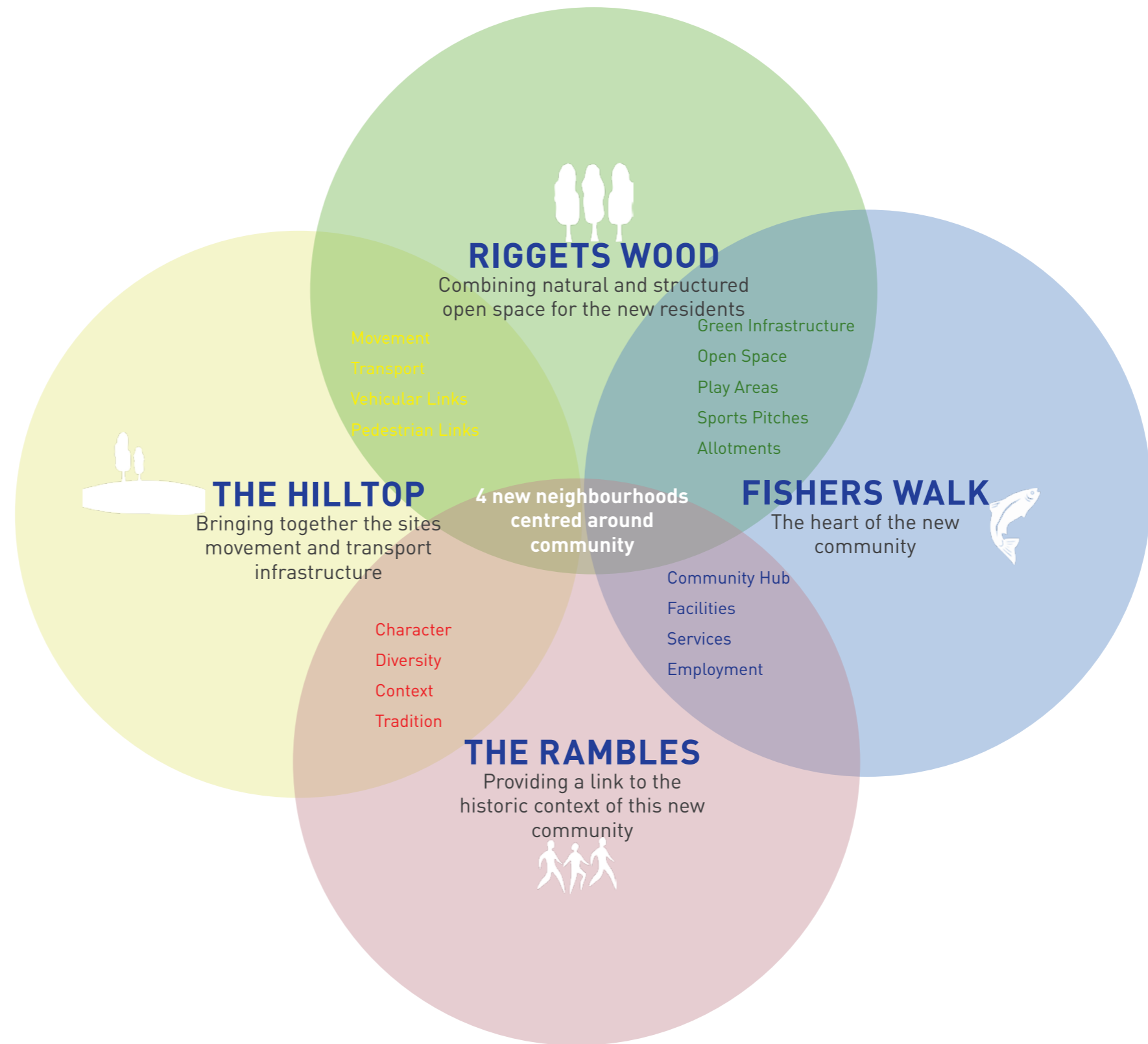
- At this stage the scheme has the capacity to provide approximately 1,500 homes.
- A new spine road promoting a sense of place and linking new residential areas with the existing road network.
- The location of the housing is intended to avoid visually prominent locations such as the ridges to the north-west and south-east of the site. Its location also seeks to avoid encroaching upon the setting of existing settlements at Stanford on Soar and Hoton, and the medieval village of Cotes.
- A key consideration is what opportunity there is for the extension of existing sustainable movement corridors through the new area of housing, thereby allowing all residents to access complementary land uses without need for the car.
- Key boulevards of housing allows maximum penetration by the arterial movement corridors that include the A60 and Stanford Lane.

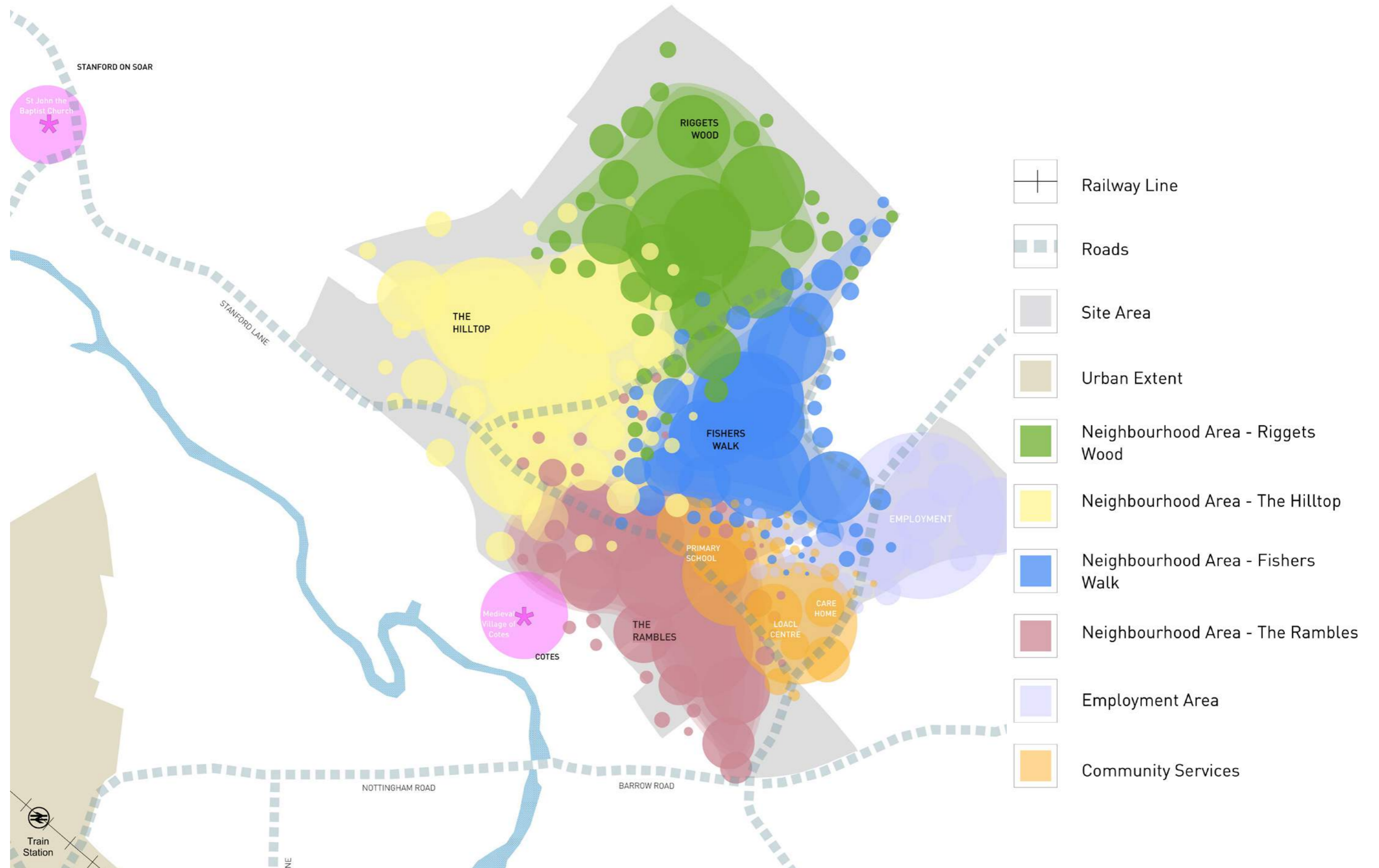


## 4. THE NEIGHBOURHOODS

### Riggets Green - A New Community Made of Distinct Neighbourhoods

Riggets Green aims to be a new community drawing upon the principles of a garden village to provide a locally distinctive, sustainable and thriving new settlement that is well connected to Loughborough. It will consist of vibrant residential neighbourhoods with accessible cultural, shopping and business facilities that stimulate investment by new residents, visitors and businesses. All centred around a network of green infrastructure connecting areas of environmental value.









### Fisher's Walk

A neighbourhood defined by its central green pedestrian boulevard connecting the whole of the site running alongside the Primary School and Community Hub



THE NEIGHBOURHOOD OF **FISHERS WALK** IS ESSENTIALLY THE SPINE OF THIS NEW COMMUNITY, WHERE ALL THE NEIGHBOURHOODS MERGE AND THE HUB OF THE COMMUNITY IS LOCATED. THIS AREA WILL PROVIDE RIGGETS GREEN WITH A NEW LOCAL CENTRE, PRIMARY SCHOOL, CARE HOME AND AN ADDITIONAL 5 HECTARES OF EMPLOYMENT, WHICH WILL PROVIDE A WIDE RANGE OF FACILITIES AND JOB OPPORTUNITIES FOR THE SETTLEMENTS NEW RESIDENTS AND THOSE LIVING IN THE SURROUNDING AREA.



1. Walkways and cycle routes at the heart of the community
2. Easily accessible children's play areas
3. A mix of uses and activities
4. Public square
5. Central green space
6. Active ground floor uses

*“Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity.”*

(Paragraph 69, Point 1, NPPF 2012)

**Rigget's Wood**  
An area to partake in sports and recreation, rooting the new sustainable settlement in its countryside context



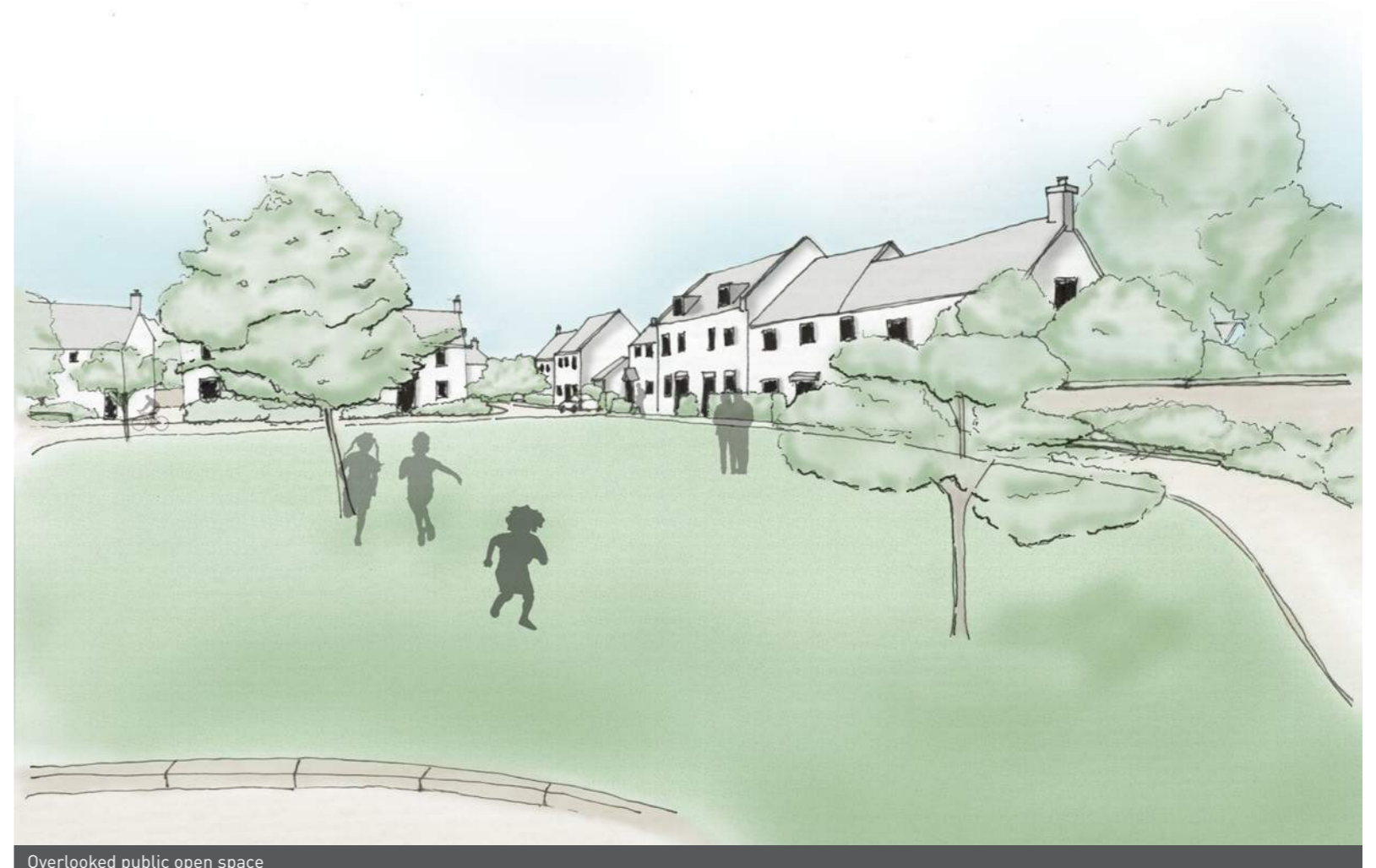
THE NEIGHBOURHOOD OF **RIGGETS WOOD** IS THE EPICENTRE OF THE SITES CONNECTION TO THE LANDSCAPE. TAKING ITS NAME FROM THE SPINNEY LOCATED AT THE NORTH-EAST BOUNDARY OF THE SITE, THIS AREA WILL INCLUDE NATURE TRAILS, CHILDREN PLAY SPACES, SPORTS FIELDS AND FACILITIES, AND GENERAL OPEN SPACE WHICH, ALTHOUGH PREDOMINATELY LAYS AT THE NORTH BOUNDARY OF THE SITE, IS CONNECTED THROUGH THE ENTIRETY OF THE COMMUNITY.



1. Tree-lined streets.
2. Water balancing and storage.
3. Children's play space.
4. Public open space.
5. Sports and recreations.

*“Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.”*

(Paragraph 73, NPPF 2012)

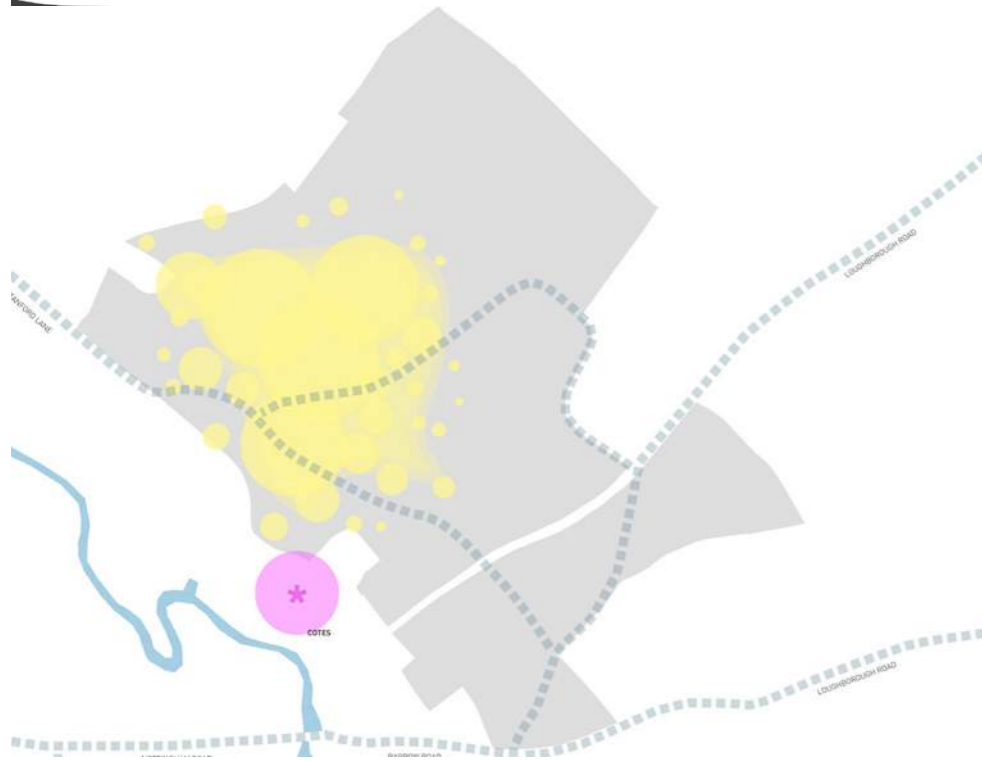


Overlooked public open space



### The Hilltop

The gateway into this new community providing links to the wider area while relieving traffic through historical Cotes



THE NEIGHBOURHOOD OF **THE HILLTOP** IS WHERE THE MAIN CONNECTING ROAD, STANFORD LANE COMES INTO THE SITE AND A PROPOSED DIVERSION TO THE A60 WILL MEET. THIS WILL AIM TO RELIEVE THE TRAFFIC GOING THROUGH THE CULTURALLY IMPORTANT HISTORICAL VILLAGE OF COTES. THIS CHANGE, ALONG WITH A NEW PEDESTRIAN CYCLE LINK RUNNING TO LOUGHBOROUGH, AND A PROPOSED NEW BUS ROUTE, WILL SUPPORT THE SUSTAINABILITY OF THIS NEW COMMUNITY AS A SELF CONTAINED, BUT WELL CONNECTED, NEW SETTLEMENT.



1



2



3

1. Links to local bus services.  
2. Access to rail links.  
3. Pedestrian footways and linkages.  
4. New cycle/pedestrian routes.  
5. Clear signage showing route hierarchies.



4



5

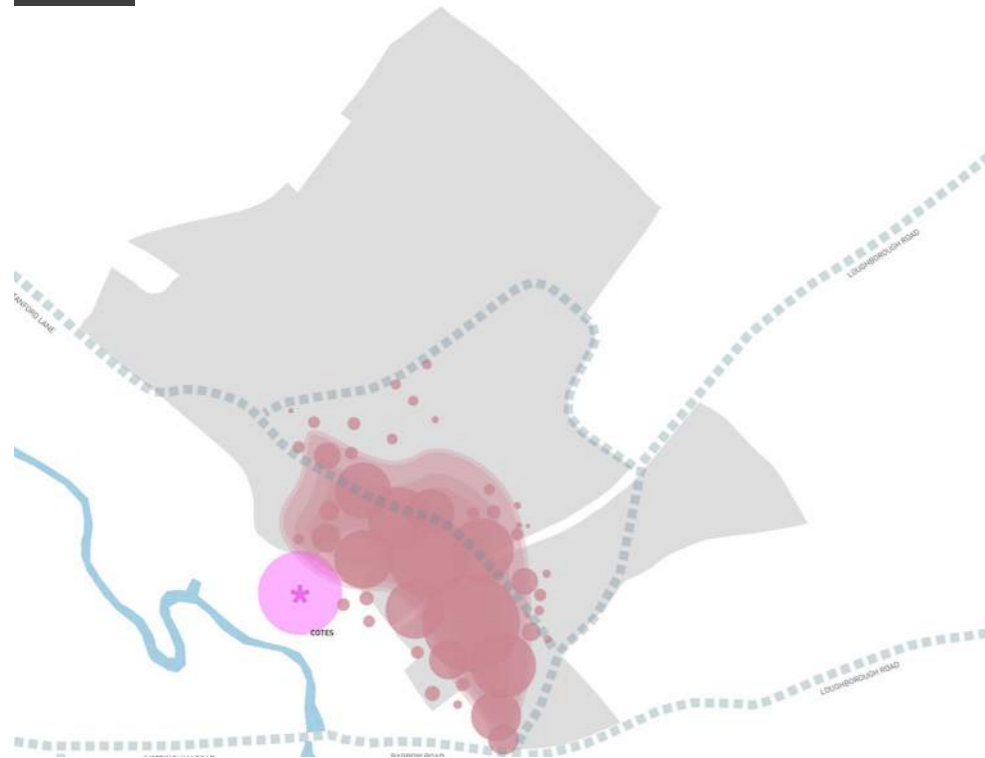


Clear distinctions between vehicular and pedestrian routes



**The Rambles**

Taking inspiration from the historic core of the new settlement, to create residential neighbourhoods with character



**THE RAMBLES** NEIGHBOURHOOD WILL HIGHLIGHT QUALITY DESIGN AND HOUSING WHICH WILL BE AT THE FOREFRONT OF ENSURING THAT THIS NEW COMMUNITY IS A PLACE PEOPLE WISH TO LIVE. THE HOUSING WILL BE UNIQUE TO ITS CONTEXT AND TAKE INTO ACCOUNT ITS SETTING ADJACENT TO LOUGHBOROUGH AND COTES. ACCESS TO THE MEDIEVAL VILLAGE WILL ALSO BE OF GREAT IMPORTANCE TO THE SUCCESS OF THE NEW NEIGHBOURHOOD AS THIS WILL GIVE RESIDENTS DIRECT ACCESS TO A SITE OF HISTORICAL INTEREST.



- 1. Buildings with distinct character.
- 2. Prominent landmark buildings in key areas.
- 3. Buildings addressing open space.
- 4. Existing farmhouse in Cotes.



Character of place reflected in the building design

# 5. BACKGROUND

## Loughborough - A Strategic Location for Growth

Through successive local plans, Charnwood Borough Council has recognised the strategic advantages of locating significant growth at Loughborough. The Loughborough Local Plan, 2004, proposed a southern extension to Loughborough as part of its strategy for growth. The more recent Local Plan Core Strategy, 2015 proposes the development of a West Loughborough sustainable urban extension to provide some 3,000 homes and associated community facilities.

As one of largest market towns in Leicestershire, Loughborough offers a wide range of facilities including a range of national and local retail outlets in the town centre, and a hospital and leisure centre. Loughborough station provides rail connections to London and more locally to Nottingham, Leicester and Derby.

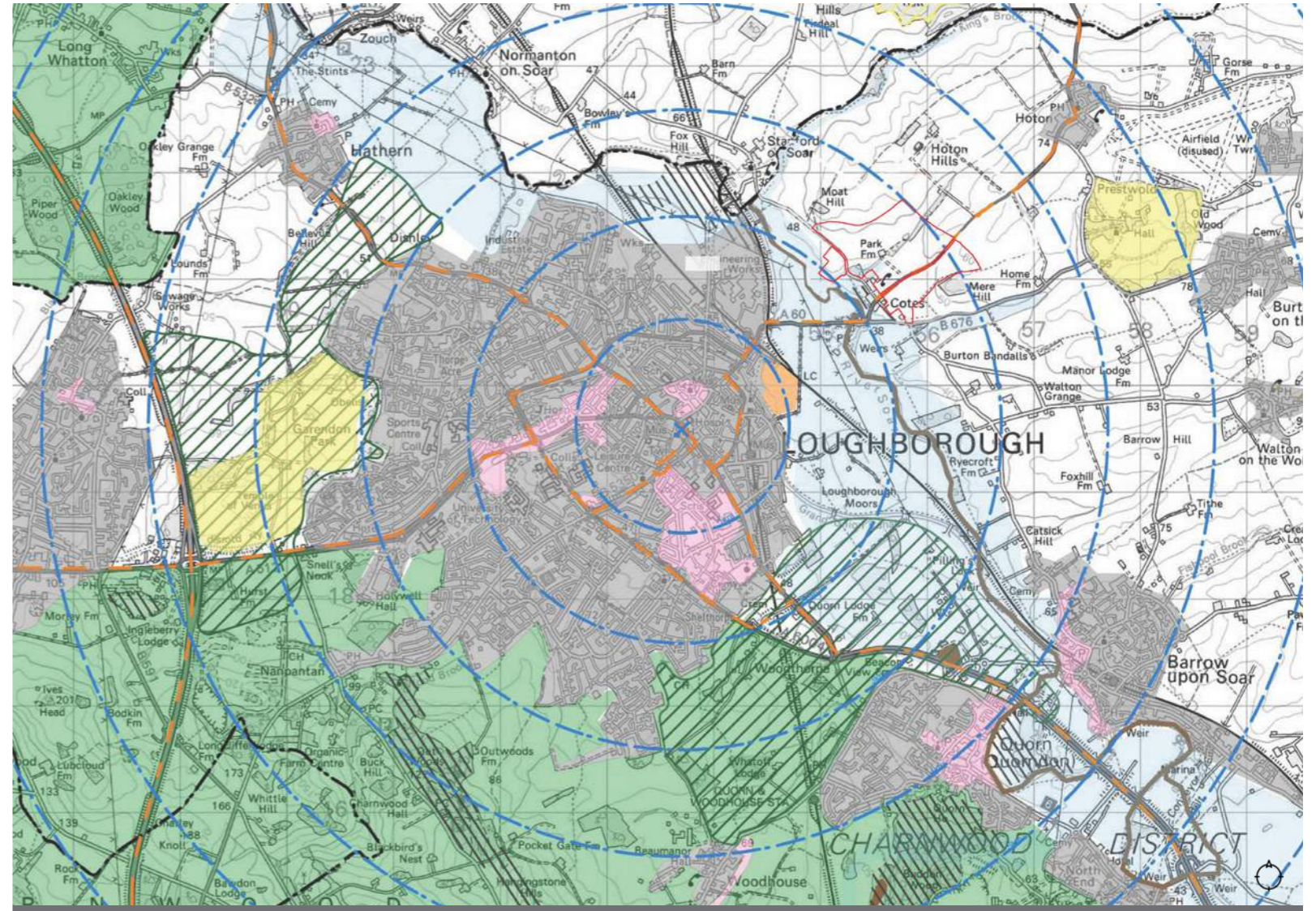
The town is a key focus for employment with key employers including Loughborough University, Adey Steel and 3M Healthcare. The town is also well placed to access job opportunities available at East Midlands Airport and East Midlands Gateway, the new East Midlands Rail Freight Interchange at Junction 24 of the M1. The Defence and National Rehabilitation Centre currently under construction at Stanford Hall is also close by.

The issue for the new Local Plan is providing for further growth to Loughborough whilst respecting the key constraints around the town. To the south of the town, the Outwoods as part of the Charnwood Forest and National Forest provides a significant landscape constraint

to further growth. With the development at Garendon Park, there are limited opportunities for growth to the west of the town. To the east, the floodplain of the River Soar constrains eastward expansion immediately adjoining the urban area.

The concept of development to the east of Loughborough has been promoted through previous local plans as a highly sustainable solution to future growth of the town. This promotional document sets out the design vision for the provision of a sustainable new settlement of some 1,500 homes – Riggets Green.

These strategic locational advantages, along with the masterplan proposals for a development of the highest quality as outlined in this Promotional Document, make Riggets Green one of the most sustainable options available to the Council to meet its housing requirements over the period to 2036.



Wider context plan

- Site boundary
- Area of particularly attractive countryside
- Limits to development
- Conservation areas
- Historic parks & gardens
- Site of regional, county & district level ecological or geographical importance
- Allsop Lane recreation & amenity area
- Protection of floodplains
- Green wedges
- Grade 2\* listed building/gardens
- SSSI
- Specified road networks
- District boundary
- Loughborough Town Centre
- Distance circles from Town Centre

| KEY DESTINATIONS FROM COTES | DISTANCE |
|-----------------------------|----------|
| LOUGHBOROUGH TOWN CENTRE    | 2.8km    |
| LOUGHBOROUGH TRAIN STATION  | 2km      |
| LOCAL EMPLOYMENT            | 2.9km    |
| LOUGHBOROUGH HOSPITAL       | 5.2km    |



## 6. UNDERSTANDING THE SITE AND ITS CONTEXT

### Landscape

#### Context

The site is located at the north-eastern edge of Loughborough. The location is characterised by industrial development, transport corridors, electricity pylon routes and the River Soar valley. There are a variety of publicly accessible areas both across and around the site, including a series of public footpaths, bridleways, and the parks and gardens associated with Stanford Hall to the north and Prestwold Hall to the east.

In terms of landscape and environmental designations, whilst the vast majority of the site itself is not covered by any, the Soar Valley is protected by a variety of policies, some of which encroach into the southern area of the site, south of Stanford Lane.

There is also a large Site of Special Scientific Interest (SSSI) to the west of the site within the Soar Valley (Loughborough Meadows), and another smaller SSSI adjacent to Cotes Village (Cotes Grassland). Adjacent to the village of Cotes, there is also a Scheduled Ancient Monument. Further to the east, Prestwold Hall is an Historic Park and Garden, and to the north, Stanford Hall and its grounds are Grade 2\* listed.

#### Topography

In terms of the local landform and topography, there are some quite significant changes in level across the site and the adjacent area due, primarily, to the River Soar valley. This valley runs in a north-west to south-east direction, between the north-eastern edge of Loughborough and the site. Generally it lies at or below 40 metres AOD (Above Ordnance Datum). To the south-west

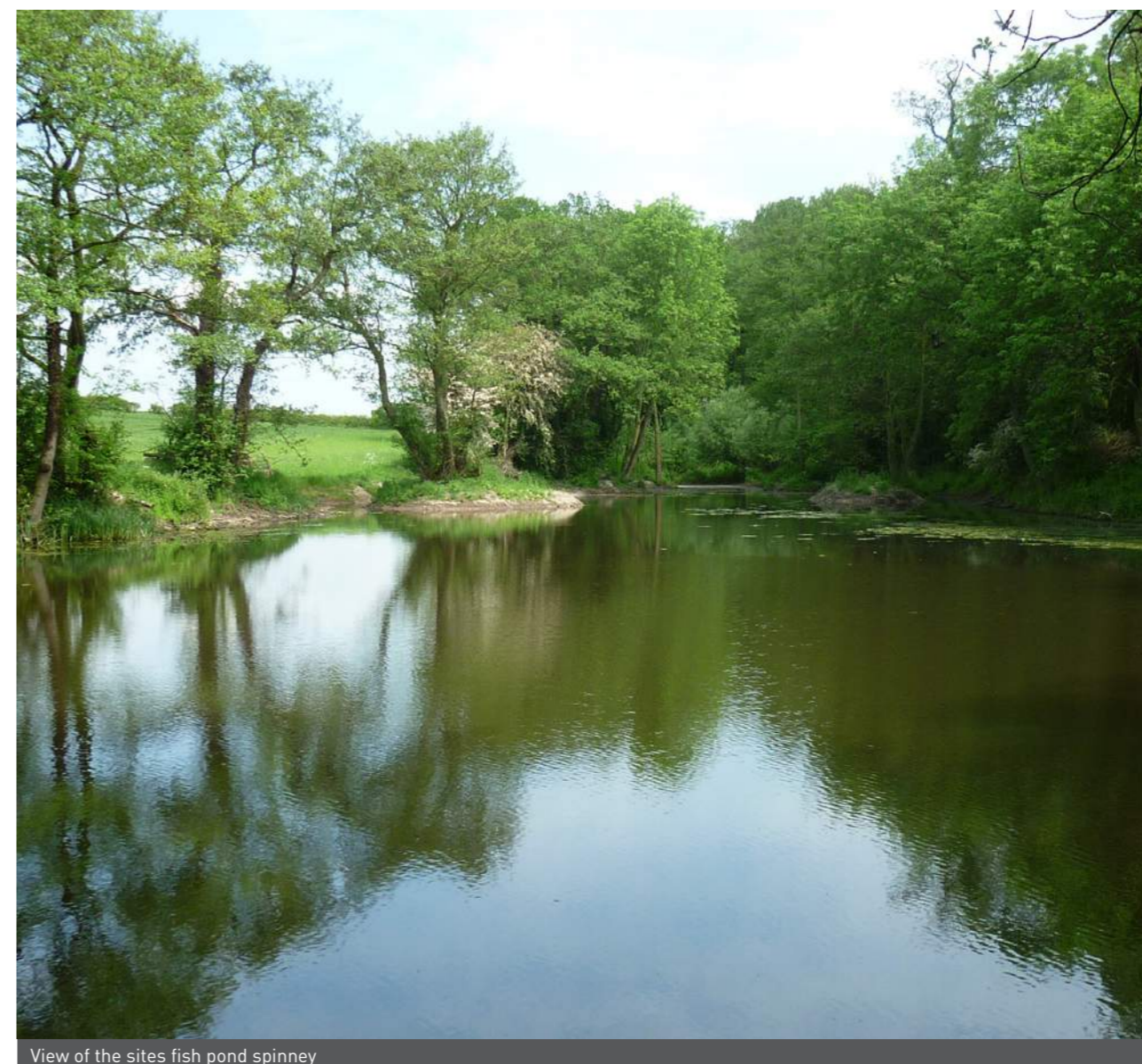
of the valley, land then rises gradually across the built form of Loughborough to heights of approximately 60-70 metres AOD. To the north-east of the valley, including areas across the site, land also rises to heights in excess of 80 metres AOD. This rising landform is however bisected by a series of narrow stream valleys that flow down to the River Soar. Consequently the landform to the east of the River Soar rises and falls in a series of parallel ridges and narrow valleys (aligned on a north-east to south-west axis), from approximately 70-80 metres AOD, falling down to 40-50 metres AOD.

#### Vegetation

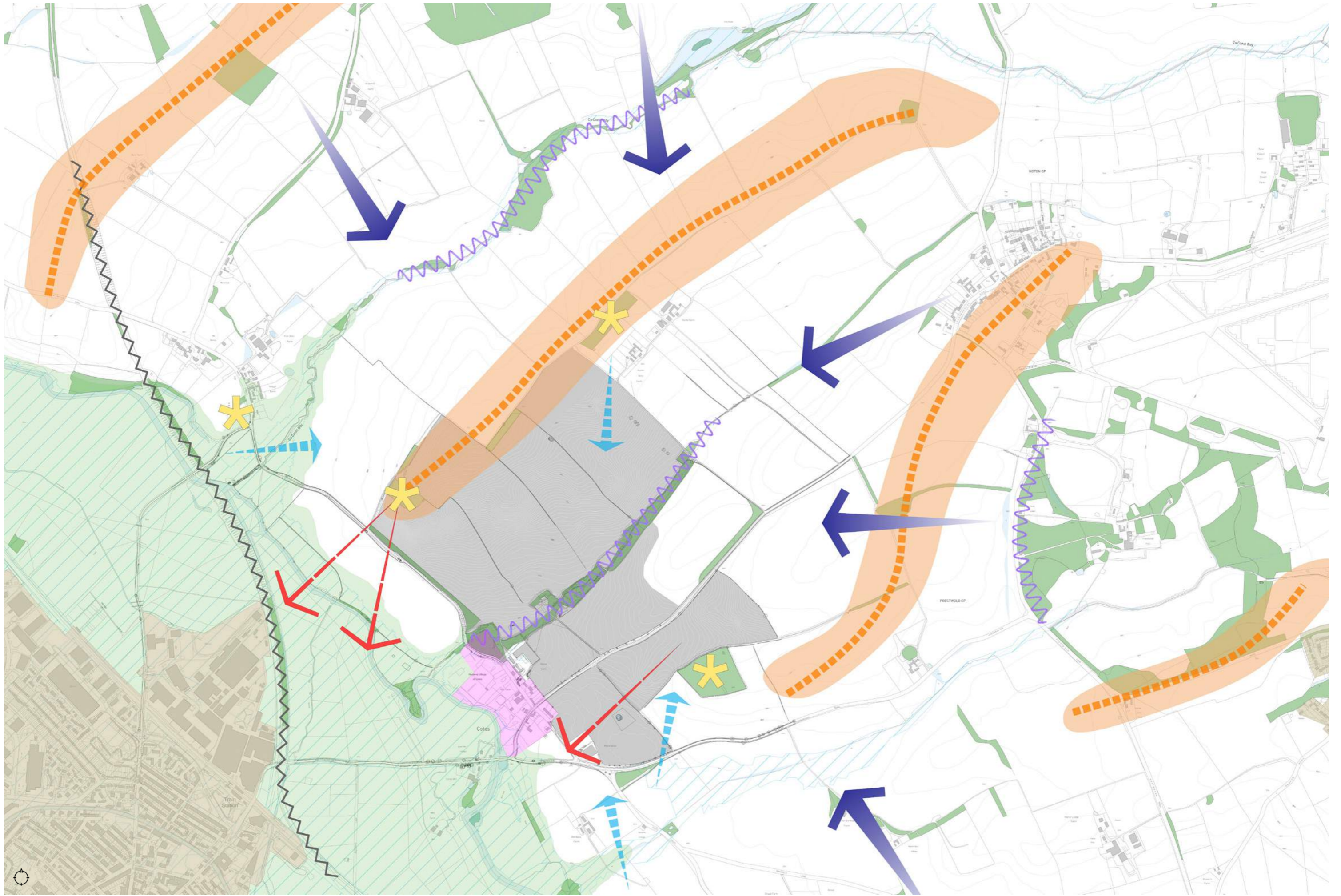
Across the site and adjacent areas, there are essentially four different types of vegetation groups: those related to water courses; those related to the field enclosures; more isolated, small 'pockets' of mature planting, typically on higher ground; and the vegetation associated with historic parks and gardens.

To the north of the site, the landscape is generally open, and vegetation is confined to well managed hedgerows. Towards the Stanford Hills further to the north, vegetation becomes more varied, with larger planting groups associated with the King's Brook watercourse.














To the south of the site, the vegetation is dominated by the riparian planting along the River Soar valley. This vegetation is typically informal, and ranges from small clusters or groups of trees and under storey vegetation, to individual trees and rows of trees. There is also a lot of vegetation along the embankments of the railway line, and surrounding field enclosures at the base of the valley.



View of the sites fish pond spinney



Constraints and opportunities plan

-  Site Area
-  Urban Extent
-  Existing Shrub and Woodland Areas
-  Flatter, lower lying landform
-  Ridgelines
-  Archaeological Constraints
-  Flood Zone
-  Intermittent Visual Barriers
-  Visual/acoustic detractor/barrier
-  Focal Points
-  Mid Distance Views
-  Short Distance Views
-  Views to Loughborough

## Site Opportunities

There are a number of opportunities associated with the site have been identified, outlined below and illustrated on the constraints and opportunities plan. The constraints and opportunities have also helped to inform the masterplan concept.

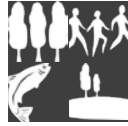
### Opportunities

- Create new linkage and alleviate traffic from Stanford Lane and Cotes.
- Create a sustainable settlement set within the existing landscape context.
- Provide new recreational activities for new and existing residents.
- Create an employment site of 5.5 Ha
- Provide up to 1,500 new homes for Charnwood.
- New and improved modes of sustainable transport.

1. Cotes Village.  
2. View of fish pond spinney.  
3. View towards Cotes and Park Farm.







## 7. THE NEW STRATEGIC PLANNING CONTEXT

The Borough of Charnwood Core Strategy was adopted in November 2015. The Strategy sets out proposals to deliver at least 14,000 homes in the Borough over the period 2011-2028, with 5,000 homes directed towards Loughborough and Shepshed, including a sustainable urban extension to the west of Loughborough to provide some 3,000 homes.

For future housing needs, the Local Plan Review will be informed by the recently published Housing and Economic Development Needs Assessment (HEDNA) prepared on behalf of the Leicester and Leicestershire Housing Market Area (HMA) authorities. For Charnwood, the HEDNA identifies an annual housing need of 994 dwellings a year over the period to 2036.

The Charnwood Local Plan to 2036 will respond to Leicester & Leicestershire's Strategic Growth Plan and new evidence of the need for homes in the Borough. The Council envisages a pre-submission consultation on the new Local Plan in October 2018.

Both Leicester City Council and Oadby and Wigston Borough Council have confirmed that they are unlikely to be able to meet their full Objectively Assessed Housing Needs and as a result, other authorities may be asked to accommodate this unmet need. The issue of distribution of future housing requirements across the HMA will be considered through the Strategic Growth Plan which is being prepared jointly by the HMA authorities. Consultation on the Draft Strategic Growth Plan took place between January and May 2018.

Even without meeting any unmet needs from Leicester City and Oadby and Wigston, Charnwood's housing requirement going forward will require the Council to consider the release of additional strategic sites. Housing Strategy Options have been

presented in the Charnwood Local Plan Discussion Paper, April 2018.

As the main urban area in the Borough, Loughborough is likely to be a focus for future growth. Growth around Loughborough is constrained by Green Wedges of open land between Shepshed to the west, Hathern to the north and Quorn to the south. The Charnwood Forest landscape to the south of the town also presents a significant constraint as the land represents a 'valued landscape' for the purposes of the National Planning Policy Framework. The River Soar floodplain also presents a constraint to development immediately to the east of the town.

As the main urban centre in Charnwood offering a wide range of high level services and facilities, it is logical for the new Local Plan to look to focus further growth at Loughborough. The Local Plan Discussion Paper identifies a housing requirement over the plan period to 2036 of at least 8,100 homes, with a higher level figure of 15,700 homes identified to provide necessary flexibility. Given this required scale of growth, it is clear that Loughborough will continue to play a key role in providing for sustainable growth to help meet future housing needs.

A development option further to the east at Cotes therefore represents one of the least constrained opportunities to accommodate growth close to Loughborough. This document will set out the reasons why the release of a strategic development site east of Loughborough remains a suitable and deliverable option to meet the future housing need of Charnwood.

### 2013 Planning Application - Addressing Issues and Concerns

The outline application submitted by Jelson Homes and Davidsons Developments Ltd in 2013 helped demonstrate that the scheme represents a deliverable option with no overriding technical constraints.

The Borough Council refused the application in July 2014 for reasons relating to flood risk, delivery mechanisms for the local centre and employment, pedestrian and cycle access to Loughborough, heritage, landscape and ecological impacts.

Works on these issues have been undertaken, the Masterplan has been reviewed and evidence has been produced to address concerns raised by the Borough Council.



Strong vision, leadership and community engagement. (Garden City Principles)



A wide range of local jobs in the Garden City with easy commuting distance of homes. (Garden City Principles)

*“The supply of new homes can sometimes be best achieved through planning for larger scale development, such as a new settlements or extensions to existing villages and towns that follow the principles of Garden Cities”*

(Page 13, Paragraph 52, NPPF 2012)



Opportunities to grow food. (Garden City Principles)



Walking, cycling and public transport designed to be the most attractive forms of local transport. (Garden City Principles)

## 8. TECHNICAL ISSUES

### Access to facilities and services

Development of a new neighbourhood to the east of Loughborough offers the opportunity to provide new housing to meet identified needs well located in relation to existing services and facilities available in Loughborough.

The proposed location for growth is functionally well related to the town. It is close to the mainline rail station on Nottingham Road and only some 2.8 km from the town centre with the wide range of retail and community facilities available. The main employment areas around Derby Road are also easily accessible.

The development will provide for a new primary school to serve the new community along with a new local centre which will also provide accessible new retail facilities for the Wolds villages.

### Transport linkages

At just under 3 kilometres from Loughborough town centre, the site enjoys a similar spatial relationship to the town as other suburbs on the western edge of the town, but having the added benefit of being located closer to the rail station in eastern Loughborough.

Consequently an Integrated Transport Strategy would be proposed at the site based on a walking, cycling and public transport-led approach. Everyday facilities would be located within the site and within walking distance, whilst potential cycle provision and changes and improvements to existing bus services would enable easy access to Loughborough. A Travel Plan, including a Personalised Travel Planning scheme, would also be implemented

with the aim of reducing the number of single occupancy car based journeys. The key elements of this Integrated Transport Strategy are set out below.

### Walking Strategy

The proposals will include a new primary school and a local centre. Based on demand, the local centre may include food and retail facilities, a public house, cafes, a nursery / medical centre and leisure facilities (e.g. a community hall). The development also includes sports pitches and allotments. Consequently, a number of education based trips, shopping and visiting friends, entertainment and sports trips would be kept within the development and would very likely be undertaken on foot, meaning everyday services are readily and safely accessible by walking.

In addition to the above, a new off-site connection is proposed to Loughborough. This connection would include a new gravel surface footway / cycleway from Stanford Lane to the A60 Nottingham Road, a new footway / cycle bridge over the River Soar and a Toucan crossing on the A60 Nottingham Road. This route would include the necessary lighting between Stanford Lane and the A60 Nottingham Road to ensure a safe and accessible linkage.

From the Toucan crossing on the A60 Nottingham Road, a footway / cycleway would be provided to the west of Allsopp's that runs from the site to the A60 Nottingham Road west of the railway bridge, where it can link to an existing footway for pedestrians.

The above provision would provide a direct connection along the desire line to Loughborough.

### Cycling Strategy

The completion of a dedicated, off carriageway cycle link from Stanford Lane through to the west side of the railway bridge on the A60 Nottingham



1. Loughborough Rail Station is within 2km of the site with good road and pedestrian linkages.
2. The site benefits from having local links to Loughborough as well as strategic links to Nottingham.
3. Loughborough's town centre is located 3km away from the site and provides a range of facilities and services.
4. The Rushes Shopping Centre in Loughborough's town centre.

Road as referred to above would mean cyclists are not required to cycle across the bridge on the A60 Nottingham Road, thereby ensuring the site is much more conveniently linked to Loughborough for less confident cyclists.

Considering, therefore, the accessibility of the site by bicycle in the context of an enhanced link and people cycling to Loughborough, there are a number of services and facilities that are within cycling distance of the site.

#### 'Bike & Go' scheme

To further promote travel by bicycle between the site and key services in Loughborough, investigations could be made into the setting up of a 'bike & go' type scheme in the site. This type of scheme, with a bike 'station' provided within the development (likely in the Local Centre) would enable residents and employees on the site to hire one of the bicycles to access the railway station and other services within Loughborough. This would make travel by bicycle more attractive, particularly for rail users, who do not own a bicycle, or wish to use their bicycle, to undertake these journeys.

#### Public Transport Strategy

##### Services

Previous proposals for the site included proposals to enhance the number 9 service and introduce a new service between the site and Loughborough town centre. As a result of these measures, a service frequency of 4 departures per hour was to be provided between 7:00 and 19:00, Monday to Friday.

This departures per hour aspiration would, as a minimum, continue to be proposed as part of any future development. However, to make bus travel more attractive for future residents of the site investigations would be undertaken into potential means to allow future residents to travel to the various destinations around Loughborough without the need to change service in the town centre.

Possible ways to achieve this could include:

- A new supplementary local service that, as well as travelling to the town centre, also travels to destinations such as the University, Science Park and Derby Road Industrial Estate;
- Extending the existing 'sprint' service between the university and railway station so that it takes in the proposed site;
- Investigate the potential to provide a dedicated high school bus which runs between the site and high schools within Loughborough.

#### Park & Ride

In addition to the above, there would be the opportunity to investigate the potential to provide a park & ride facility within the development. This service would pick up existing employees / pupils / visitors driving along the A60 into Loughborough, thereby removing these vehicular trips from the town centre highway network. This would potentially be linked to the "Sprint" service.

#### Travel Plan

To compliment the strategy, any scheme going forward would implement a Travel Plan to contribute towards an integrated transport strategy.

#### Personal Travel Planning (External)

Any proposal could also provide funding for a personalised travel planning scheme external to the development, which would be made available to residential areas to assist them in travelling more sustainably.

This scheme could allow a level of 'trip banking' to be considered, whereby if people who currently travel by car can be shifted to a sustainable mode, this frees up space on the highway network to be filled by cars associated with the proposed development.



1. Clear signage of pedestrian routes.



2. Rail links from Loughborough Station.  
3. Tree lined avenues.  
4. Bicycle parking.

### Flood risk and drainage

The main site area proposed for development lies within Flood Zone 1, the area at least risk from flooding. Parts of the site south of Stanford Lane liable to flooding have been set aside for recreational uses.

In response to previous proposals, the Environment Agency (EA) raised concerns about the impact of any new roads on the flooding regime within the Soar River valley. They also noted that, based on the available flood modelling, the A60 Nottingham Road was liable to flood in the extreme 1 in 100 year flood event. In these instances they identified issues associated with access to and from the site to Loughborough.

The A60 trunk road provides the main connection to Loughborough from the north-east. In times of flood, traffic from the Soar Valley villages diverts to use the A60 to access the town when Slash Lane and other routes are inundated. Anecdotal evidence indicates that Nottingham Road has only been subject to flooding in extreme events. Safe access and egress from the site outside areas potentially at risk from flooding is available.

Discussions with the EA have previously taken place; as such, a more detailed appraisal of flood risk along the A60 would be provided.



1. View looking west along Nottingham Road (A60) of the River Soar.  
2. View of the River Soar.  
3. View of the River Soar and surrounding landscape.  
4. View of Fish Pool Spinney, Cotes.  
5. View looking south-west towards Loughborough.

### Landscape mitigation

Previous sections have identified the significant landscape constraints around Loughborough limiting the opportunities for future growth without potentially damaging landscape impacts. The NPPF continues to attach weight to the intrinsic character and beauty of the countryside.

Land to the south-west of Loughborough forms part of the wider Charnwood Forest Area. Whilst there are some limited opportunities for urban expansion in this location, larger scale growth is likely to have a detrimental impact on the character of the area and the approach to the Outwoods. It is clear that the local community is strongly opposed to large scale growth in this location. Similarly, land to the south of the town forms part of the important Green Wedge of open land separating Loughborough from Quorn. Growth to the south of the town would erode this structurally important area of open land.

Land to the east of Loughborough does not form part of the Charnwood Forest and is not a designated Green Wedge or Area of Separation. The masterplan proposals for the site have taken a landscape led approach to ensure that the proposed development will sit comfortably in the landscape, avoiding higher land. The extent of the Prestwold Estate land holding means that the development solution is not constrained by land ownership boundaries but is flexible and can be adjusted if necessary following further discussions with officers.

### Deliverability

The site is being promoted by Jelson Homes and Davidsons Developments Ltd. Both have a strong track record in delivering high quality developments locally. They are committed to bringing forward a development solution of the highest quality.

Section 3 provides more details of the design concepts for the site which have taken their cue from the Garden Suburb principles with the aim of providing a green and sustainable new neighbourhood for Loughborough.

The Prestwold Estate is a committed partner to the development. Through their wider estate management strategy, there are unique opportunities for synergies to maximise the sustainability of the proposals. The Estate, alongside Lark Energy, have successfully created a solar farm at Wymeswold Airfield. The solar farm generates energy sufficient to serve 7,000 homes, with the potential for connection to the Cotes new neighbourhood.

There may be opportunity for the Estate to take on future management of areas of open space as part of the ongoing management of the wider Prestwold Estate.

Further discussions will be held with officers about how governance structures for the new neighbourhood can apply Garden Suburb principles of community stewardship.



1. Existing public footpaths.  
2. Example of solar farm.  
3. Views along Stanford Lane.  
4. View towards Loughborough.



[www.pegasusgroup.co.uk](http://www.pegasusgroup.co.uk)

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# Appendix 2

## Newsletters 1 - 4



## A word from Jelson Homes

Jelson remains a family business, which started in 1889 in Shenton Street Leicester.

Over the last 130 years, the company has developed a reputation across Leicestershire for building high quality, traditional family homes. From 7 staff in 1897 we now employ over 700 local Leicestershire people in a variety of skilled trades, drawing extensively on local suppliers for our raw materials.

We have successfully delivered many thousands of popular new homes across the East Midlands and indeed many hundreds within Charnwood Borough. Our track record of delivery locally is second to none.

As a company we are extremely proud of our local Leicestershire heritage and as a family business we have a genuine desire to deliver quality developments that will stand the test of time. Riggets Green is an exciting project for us and one that has the potential to continue the Jelson story into the future.



## Final Word

Riggets Green is a unique opportunity for Charnwood and Loughborough.

Its proximity to Loughborough town centre and Loughborough Railway station means that it is extremely well positioned to take advantage of and support Loughborough's many shops and services.

It will help to check the continuing expansion of Loughborough to the west and south – further and further from the town centre and station.

Importantly, the slight detachment of the site from the urban area by the River Soar provides a unique opportunity to create a place with a real sense of character and identity, close to but separated from the town. This will not be just another addition to Loughborough and Shepshed's sprawling suburbs and identikit housing estates. It will offer genuine quality and choice in the local housing market.

It will be well planned and thought out garden village offering increased green infrastructure, a mosaic of natural features and enhanced countryside access. All within striking distance of the main town.

Riggets Green really does offer the best of town and country.



# Riggets Green

A new sustainable community east of Loughborough



## What is RIGGETS GREEN?

Riggets Green is a sustainable, exciting and unique response to meeting the future housing needs of Charnwood Borough.

## Where is RIGGETS GREEN?

Riggets Green is located immediately adjacent to the Hamlet of Cotes around 1 mile from the east edge of Loughborough and Loughborough Railway Station.



For more information visit [www.riggetsgreen.co.uk](http://www.riggetsgreen.co.uk)

**Jelson**  
HOMES  
BUILT THE RIGHT WAY  
FOR OVER 125 YEARS

**Jelson**  
HOMES  
BUILT THE RIGHT WAY  
FOR OVER 125 YEARS

# What is proposed for RIGGETS GREEN?

Around 1500 new homes—with a mix to cater for the whole community, including:

- Small one and two-bedroom houses and flats for first-time buyers
- Traditional family accommodation
- Specialist housing for the older members of the community (including bungalows and an extra-care facility).

The new community will be supported by:

- A new primary school on the development site
- Medical facilities to serve the new and existing community
- Local shops and services including a pub/restaurant
- Around 5 hectares (12½ acres) of employment floor space including office, business and industrial space.

The development would protect and enhance the site's extensive and diverse natural features including its woodland and water features making them accessible to the public via an extensive network of footpaths and cycle ways as well as providing enhanced access to the wider countryside.

There will also be:

- A community orchard
- Allotments
- Formal park areas and play areas for children
- Sports pitches and facilities to support local clubs.

Other benefits of the scheme will include;

- Removing through traffic from Cotes village – reuniting a community currently bisected by the A60
- Improved road alignment of the A60 through Cotes and into Loughborough as well as an improved north south route from Barrow to Kegworth and the M1
- Preserving the setting of Cotes Scheduled Ancient Monument but improving local understanding and interpretation of this little known feature
- Assisting with the development of Stanford Hall as a Defence National Rehabilitation Centre by providing convenient local housing. This nationally important project lies just to the north of the site, within walking and cycling distance.



DMRC  
Stanford Hall

| KEY |  |  |  |
|-----|--|--|--|
|     | Indicative Residential Parcels                     |  | New Pedestrian /Cycle Links            |
|     | Indicative Primary School Area                     |  | New Pedestrian Links                   |
|     | Indicative Local Centre Area                       |  | Public Rights of Way                   |
|     | Indicative Care Home Area                          |  | Open Space of Multiple Use             |
|     | Indicative Employment Area                         |  | Development Parcels                    |
|     | Water Attenuation Areas and Swales                 |  | Main Roads                             |
|     | Existing Vegetation                                |  | The Avenue                             |
|     | Indicative Open Space with Vegetation and Planting |  | Green Corridors                        |
|     | Main Roads   |  | Youth / Adult Space and Sports Pitches |
|     | The Avenue   |  | Childrens Play Space                   |
|     | Streets  |  | Local Equipped Areas of Play           |
|     | Proposed Bus Route                                 |  | Neighbourhood Equipped Areas of Play   |



**Jelson**  
HOMES

BUILT THE RIGHT WAY  
FOR OVER 125 YEARS

## Who is doing it?

The site is under the single ownership of the Prestwold Estate a local and well respected local landowner with a long term interest in the quality of the local environment.

The houses will be built by Jelson Homes and Davidsons Developments, both local firms with a proud history of development in the area and long term interest in the local community.

**DAVIDSONS**  
HOMES

Loughborough

# Riggets Green

A new sustainable community east of Loughborough

## Briefing Note 2

# Introduction

Riggets Green is a new sustainable settlement comprising 1,500 homes, 5.5ha of employment land alongside a range of community facilities. Riggets Green will deliver all the advantages of a new self-contained new community but located on the doorstep of Loughborough with easy access to all that the town has to offer.

In this document we want to tell you more about delivering on some of the most challenging aspects of the proposed development. To truly make this a sustainable development, we need to make sure that it is well connected to the local road network and improvements are made not only to the existing road infrastructure and public transport facilities but also ensure that the new transport infrastructure we put in works for existing residents and future residents of Riggets Green.



Central to this would be sustainable transport, including improvements to public transport connecting Riggets Green to Loughborough Railway Station less than one mile (1.6km) away, and cycle routes and footpaths connecting Riggets Green with the surrounding countryside, Loughborough and the Defence Medical Rehabilitation Centre (DMRC) at Stanford Hall.

We will also look at the economic benefits Riggets Green will bring to Loughborough and how this development will benefit the local economy as well as Charnwood and Leicestershire.

# Traffic and Transport

- **Cotes Village bypass – Uniting the village by taking traffic out**

The village of Cotes is currently separated by the A60 that runs right through it. It is a busy road with high levels of traffic heading west into Loughborough, as well as north-east towards Nottingham. The plan is to bypass the village of Cotes by diverting the A60.



- **Meadow Lane/Stanford Lane Roundabout**

A busy and dangerous junction that will be replaced with a roundabout to improve the flow of traffic in the area.

- **Public Transport offer**

A new supplementary local service will be provided at Riggets Green which will enable travel to Loughborough town centre as well as key destinations such as the University, Science Park and Derby Road Industrial Estate. There would also be a potential opportunity to provide a park and ride facility within the development. This service would reduce the number of vehicular trips on the town centre highway network.



- **Reducing Journey Lengths**

It is important to note that with the best will in the world driving will remain the mode of choice for most people, irrespective of what alternatives might be available. Minimising the length of car journeys is therefore every bit as important as providing public transport. In this respect Riggets Green performs extremely well. The car journey to Loughborough Station takes just a few minutes and the town centre less than 10 minutes. These represent significantly shorter journey times than other large scale development opportunities in Charnwood. There is a real opportunity to encourage modal shift to the train for medium and longer journeys to Leicester, Nottingham and London. Initiatives such as car sharing and train travel vouchers will be introduced to support this.

- **Connectivity with Stanford Hall and the DMRC**

One of the great things about Riggets Green is its close proximity to the DMRC at Stanford Hall. The housing at Riggets Green will no doubt provide accommodation for many of the staff members at the DMRC, visiting families and potentially supported housing to facilitate rehabilitation of services personnel within the community. It is therefore vital that accessible footpaths and cycle routes are provided to ensure sustainable connections between Riggets Green and Stanford Hall.



- **Cycling routes**

Dedicated cycle routes will be created away from the main carriageway of the A60. The cycle link to Loughborough from Stanford Lane through to the west side of the railway bridge on the A60 would mean cyclists are not required to cycle across the A60, ensuring the site is much more conveniently linked to Loughborough. Adequate storage for bicycles will be provided at homes and in community areas.



- **Electric Charging points**

The Government announced in 2017 that all new diesel and petrol cars will be scrapped by 2040. That is only 21 years away and therefore Jelson is committed to providing the future infrastructure for electric vehicles. We are building a sustainable community for the future and must ensure that the necessary sustainable infrastructure is delivered from the very beginning.

# Employment and Economic Benefits

Jelson has a proud history of employing large numbers of local Leicestershire people in the construction phase of their developments. The company currently has over 700 staff employed locally including over 40 apprentices. Riggets Green will be no different. Jelson also source building materials locally where possible thereby supporting the local economy further.

Riggets Green is genuinely a mixed-use scheme, offering a range of employment opportunities on site. As well as 5.5ha of land for employment purposes, Riggets Green will also have provision for a new two-form entry primary school employing a number of staff. A local centre will also offer a range of local services including retail, community and healthcare facilities.

*Jelson itself also has an excellent track record of delivering employment development to meet local needs. We currently manage over 1 million sq ft of industrial and commercial floorspace across the region with a 97% occupancy rate. We have recently completed new industrial unit development as part of mixed use schemes at Broughton Astley and Birstall.*



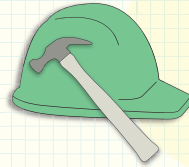
# ECONOMIC BENEFITS

RIGGETS GREEN, LOUGHBOROUGH – A NEW SUSTAINABLE COMMUNITY  
CONSTRUCTION OF UP TO **1,500** RESIDENTIAL DWELLINGS, A NEW LOCAL CENTRE AND EMPLOYMENT AREA

## COMMUNITY BENEFITS

1. Road network improvements – removing traffic through the village of Cotes.
2. Modern homes – including affordable housing & family homes.
3. Extra care homes for older people.
4. Two form entry primary school.
5. New sports pitches & parkland.
6. Employment opportunities.
7. New local centre with retail & community facilities.
8. Footpath & cycle route enhancements.
9. Specialist accommodation to potentially meet needs arising from the Defence Rehabilitation Centre at Stanford Hall.

## CONSTRUCTION BENEFITS



**300**

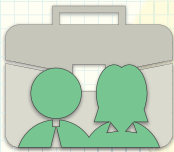
Direct construction roles and indirect/induced jobs supported per annum during the 15-year build programme.

**£207million GVA<sup>1</sup>**

Economic output generated over 15-year build programme (present value).

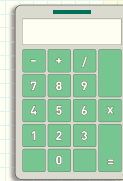


## OPERATIONAL BENEFITS



**1,800**

Economically active and employed residents estimated to live in the new housing.



**£7.5million**

Estimated first occupation expenditure.



**£42million**

Annual household expenditure.



**800**

Full-time equivalent jobs supported on-site at the local centre, primary school and employment area.

**£330million**

Economic output contribution from over a ten-year period from jobs supported directly on-site (present value).

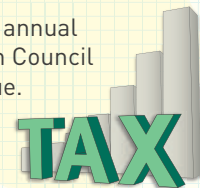


**49%**

Of employed residents estimated to be working in higher value/higher income occupations.

**£2.7million**

Estimated annual increase in Council Tax revenue.



<sup>1</sup> GVA, or gross value added, is the measure of the value of goods and services produced in an area, sector or industry.

# Riggets Green

A new sustainable community east of Loughborough

## Briefing Note 3

In the previous newsletter we looked at improvements to the transport network and the economic benefits of the proposed new settlement at Riggets Green.

Now we turn our attention to things that will make Riggets Green a real community by looking at our proposals for community and other facilities.

Jelson is also committed to the long-term sustainability of Riggets Green and we will take a closer look at some of the biodiversity and ecological benefits the new settlement will provide.

## Heritage

Development at Riggets Green will be sensitively designed to avoid any impact on the Scheduled Ancient Monument in Cotes. It will, however, provide a unique opportunity to increase local peoples understanding and appreciation of this little known feature which represents the site of a medieval village. We would do this through the provision of interpretation boards and other educational resources.

Ancient monument

# Biodiversity and Ecology

Riggets Green provides a unique opportunity to embrace and enhance the natural resources of the site and leave a green legacy.

Charnwood Borough Council has an aspiration to see a “a tree in every garden” an ambition that will be supported at Riggets Green and bolstered with extensive new tree planting across the site, not just in private gardens.

Right through the middle of the site runs Fishpond Spinney. This woodland and the numerous natural ponds it contain is a unique feature and will be protected and enhanced with the planting of more indigenous species of trees and plants. This in turn will improve and diversify habitats for local wildlife with the aim of providing significant net gains in biodiversity across the site.

The provision of Community Orchards and allotments will also be considered and extensive access to the surrounding countryside will be provided through adjoining parts of the Prestwold estate. This will help residents experience and interact with their natural surroundings.

Storm water from the site will be regulated in sustainable drainage systems that will create further ponds for birds and other aquatic animals and plants whilst ensuring that risk of flooding lower down in the river Soar valley is not increased.

The design philosophy of Riggets Green is landscape led which means that the layout and feel of the homes and other facilities will be influenced by the natural features of the site and its surroundings. Very much the best of town and country.



# Sport and Community Facilities



Image from Jelson's nearby development Hallam Fields

Riggets Green is intended to be a highly sustainable and self-contained community where residents will have access to a range of community and recreational facilities.

It will include housing for the whole community including starter homes for young people and couples, a range of family homes and housing for older people including bungalows and extra care.



Image from Jelson's nearby development Hallam Fields

This varied community will have access to a range of supporting services to cater for their day to day needs including a two-form entry primary school, a local centre with supermarket and local shops and services, nurseries and a community pub. There will also be the potential to support medical and other facilities. This is in addition to the employment areas we discussed last time. All these facilities will be located within easy walking distance.

Healthy living will be at the heart of the design and we want to facilitate a healthy lifestyle where residents can walk to work, the shops, schools, sports facilities and of course enjoy the surrounding parkland, woodland and countryside. The open areas will include features such as play areas for children, woodland trails and green gyms for outdoor exercise.

The University of Loughborough has this year been named as University of the Year by the Sunday Times Good University Guide. It is an institution that is very closely associated with sporting excellence and at Riggets Green we will be providing sports grounds and club facilities to build on the sporting excellence present in the town. These facilities will also provide sporting facilities for local residents.



Image from Jelson's nearby development Hallam Fields



For more information visit [www.riggetsgreen.co.uk](http://www.riggetsgreen.co.uk)



# Riggets Green

A new sustainable community east of Loughborough

## Briefing Note 4

In previous newsletters we outlined the development proposals for Riggets Green and looked at traffic and transport, the employment and economic benefits of the proposals and the community and other facilities to be provided alongside the housing.

In this final newsletter we provide some further information on innovative public transport solutions we are looking at, and opportunities for cycling and walking. We also show how the proposals offer a deliverable solution that will help meet the Borough's housing needs.



# Delivering a new sustainable community at Riggets Green

Charnwood has learnt through the last Local Plan preparatory process that there is no point allocating sites for development unless there is certainty that they will actually be developed and developed quickly.

The current Local Plan includes proposals for two new sustainable urban extensions west of Loughborough and to the east of Thurmaston, both of which have been subject to delay after delay and neither of which will deliver the houses when promised.

Critically, The Riggets Green proposal is very different from these other strategic sites. Jelson Homes is confident that the proposals can be delivered quickly for the following reasons;

- The Prestwold Estate is the single landowner. There are no complicated deals to be done between landowners and no potential for disputes about who pays for what. It is often these types of arguments that delay the completion of legal agreements.
- There is no complicated off site infrastructure to deliver or third party rights to be negotiated.

- The proposals are already backed by two local house builders who's day to day business is to build houses. Jelson Homes and Davidsons Developments Limited both have an incredibly strong track record in delivering new housing schemes across Leicestershire. The involvement of housebuilders from the outset means a planning permission can be turned into development on the ground very quickly. There is no delay whilst the site is sold to a developer. In addition as house builders are involved at the outset there is certainty that the scheme is viable as the full costs of the scheme are known at the outset.

Viability issues often only come to light when land with planning permission is sold on. That risk does not exist with Riggets Green. As well as providing housing, Jelson also has extensive experience of delivering retail and employment areas in association with new residential developments – for example at their Hallam Fields site north of Birstall and very recently at Broughton Astley. This provides certainty that the employment areas proposed are viable and will be delivered;



# Public Transport a holistic approach for the 21st century

It is important for Riggets Green to have good connections by bus to key destinations including Loughborough and Nottingham.



As well as providing for new and improved bus services, we have also looked at how the Riggets Green development could support more innovative public transport solutions. At New Lubbethorpe, west of Leicester, a demand responsive transport service operated by ArrivaClick has been introduced and has proved successful. This involves the operation of small 15 seat buses providing an on-demand and flexible minibus service that takes multiple passengers heading in the same direction.



We have been working with Go Travel Solutions to look at how similar services could form part of the public transport offer for Riggets Green. For the Riggets Green development, we propose a package of public transport investment that will be transformational. The benefit of this will not only be experienced by those who live and work in Riggets Green, but by the wider community too. The public transport proposals for Riggets Green include;

- new and improved bus services serving Riggets Green based on the existing Kinchbus 9 Service and Nottingham City Transport Service 1. These services would provide links to the railway station, Loughborough town

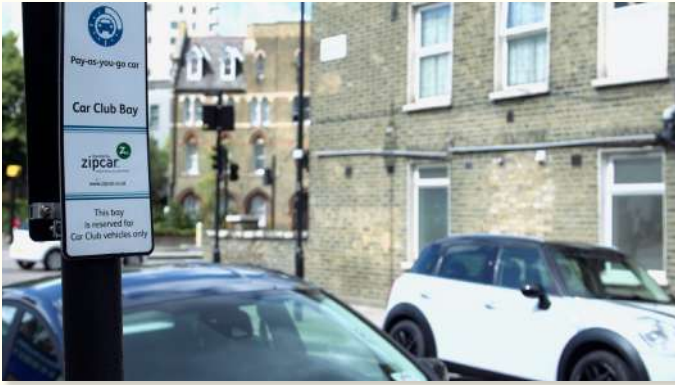


centre and Nottingham City Centre. This could include a link from Riggets Green to the Defence Medical Rehabilitation Centre (DMRC) at Stanford Hall;

- introduction of a demand responsive service that would cover the whole of Loughborough and provide new direct links to destinations including the Belton Road industrial estate, Loughborough Hospital, Loughborough Science Park and Loughborough University;
- a demand responsive service could also operate to cover the existing Wolds communities of Wymeswold, Hoton, Prestwold, Burton-on-the Wolds and Walton on the Wolds, providing much improved public transport services for existing Wolds residents;



# Other Sustainable Travel Solutions



A range of additional sustainable transport measures are also being considered for Riggets Green:

- **Car Club** – the provision of low-emission cars and vans at key locations within the development available on a pay per trip basis;
- **Bike Hire** – a bike hire scheme that would enable residents to use the proposed dedicated cycle route towards Loughborough Station.



## Cycling and Walking

The wider Prestwold Estate offers the opportunity to provide a new off-road cycle route connecting through the development along Fishpond Spinney, north-east towards Hoton.

This is in addition to a new dedicated cycle route connecting Riggets Green to Loughborough via a new segregated cycle route along the A60. This



will be an attractive route for both commuters and recreational cyclists.

Riggets Green will be a walkable new community with a network of footpaths connecting residential areas with the proposed local centre, primary school and employment area. The extensive areas of greenspace proposed around the site will provide for a new footpath network for informal recreation.

## In Conclusion

The proposals are highly sustainable, offering everything needed for day to day living whilst also being only a stones throw from Loughborough and its station. This is a unique opportunity to create a community of real character, utilising the sites natural features and history. Development here will also re-balance the settlement of Loughborough around its core.

This site is one that Charnwood can be certain that if this development is allocated it will be delivered and help meet the immediate housing need for the people.



# Appendix 3

## Illustrative Masterplan



**KEY**

- Indicative Residential Parcels  
42.3 Ha = Circa 1,450 dwellings (35 dph)
- Indicative Primary School Area  
2.29 Ha
- Indicative Local Centre Area  
1.3 Ha
- Indicative Care Home Area  
0.68 Ha
- Indicative Employment Area  
5.5 Ha
- Indicative Mobility Hub Area
- Existing Vegetation
- Indicative Open Space with Vegetation and Planting
- Main Roads
- The Avenue
- Streets
- Proposed Bus Route
- New Pedestrian /Cycle Links
- New Pedestrian Links
- Public Rights of Way
- Youth / Adult Space and Sports Pitches  
7.28 Ha
- Childrens Play Space  
1.42 Ha
- Local Equipped Areas of Play  
0.47 Ha
- Neighbourhood Equipped Areas of Play  
0.4 Ha
- Allotments  
1 Ha
- Grassland Habitats
- Local Site of Interest

0 100 250 m










# Appendix 4

## Green Infrastructure Plan

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**KEY**

-  Site Boundary  
128.26 Ha
-  Areas of Built Form and Road Infrastructure  
56.60 Ha
-  Amenity, Parks, Natural and Semi-Natural Green Space  
57.96 Ha
-  Child's Play Spaces  
1.42 Ha
-  LEAP's  
0.47 Ha
-  NEAP's  
0.4 Ha
-  Pitches  
3.13 Ha (additional 4.14 ha offsite)
-  Areas Within The Flood Zone  
8.28Ha
-  Allotments  
1Ha (offsite)



# **Appendix 5**

## **Landscape and Visual Appraisal - FPCR**





Jelson Ltd

**Riggets Green, Cotes**

**LANDSCAPE AND VISUAL APPRAISAL**

August 2021

**FPCR Environment and Design Ltd**



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- Figure.3: Landscape Character
- Figure 4: Designations
- Figure 5: Topography Plan
- Figure 6: Visual Appraisal
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**APPENDICES**

- Appendix A: LVA Methodology and Appraisal Criteria
- Appendix B: Landscape Effects Table
- Appendix C: Visual Effects Table

## **1.0 INTRODUCTION**

- 1.1 This Landscape and Visual Impact Assessment (LVA) has been carried out for Riggets Green, Cotes, Leicestershire by FPCR Environment and Design Ltd (FPCR). The purpose of this LVA study is to provide an assessment of the likely landscape and visual effects of the proposed development. The landscape and visual effects have been considered in relation to the proposals detailed in the planning application (Illustrative Masterplan; P17-0563 001D-01).
- 1.2 FPCR is a multi-disciplinary environmental and design consultancy established over 60 years, with expertise in architecture, landscape, ecology, arboriculture, urban design, masterplanning and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and are frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.

### **Site Location**

- 1.3 The site is located to the north east of Loughborough and adjacent to the north east of the village of Cotes. The site is located to the northern edge of the village of Cotes, with the A60 Loughborough Road and B676 Barrow Road/Loughborough Road forming the site boundary to the east. The B676 Barrow Road, Cotes and the River Soar are located to the south and west.
- 1.4 In the wider context Stanford on Soar is located adjacent to the site boundary along Meadow Lane and Stanford Lane to the north. The village of Hoton is located approximately 1km to the north east and the village of Prestwold is located approximately 1.4km to the east. The midland mainline railway is located approximately 1.4km to the south and the great central railway and Loughborough approximately 1km to the west.
- 1.5 Figure 1 shows the location, context and Study area of the site and the context is shown in the aerial photograph in Figure 2.

### **Proposed Development**

- 1.6 The planning application is for a proposed mixed used development located to the north of Cotes, consisting of residential dwellings, a primary school, employment, a new local centre and sewage treatment facility. The local centre will comprise of a mix of retail, healthcare and community facilities, while there will also be highway works to form a realigned A60. The Green Infrastructure (GI) of the development will include public open space, play areas, sports pitches, allotments, SuDS features and the creation of pedestrian and cycle links across the site.

## 2.0 METHODOLOGY

2.1 This LVA has been prepared based upon the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3), published by the Landscape Institute and the Institute of Environmental Management and Assessment, in 2013.

2.2 In summary, the GLVIA3 states:

*“Landscape and Visual impact assessment (LVIA), is a tool used to identify and assess the significance of and the effects of change resulting from development on both landscape as an environmental resource in its own right and on people’s views and visual amenity.”* (GLVIA3 paragraph 1.1.)

2.3 There are two components of LVIA:

- *“Assessment of landscape effects; assessing effects on the landscape as a resource in its own right;*
- *Assessment of visual effects: assessing effects on specific views and on the general visual amenity experienced by people.”* (GLVIA3 paragraph 2.21.)

2.4 The GLVIA3 states:

*“LVIA can be carried out either as part of a broader EIA, or as a standalone ‘appraisal’ of the likely landscape and visual effects of a proposed development...”*

- *As a standalone ‘appraisal’ the process is informal and there is more flexibility, but the essence of the approach – specifying the nature of the proposed change or development; describing the existing landscape and the views and visual amenity of the area that may be affected; predicting the effects, although not their likely significance; and considering how those effects might be mitigated – still applies”.* (GLVIA paragraph 3.2)

2.5 The components of this report include: baseline studies; description and details of the landscape proposals and mitigation measures to be adopted as part of the scheme; and identification and description of likely effects arising from the proposed development.

2.6 In terms of baseline studies, the assessment provides an understanding of the landscape that may be affected, its constituent elements, character, condition and value. For the visual baseline, this includes an understanding of the area in which the development may be visible, the people who may experience views, and the nature of views.

### **Assessment of Landscape Effects**

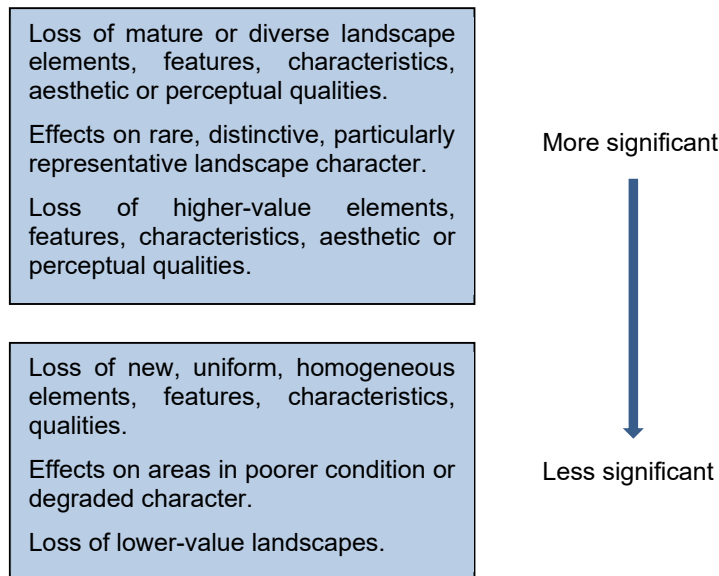
2.7 GLVIA3 states that *“An assessment of landscape effects deals with the effects of change and development on landscape as a resource”* (GLVIA3 paragraph 5.1).

2.8 The baseline landscape is described by reference to existing published Landscape Character Assessments and by a description of the site and its context.

2.9 A range of landscape effects can arise through development. These can include:

- Change or loss of elements, features, aesthetic or perceptual aspects that contribute to the character and distinctiveness of the landscape;
- Addition of new elements that influence character and distinctiveness of the landscape;

- Combined effects of these changes.
- 2.10 The characteristics of the existing landscape resource are considered in respect of the susceptibility of the landscape resource to the change arising from this development. The value of the existing landscape is also considered.
- 2.11 Each effect on landscape receptors is assessed in terms of size or scale, the geographical extent of the area influenced and its duration and reversibility. In terms of size or scale of change, the judgement takes account of the extent of the existing landscape elements that will be lost or changed, and the degree to which the aesthetic or perceptual aspects or key characteristics of the landscape will be altered by removal or addition of new elements.
- 2.12 The level of effect is determined by considering the sensitivity of the landscape receptors and the magnitude of effect on the landscape. Final conclusions on the overall landscape effects are drawn from the assessment components described. This appraisal describes the nature of the landscape effects, and whether these are adverse or beneficial, at the following stages of development; construction, completion (year 1) and longer term (year 15).
- 2.13 GLVIA3 sets out some guidance on the underlying principles, which are used in this appraisal. This includes Figure 5.10, Scale of significance. Whilst this scheme is not EIA development, and judgements on significance are not therefore required, the Figure does provide useful guidance on reaching an overall judgement on the level of effects. This is repeated below (note this includes the correction of a typo, from the published document)



- 2.14 The criteria used in the appraisal are set out in Appendix A.

**Assessment of Visual Effects**

- 2.15 An assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity. This appraisal describes the nature of the visual effects and, whether these are adverse or beneficial, at the following stages of development; construction, completion (year 0 Winter) and longer term (year 15 Summer).

- 2.16 The first stage in the assessment is to identify approximate visibility/ visibility mapping. This is done by either a computerised Zone of Theoretical Visibility (ZTV)<sup>1</sup>, or by manual methods using map study and field evaluation. A series of viewpoints are included within the assessment that are representative of views towards the site from surrounding visual receptors. Other views of the site are included where it supports the description and understanding of the site's landscape and visual characteristics.
- 2.17 The views also typically represent what can be seen from a variety of distances from the development and different viewing experiences.
- 2.18 It is important to remember that visual receptors are all people. For each affected viewpoint, the assessment considers both the susceptibility to change in views and the value attached to views.

*"The visual receptors most susceptible to change are generally likely to include:*

- *Residents at home;*
  - *People, whether residents or visitors, who are engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape and on particular views;*
  - *Visitors to heritage assets, or to other attractions, where views of the surroundings are an important contributor to the experience;*
  - *Communities where views contribute to the landscape setting enjoyed by residents in the area;*
- Travellers on road, rail or other transport routes tend to fall into an intermediate category of moderate susceptibility to change. Where travel involves recognised scenic routes awareness of views is likely to be particularly high."* (GLVIA3 paragraph 6.33.)

*"Visual receptors likely to be less sensitive to change include:*

- *People engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape;*
- *People at their place of work whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working life (although there may on occasion be cases where views are an important contributor to the setting and to the quality of working life)." (GLVIA3 paragraph 6.34.)*

- 2.19 Each of the visual effects is evaluated in terms of its size or scale, the geographical extent of the area influenced and its duration or reversibility.

- 2.20 In terms of size or scale, the magnitude of visual effects takes account of:

- *"The scale of the change in the view with respect to the loss or addition of features in the view and changes in its composition, including proportion of the view occupied by the proposed development;*
- *The degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line height, colour and texture;*

<sup>1</sup> Zone of Theoretical Visibility (ZTV): A map usually digitally produced, showing areas of land within which a development is theoretically visible. [GLVIA3]

- *The nature of the view of the proposed development, in terms of the relative amount of time over which it will be experienced and whether views will be full, partial or glimpses” (GLVIA3 paragraph 6.39).*
- 2.21 The geographical extent of the visual effect in each viewpoint is likely to reflect:
- The angle of view in relation to the main activity of the receptor;
  - The distance of the viewpoint from the proposed development;
  - The extent of the area over which the changes would be visible.
- 2.22 As with landscape effects, the duration of the effect could be short to long term or permanent and the same definitions apply.
- 2.23 GLVIA3 states that there are no hard and fast rules about what makes a significant effect, and there cannot be a standard approach since circumstances vary with the location and context and with the type of proposal, but the following points should be noted;
- *Effects on people who are particularly sensitive to changes in views and visual amenity are more likely to be significant*
  - *Effects on people at recognised and important viewpoints or from recognised scenic routes are more likely to be significant*
  - *Large-scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view are more likely to be significant than small changes or changes involving features already present within the view. (GLVIA3 paragraph 6.44)*
- 2.24 The criteria used in this appraisal are set out in Appendix A.

### **Overall Landscape and Visual Effects**

- 2.25 The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria.
- 2.26 GLVIA3 notes, at paragraphs 5.56 and 6.44, that there are no hard and fast rules with regard to the level of effects, therefore the following terms have been used for this appraisal:
- **Major**
  - **Moderate**
  - **Minor**
  - **Negligible**
- 2.27 Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as, for example, Major/ Moderate or Moderate/ Minor. This indicates that the effect is assessed to lie between the respective definitions or to encompass aspects of both.



### 3.0 PLANNING POLICY

#### National Planning Policy

##### National Planning Policy Framework (NPPF, February 2019)

- 3.1 The NPPF sets out the Government's economic, environmental and social planning policy and in combination these policies give the Government's vision of sustainable development. The NPPF emphasises the need for well-designed places, promoting healthy and safe communities and conserving and enhancing the natural environment.
- 3.2 Regarding landscape and green infrastructure, the Natural Environment section of the NPPF provides a policy context for the countryside and green infrastructure. The key objectives include protecting and enhancing valued landscapes and, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 3.3 Paragraph 170 states at part a) that planning policies and decisions should protect and enhance valued landscapes and goes on to clarify that this should be in a manner commensurate with their statutory status or identified quality in the development plan. Part b) states that planning policies and decisions should recognise *"the intrinsic character and beauty of the countryside"*.
- 3.4 Paragraph 171 advises that:
- "Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries"*.
- 3.5 Paragraph 172 goes on to add:
- "Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues"*.
- 3.6 The site is within an undesignated landscape with no special protected status. The character of the site and its immediate context is assessed within this report to help inform decisions regarding *"the intrinsic character and beauty of the countryside"*. The potential to enhance green infrastructure networks is also considered.

##### Planning Practice Guidance (PPG)

- 3.7 The PPG was first published on the 6th March 2014 and is a regularly updated online planning resource which provides guidance on the NPPF and the planning system. The NPPF continues to be the primary document for decision making.

### Local Planning Policy

- 3.8 The adopted Local Plan for Charnwood is made up of the Charnwood Local Plan 2011 to 2028 Core Strategy (2015) and the saved policies from the Borough of Charnwood Local Plan (2004).

#### Charnwood Local Plan 2011 to 2028 Core Strategy (CCS)

- 3.9 The Core Strategy was adopted in November 2015 and identifies the vision and partial planning framework for the borough. The following policies contained within the CCS are considered to be of relevance in connection with the proposed development:

- Policy CS2: High Quality Design
- Policy CS11: Landscape and Countryside
- Policy CS12: Green Infrastructure
- Policy CS 15: Open Spaces, Sports and Recreation

#### Borough of Charnwood Local Plan 1991-2006 (2004) 'Saved' policies

- 3.10 The following 'saved' policies still form part of the adopted Local Plan and are relevant to the site and the proposed development.

- Policy EV/1: Design
- Policy EV/20: Landscaping in New Development
- Policy CT/1: General Principles for Areas of Countryside, Green Wedge and Local Separation
- Policy CT/2: Development in the Countryside

#### Wolds Villages Neighbourhood Plan: Referendum version 2018-2028

- 3.11 The Wolds Villages Neighbourhood Plan area covers the two parishes of Burton on the Wolds, Cotes and Prestwold Parish and Hoton Parish. The following policies are of relevance to landscape and visual matters and the proposed development:

- Policy WV1: Landscape Character and Locally Important Views
- Policy WV2: Green Infrastructure
- WV6: Local Green Spaces

### Other Relevant Strategies, Guidelines or Documents

#### Design Supplementary Planning Document (January 2020)

- 3.12 This adopted SPD provides guidance on how to achieve a high standard of design and supplements the adopted Core Strategy.

#### Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (October 2017)

- 3.13 This study forms part of the evidence base for the new Strategic Growth Plan for Leicester and Leicestershire.

## 4.0 BASELINE CONDITIONS

### Landscape Character

#### National Character

- 4.1 National Character Area (NCA) profiles have been prepared by Natural England for the 159 NCA's defined across England. These NCA profiles include a description of the natural and cultural features that shape the landscape, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics. Figure 3 illustrates the NCA's and other defined character areas within the context of the site.
- 4.2 At this very broad landscape scale, the site, lies within Natural England's National Character Area (NCA) 74 Leicestershire and Nottingham Wolds. This NCA stretches from Cotgrave, Long Clawson and Muston to the north, Wymondham to the east, Oakham and Melton Mowbray to the south, Leicester to the south west, Loughborough to the west and East Midlands Parkway Station/Ratcliffe on Soar to the north west. This LCA therefore covers a very extensive landscape tract. Under Key Characteristics the NCA description includes the following references;
- A range of rolling hills, with elevated plateaux, narrow river valleys and distinctive scarp slopes.
  - Jurassic mudstones (towards the west), limestone, sandstone and ironstone overlain by glacial till throughout much of the area produce moderately fertile soil.
  - Woodland cover is generally sparse, except for some wooded scarps and in the Wreake Valley and adjacent to Rutland Water. Elsewhere, spinneys, fox coverts, hedgerows, hedgerow trees and streamside trees provide moderate cover.
  - Agricultural land use dominates with arable farming on the plateaux tops and pasture on steep sloping valley sides.
  - Agricultural land use has diminished semi-natural habitat although important habitats do remain, including species-rich neutral grasslands, wet meadows, parkland, reservoirs, rivers and streams.
  - The centrally elevated Wolds form a watershed between the rivers Wreake, Soar and Trent, draining streams downwards in a radial pattern to each of these rivers, which together with Rutland Water, provide significant biodiversity and recreation assets.
  - The establishment of Rutland Water reservoir has created a major wetland of international importance for water birds that combines open water, lagoons, islands, mudflats, reedswamp, marsh, old meadows, pastures, scrub and mature woodland.
  - Evidence of many deserted and shrunken settlements, as well as extensive areas of ridge and furrow separate small villages and farms linked by country lanes with wide verges.
  - Red brick buildings with pantile roofs are widespread and most abundant clustered around churches, which are constructed from ironstone and limestone contributing to the local vernacular.
  - Urban influences include overhead lines, mineral extraction sites, airfields and the busy A46 and A60 although these do not weaken the rural character.

**Borough of Charnwood Landscape Character Assessment (2012)**

- 4.3 The Charnwood Landscape Character Assessment has been undertaken at a Borough wide level and identifies the distinct landscapes within the Borough of Charnwood, while the assessment also includes a landscape sensitivity and capacity study for the areas which adjoin the urban edges of Leicester, Loughborough and Shepshed.
- 4.4 The Site falls entirely within landscape Character Area: **Soar Valley**, its key characteristics are described as follows:
- Flat wide river floodplain which experiences regular flooding
  - Navigable River Soar and Grand Union Canal
  - Major engineering features are the raised landscaped embankments of A6 and mainline railway and electricity pylons
  - Visible built development on well-defined rising valley slopes
  - Restored gravel worked landscapes for recreation, farmland and wildlife benefit
  - Settlements are Hathern, Loughborough, Quorn, Birstall, Barrow upon Soar, Sileby, Cossington and much of Mountsorrel and Rothley, Syston and Thurmaston.

**Borough of Charnwood Landscape Sensitivity Assessment of SHLAA Sites (2019)**

- 4.5 LUC were commissioned in 2018 to provide landscape capacity and sensitivity evidence to inform the preparation of the Charnwood Borough Council Local Plan 2036. The objectives of the assessment are to:
- To provide Charnwood Borough Council with a clear and robust evidence to inform the Sustainability Appraisal process and the associated decision making process on site allocations; and,
  - To provide broad guidelines for the development of potential site options which may have the potential to impact on landscape.
- 4.6 The SHLAA identifies two developable sites within and around Cotes, these are identified as PSH123 and PSH158. The sensitivity criteria is split down in to the following categories, Physical Character, Natural Character, Historic Landscape Character, Form, Density, Identity and setting of existing settlement/development, Views and visual character, Access and recreation and Perceptual and experiential qualities. Overall the assessment identifies PSH123 and PSH158 as having a moderate–high landscape sensitivity to 2-3 storey residential housing.

Guidance and opportunities to consider for any future development within area include:

- Retain the sense of separation between the distinct settlements of Cotes and Stanford on Soar.
- Retain and enhance mature vegetation, particularly forming the banks of the unnamed watercourse and lying on the eastern alignment of Stanford Lane.
- Conserve the distinctive floodplain character.
- Ensure the conservation of historical landscape features, including Cotes deserted medieval village.
- Strengthen the function of small watercourses as wildlife corridors across the landscape.

**Greater Nottingham Landscape Character Assessment (2009)**

*“The document provides a way of assessing the varied landscape within Greater Nottingham and contains information about the character and condition of the landscape to provide a greater understanding of what makes the landscape within Greater Nottingham special.”*

- 4.7 This LCA has been undertaken at a County level, while the assessment subdivides the landscape into Landscape Character Areas and sub-Landscape Character Types.
- 4.8 The Greater Nottingham LCA is located to the north of Stanford on Soar and Ring’s Brook located to the north. This LCA is identified as the ‘Nottinghamshire Wolds’ - Landscape Character Area and the ‘Wooded Hills & Scarps – NW02 East Leake Rolling Farmland’ Landscape Character Type.

**Designations**

- 4.9 This section considers only the relevant landscape designations and strategies in the context of the landscape and visual issues of the site and the proposed development.
- 4.10 There are no statutory or non-statutory landscape designations covering the site.

Registered Parks and Gardens

- 4.11 The Grade II Listed Prestwold Hall Park and Garden is located approximately 1.35km to the east, while the Grade II Listed Stanford Hall Park and Garden is located approximately 1.2km to the north.

Listed Buildings and Conservation Areas

- 4.12 There are a number of Listed Buildings within Cotes and the surrounding wider context. The nearest Listed Building is the Grade II Listed Manor Farmhouse, located off Stanford Lane to the south.
- 4.13 There are a number of Grade II Listed buildings located within Hoton, located approximately 1.15km to the north east. The Grade I Listed Building, Church of St John the Baptist and the Grade II Listed Buildings 6-9 Main Street located in Stanford on Soar are located approximately 50m to the north west.
- 4.14 The Hoton Conservation Area is located approximately 1.05km to the north east.

Scheduled Ancient Monuments

- 4.15 The Scheduled Ancient Monument of Cotes, ‘Deserted Medieval Village’ is located adjacent to the site to the south.

Public Rights of Way (PRoW)

- 4.16 There are three PRoW that cross the site. PRoW footpath H84 is located to the north east of Mere Hill Spinney and along the site boundary to the south east, while running parallel to and connecting to Loughborough Road and Barrow Road. PRoW footpath H85 is located within the site to the south, from the B676 Barrow Road to the west to the B676 Loughborough Road to the east. The PRoW H85 links to the PRoW H84 along the B676 Loughborough Road.

- 4.17 The PRoW footpath H86 is located within the site to the north west. The PRoW route is accessed across the River Soar and Great Central Railway from Meadow Lane to the west, before crossing Stanford Lane and heading towards Stanford Hall to the north east.
- 4.18 The PRoW Bridleway H88 (Long Distance Route, Cross Britain Way) is located adjacent to the north of the site located along Stanford Road, before running parallel to the site and heading north east towards Hoton Hill and beyond. There are a number of PRoW within the wider context of the site to the north, east, south and west.

#### Topography

- 4.19 The following should be read in conjunction with Figure 5.

#### Context – Landform

- 4.20 The surrounding context of the site comprises of a series of broad shallow valleys to the east, that feed into the River Soar to the west. King's Brook is located to the north from Stanford on Soar to Stanford Hall, while Walton Brook is located to the south of Barrow Road and Loughborough Road. A couple of minor watercourse tributaries fall from the east, before crossing the Site and Cotes before joining the River Soar to the west.
- 4.21 The topography rises to the north east, east and south east of the site, gradually rising to local high points. Rigget's Spinney is located at approximately 70-75m Above Ordnance Datum (AOD) and beyond to approximately 75m AOD along the PRoW H88 to the north. Mere Hill Spinney is located at approximately 60m AOD adjacent to the Site to the south east. Beyond the immediate Site, the topography undulates forming shallow valleys to the north and south east, while continuing to rise to the east to Hoton and Burton on the Wolds. Hoton is located at approximately 70m AOD with the Wymeswold solar farm and Burton on the Wolds located at approximately 80m AOD to the east and south east.
- 4.22 The topography to the south, west and north west of the site are heavily influenced by the River Soar Valley, Grand Union Canal and the Loughborough Meadows which form a low lying broadly level ground plane at approximately 40m AOD. The eastern edge of Loughborough is located at approximately 40-50m AOD beyond the River Soar to the west.

#### Site - Landform

- 4.23 The topography of the eastern extent of the site rises and forms part of the valley side of the local high points of Moat Hill, Rigget's Spinney and Hoton Hills to the east and Mere Hill Spinney to the south east. At its highest point the eastern and south eastern boundaries are located at approximately between 60m-65m AOD. The middle of the Site is crossed by a minor tributary from the east to the western site boundary adjacent to Cotes. The lower levels of the site located along Stanford Lane and surrounding Cotes are located at approximately 40m-45m AOD.

## Site and Immediate Context

- 4.24 An assessment of landscape character of the site and its immediate context has been carried out, providing a finer level of assessment than the published studies.
- 4.25 The site is predominantly arable farmland, bordered by native hedgerows and areas of woodland cover located across the site, located east of Cotes within the Borough of Charnwood, Leicestershire. The site covers land immediately to the north of Cotes extending towards a number of farmsteads at Hoton Hills and towards the B676 Loughborough Road and Mere Hill Spinney to the east. The village of Cotes and the River Soar are located to the south and west.
- 4.26 Settlements located nearest to the site include the village of Cotes, located adjacent to the site to the south. Stanford on Soar is located adjacent to the site boundary along Meadow Lane and Stanford Lane to the north. The village of Hoton is located approximately 1km to the north east and the village of Prestwold is located approximately 1.4km to the east. The midland mainline railway is located approximately 1.4km to the south and the great central railway and Loughborough approximately 1km to the west.
- 4.27 Park Farm is located within the site, while Hoton Hills Farm and Harts Farm are adjacent to the site to the north. An unmade track provides access to these farms along the northern boundary of the site from the A60 Loughborough Road to the east. Home Farm and Bandalls Farm are located in close proximity to the site to the east and south.
- 4.28 Across the site field boundaries are defined by a mix of predominantly mature and some gappy hedgerows with individual and groups of trees within the hedge line. Woodland across the site includes Fishpond Spinney which is located through the centre of the site, while a number of tree belts occur along the main roadsides. The woodland of Moat Hill Spinney, Rigget's Spinney and Mere Hill Spinney are located adjacent to the site to the north west, north and south east respectively.
- 4.29 A minor tributary of the River Soar runs through the middle of the site from Hoton to the north east, through the central woodland belt of Fishpond Spinney, Park Farm and towards the River Soar to the south west. A number of other tributaries in the wider context including King's Brook serve the River Soar to the west. The River Soar and valley sides form the area of land between Loughborough and Cotes, consisting of the Loughborough Meadows and Loughborough Moors to the west.
- 4.30 The A60 Loughborough Road divides the site in two linking Hoton and Cotes, north east to the south west. The unmade farm track provides access to the farmsteads off the A60 Loughborough Road. The B676 Barrow Road/Loughborough Road is located adjacent to the site to the south, with Stanford Lane adjacent to the site to the west.
- 4.31 On the lower levels and central area of the site, the arable farmland character is enclosed by the shallow undulating valley sides and tree belts across the site. This is in contrast to the elevated locations and southern extent of the site, where the influence of Loughborough and the infrastructure of the Midland Mainline and Great Central Railway are noticeable. While the electricity transmissions towers and A and B roads that pass through and adjacent to the site form busy and distracting features through the landscape.

## Landscape Value

- 4.32 In terms of "landscape value" it is appropriate to examine the role of the site and its immediate context in terms of the range of local factors set out in the GLVIA3 (Box 5.1, page 84), and summarised in the methodology. This considers the landscape in terms of a range of factors as set out below. As a starting point, landscape designations have been considered.
- 4.33 Landscape Designations: The site and its immediate landscape context (including its Visual Envelope) are not subject to any national, local or other landscape designations. Although landscape designations are not an exclusive indicator of value, and that a lack of a designation does not render a landscape of having no value, designated landscapes are commonly acknowledged as being of particular importance.
- 4.34 Landscape Quality (Condition): The site consists of intensively managed arable fields located to the north of Cotes, while the site is dissected in two by the A60 Loughborough Road. The field network itself lacks any distinctive features of particular quality, except for the perimeter field hedgerows, trees and areas of woodland cover across the site. Overall, the condition of the site and immediate landscape is judged to be moderate condition.
- 4.35 Scenic Quality: The landscape of the site is a typical arable field network located on the edge of the settlement. The site itself is not of any particular scenic quality, with limited public accessibility. Views out towards the surrounding landscape are limited from the lower levels of the site, while views open out on the high ground of the site. Where views open out, they are limited by the undulating nature of the surrounding landscape to the north, east and south, while woodland spinneys break up views. Mid range views can be gained across and beyond to Loughborough, the infrastructure of the Midland Mainline and Great Central Railway and the electricity transmissions towers that inform the route of the river soar to the west. The A60 Loughborough Road and B676 Barrow Road/Loughborough Road also form busy and distracting features through the landscape.
- 4.36 Rarity and Representativeness: The site consists of a number of arable field parcels along with field boundary hedgerows and woodland on either side of the A60 Loughborough Road with Cotes located to the south. The site is typical of the settlement edge location in the context of the Soar Valley Landscape Character Type. The site is representative of its context and it is not considered to be particularly rare or representative landscape of any particularly important landscape type.
- 4.37 Conservation Interest: The majority of the site is occupied by cultivated arable fields of limited conversation value. Habitats associated largely with the peripheries of the arable fields were of greater value, including watercourses, ponds, woodlands, mature trees and hedgerows.
- 4.38 The nearest Listed Building is the Grade II Listed Manor Farmhouse, located off Stanford Lane, while the Scheduled Ancient Monument of Cotes, 'Deserted Medieval Village' is located adjacent to the site to the south.
- 4.39 Recreational Value: The majority of the site is not currently publicly accessible, however three PRoW cross through the site, H84, H85 and H86.
- 4.40 Perceptual Aspects and Associations: The site has no association with particular people such as artists or writers or historical events which would contribute to the perception of the natural beauty of the area.



- 4.41 In conclusion and having appraised the above factors it is judged that the site and the immediate landscape is of **medium** landscape value.

### **Visual Baseline**

- 4.42 A visual appraisal has been undertaken for the site. This has explored the nature of the existing visual amenity of the area and sought to establish the approximate visibility of the site from surrounding locations and receptors. A series of photo viewpoints have been selected which support this analysis.
- 4.43 Photographs have been taken to illustrate a view from a specific vantage point, or to demonstrate a representative view for those receptors that are moving through the landscape, e.g. rights of way users. The photographs may demonstrate varying degrees of visibility and include both short and long range views. The photographs were taken on the 12<sup>th</sup> March 2021 and seasonal differences have been taken into account when determining the visual effects on these receptors.
- 4.44 'Photo Viewpoints', as referred to in this report are 'Type 1 Visualisations' or 'Annotated Viewpoint Photographs', as referred to in the Landscape Institute Technical Guidance Note on 'Visual Representation of Development Proposals' (TGN 06/19).

### **Photo Viewpoints**

- 4.45 An assessment of the likely visual effects of the proposed development upon surrounding receptors is detailed in the subsequent section. Figure 6 details the location of the Photo Viewpoints and Figures 7-26 illustrates the photo viewpoints. They are briefly described below.

#### Viewpoint 1

- 4.46 This viewpoint represents the users of the Loughborough Road A60 (Receptor L), located adjacent to the bridge across the River Soar and at the junction of Barrow Road A676. Views from across the A60 River Soar bridge and a short section of the road are concentrated on the low lying flood zone land adjacent to the river, as the road orientates towards Cotes. Cotes itself is set back from the river, located in an elevated location, with views focussed on a raised embankment. Glimpsed views beyond the embankment can be seen of horse paddocks, the rooflines of farm buildings and properties within Cotes.
- 4.47 Groups of trees and hedgerows border the river soar, while some hedgerows appear gappy. Loughborough Road is bordered by estate railings with hedgerows and trees beyond restrict views of properties. The existing trees located along Stanford Lane are a prominent feature in the view towards Cotes to the north.

#### Viewpoint 2

- 4.48 This viewpoint represents the users of the Loughborough Road A60 (Receptor L), located on the northern edge of cotes. Views along the A60 are constrained on either side by established boundary hedgerows, while the topography of the road rises towards Hoton to the north. Roadside infrastructure in the form of signage and lighting columns are evident along the route.

Viewpoint 3

- 4.49 Groups of trees and hedgerows border the river soar, while some hedgerows appear gappy along the PRoW route. Open view are possible to the south towards Loughborough and along the river soar to the north west.

Viewpoint 4

- 4.50 The view represents users of the PRoW H96 (Receptor D) located within Cotes. The PRoW route is across an area of open grassland where ridge and furrow evident, while the area is used as a horse paddock. Views to the left and centre of the view are of existing properties within Cotes located along Stanford Lane. Views to the right open out across the immediate horse paddocks and to the glimpsed tree line along the River Soar.

Viewpoints 5 and 6

- 4.51 Viewpoints 5 and 6 represent the users of Stanford Lane, Receptor K. Viewpoint 5 is representative of the immediate approach towards Cotes from the east with the view focussed towards the 'Deserted Medieval Village' Scheduled Ancient Monument of Cotes, Views towards the village and existing properties are obscured by the existing hedgerow and trees to the left of the view.
- 4.52 Viewpoint 6 is indicative of the views experienced along Stanford Lane, located between Stanford on Soar to the west and Cotes to the east. Views towards both settlements are obstructed along the majority of Stanford lane, with views primarily focused on trees and hedgerows bordering the route. The road is bordered on both sides by established boundary hedgerows, while the occasional gap in the hedgerow provides for views to the north and across to Loughborough to the south.
- 4.53 Views gained towards Loughborough are primarily focussed on the rear elevations of the commercial units located off Meadow Lane, while overhead electricity transmission towers follow the route of the River Soar and are prominent in the view.

Viewpoints 7

- 4.54 View south west located along the PRoW Bridleway H88 (Receptor F) at Moat Hill Spinney, with the site located to the south of Stanford Lane. The bridleway is located in an elevated position above its immediate surroundings, the foreground and middle ground of the view are concentrated on the field network located along the river soar. The centre of the view is concentrated on open views across the site and the river soar towards Loughborough to the west.
- 4.55 King's Brook is delineated by an established tree line located to the right of the view with Stanford on Soar located beyond. The Church of St John The Baptist within Stanford on Soar, is visible beyond the tree line.

Viewpoints, 8 and 9

- 4.56 Both of these viewpoints are located along the ridgeline of Hoton Hills and represent users of the PRoW Bridleway H88 (Receptor F) located in an elevated position at approximately 70m-75m AOD. Viewpoint 8 views towards agricultural land to the left of the view, Moat Hill Spinney in the centre of the view, while distant views can be gained towards Loughborough and Stanford on Soar

where the view opens out to the right. The western extent of the site, can be glimpsed through intervening vegetation, while sitting low in the valley.

- 4.57 Viewpoint 9 is located to the south of Hoton Hills Farm. The PRoW is bordered on the eastern side (left of view) by an established hedgerow. The Hedgerow is mature with a number of individual trees along the route, while there is the occasional short break in the hedgerow which allows for views towards the site to the east.

#### Viewpoint 10

- 4.58 This photo viewpoint represents the users of the PRoW footpath H87 (Receptor G), the PRoW links the Cross Britain Way long distance route to Loughborough Road. The PRoW is located along a track that leads to Hoton Hills Farm. The view south is dominated by arable land that is delineated by boundary hedgerows, while groups of trees line the watercourse in the bottom of the shallow valley. The topography is undulating and shallow, rising towards Hoton Hills Farm and Loughborough Road.

#### Viewpoint 11

- 4.59 Viewpoint 11 represents users of Loughborough Road A676 (Receptor M), with the photo viewpoint located with Mere Hill Spinney to the north. Views are focussed on the vehicular route, with the road bordered by hedgerows and intermittent trees on either side of the route. Views can be gained of arable land in the immediate surroundings, while Mere Hill spinney is located in an elevated location in the view, limiting views west towards Cotes and the site.

#### Viewpoints 12

- 4.60 This viewpoint represents users of the PRoW footpath, H86 (Receptor E). This PRoW route connects Meadow Lane to the west to Stanford Lane to the east, crossing the Great Central Railway line and the River Soar. The viewpoint taken is located along the site boundary viewing north and east towards Stanford Lane and Cotes. Arable land of the site is prominent in the immediate view, demarcated by hedgerows and trees. Stanford Lane sits in the middle ground of the view, along a tree lined route. Beyond, Moat Hill Spinney sits prominently in the middle of the view in an elevated location.

#### Viewpoint 13

- 4.61 Located at the junction of Main Street, Meadow Lane and Stanford Lane this view represents receptor K at the boundary of the site to the west. Immediate views along Stanford Lane and Meadow Lane are possible, with the routes bordered by boundary hedgerow. Tree lined hedgerows break up the middle ground of the view, while the arched bridge of the Great Central Railway is visible in the middle of the view.

#### Viewpoints 14 and 15

- 4.62 Viewpoints 14 and 15 represent users of the PRoW footpath H86 (Receptor K) located parallel to King's Brook. Views along the route are predominantly focussed on arable land and the tree lined corridor adjacent to King's Brook, along with the gradual rising topography to the high ground of Rigget's Spinney.

Viewpoint 16

- 4.63 The viewpoint represents users the PRow Bridleway H88 (Receptor F), located to the north of Hoton Hills Farm. The PRow is bordered on either side by a mature high sided hedgerow along the route, except for a few short sections where breaks occur that allow for views north and south. To the left of the view, it is possible to view down towards the site and Loughborough Road from this elevated location, while views to the right of the view can be gained down to King's Brook and Stanford Hall beyond.

Viewpoint 17

- 4.64 This viewpoint represents users of Loughborough Road (Receptor L), on the approach to Cotes from Hoton to the north, located at the junction with the PRow footpath H87. From Hoton, Loughborough Road is located in an elevated position, with the road gradually falling towards Cotes as evident in the view. Views are primarily focussed on the vehicular route, as the road bends on the descent to Cotes. The road is bordered by an established hedgerow, with arable land on either side of the route, Blocks of woodland such as Mere Spinney and Rigget's Spinney are noticeable in the middle ground, with distant views to higher ground beyond.

Viewpoint 18

- 4.65 View from PRow H84 on the approach to the site to the south west. Views in the foreground are focussed on arable land and boundary hedgerows with individual and groups of trees. Mere Hill Spinney can be seen to the left of the view, while distant glimpsed views can be seen of Moat Hill Spinney, beyond rising topography that meets the A60 Loughborough Road. The PRow is located in an elevated position allowing for distant views across and over towards Loughborough to the south west. Due to the undulating topography of the local area, views towards Cotes along with the A60 Loughborough road are obscured from view.

Viewpoint 19

- 4.66 This viewpoint represents users of the PRow footpath/bridleway I2, to the south of Loughborough Road A676 (Receptor I). Foreground views are focussed on flat, open, arable land, with trees and scrub lining the boundary of a minor watercourse. Middle ground views beyond Loughborough Road are primarily of Mere Hill Spinney, located in an elevated position in the centre of the view.

Viewpoint 20

- 4.67 View south west towards Cotes, located along Bandalls Lane. Primarily a vehicular route with narrow views confined by boundary hedgerows. Views beyond the road are limited and where there are break in the hedgerow, views can be gained of arable land beyond and the elevated position of Mere Hill Spinney.

Viewpoint 21

- 4.68 View south along Rempstone Road, existing properties of Hoton can be seen in the view to the left, with views south across arable land. Trees and scrub line the route of a minor watercourse in the centre of the view, with the topography rising beyond to the bridleway H88, long-distance footpath route Cross Britain Way.

Viewpoint 22

- 4.69 This viewpoint represents uses of Loughborough Road and residential properties located at Hoton. (Receptors C and L). The photo viewpoint is taken adjacent to Hoton, with foreground views focussed across arable fields, while the elevated location of Hoton is also evident. Views of the middle ground are limited as the topography falls away to the north. To the right of the view, views can be gained across to Hoton Hill Farm. Distant views can be gained of the trees of Mere Hill Spinney, the tree lined Loughborough Road and Moat Hill Spinney in the centre of the view. Further distant views beyond can be gained of Loughborough, while Cotes is nestled low in the landscape beyond the undulating topography.

Viewpoints 23 and 24

- 4.70 Viewpoint 23 is located along Prestwold Lane adjacent to Prestwold Park (Receptors N and P), with views across to the existing properties of Prestwold.
- 4.71 Viewpoint 24 is located along Nottingham Road, the route is bordered by hedgerows and blocks of trees that restrict views. Where views do open out for short sections of the route, it is possible to view east and west. Views towards the site are across arable land, with a number of farm buildings in the middle ground. The undulating nature of the topography is evident, while any views towards the site are restricted by intervening vegetation. Distant view can be gained towards Loughborough and the higher ground beyond to the west.

### Summary of Visual Baseline

- 4.72 The baseline analysis results in a number of reasoned conclusions which are summarised below:
- The rising topography around Rigget's Spinney, Moat Hill and Hoton Hills, restricts views towards the site from Stanford on Soar to the west and Stanford Hall to the north.
  - Views that are gained towards the site are predominantly from receptors located to the north east.
  - Receptors to the north east with views towards the site are predominantly located in an elevated location, allowing views down and across to the site.
  - The undulating topography and woodland spinneys restrict, block and limit views towards the site from elevated locations and land to the north and east.
  - Receptors are limited to the south and west of the Site.
  - The Site located to the south of Stanford Lane is broadly level, with views beyond possible towards the river Soar towards the commercial units located off Meadow Lane, Loughborough to the west.
  - Views from PRow receptors are restricted to routes in and around the immediate context of the site.
  - Cotes is nestled low in the landscape and only discernible in close proximity, from adjacent PRow and roads.
  - Within the site views are possible from the PRow H86 (Receptor E), H84 (Receptor H), and H85 (Receptor J)
  - Within the wider surrounding Context views would be possible from the PRow H88 (Receptor F), H87 (Receptor G), H84 (Receptor H) and I2 – (Receptor I)
  - Residential receptors are very limited, restricted to a number of properties that back on to the site at Cotes (Receptor A) to the south and Hoton Hills Farm located to the north.
  - Views from road receptors are limited to Stanford Lane/Back Lane (Receptor K), Loughborough Road/Nottingham Road A60 (Receptor K) and Barrow Road B676 (Receptor M)

## 5.0 LANDSCAPE PROPOSALS

### Introduction

- 5.1 The development proposals are shown on the parameters plans, and described in the Design and Access Statement and other information accompanying the planning application. The existing landscape resource and the visual receptors and amenity of the site have been considered by the planning and design process and have informed the resultant scheme. This approach has entailed collaboration between landscape, urban design, ecological and other professionals. The landscape components of the scheme are an important integral part of the proposals.

### Landscape Design and GI Objectives

- 5.2 The key objectives of the landscape and GI proposals for the scheme are to:
- Conserve all of the Site's perimeter trees and woodland cover where possible.
  - Existing retained hedgerows and hedgerow trees will be supplemented and reinforced by proposed planting across the Site, the proposed planting will tie in to the adjacent existing GI context creating an attractive setting for the development. Provision of public open space within the Site will provide accessible open space for the new and existing community. The development will be set within a strong green framework which draws upon and enhances what currently exists, to maximise recreational and wildlife value.
  - Loughborough Road A60 would be diverted around Cotes, with the introduction of three new junctions, linking to Barrow road, the realigned Stanford Lane and Loughborough Road.
  - Access to the Site will be provided off the realigned road network.

### Landscape and Green Infrastructure (GI) Proposals

- 5.3 The landscape GI and proposals for the scheme are detailed in the Design and Access Statement accompanying the planning application. In summary these proposals include:
- 5.4 The GI will be designed and managed to encourage biodiversity, landscape and sustainability benefits and will include a mix of connected habitats that, in turn, connect with existing hedgerows and trees both within the Site as well as the wider landscape. The key objectives of the landscape and GI proposals for the scheme include:
- Provision of land dedicated to landscape, GI, public open space (POS), play, allotments and habitat creation;
  - Retention of the majority of existing woodland cover across the site, this will be reinforced with new native tree planting within the POS to strengthen the existing framework;
  - The vast majority of the existing woodland cover within the site will be retained;
  - New native planting will be used to help inform the public open spaces;
  - On plot landscaping, including tree planting where practicable, will help further integrate the built development into its surroundings and soften its overall appearance;
  - The public open space will occupy the central and northern extents of the Site with the proposed residential development occupying the centre of the site;

- Sports provision will be provided in the form of youth and adult pitches across the site; and
- Use materials and design details which are in keeping with the local character and complement the local architecture.

### **Landscape Management**

- 5.5 All of the landscape areas and public open space features will be managed and maintained. This would be achieved through the implementation of a comprehensive Landscape Management Plan (LMP), to ensure the successful establishment and continued thriving of the landscape proposals.



## 6.0 LANDSCAPE AND VISUAL EFFECTS

- 6.1 The following section outlines the likely landscape and visual effects that would arise from proposed development on the site. Schedules detailing these likely landscape and visual effects for the receptors are included in Appendices B and C respectively. Please refer to these in conjunction with the following descriptions.

### Landscape Effects

#### Construction

- 6.2 During the construction phase, some short-term effects upon the landscape would occur.
- Anticipated effects would primarily be caused by:
- Clearance and set up of the compound area;
  - Construction of access roads and junctions into the site from the re-aligned A60 Loughborough Road and the re-aligned Stanford Lane in order to facilitate site access;
  - Building of new properties and roads; and
  - Construction traffic, including HGVs and staff cars travelling to and from the site;
- 6.3 All construction work would be carried out in full accordance with best practice procedures to minimise and protect, as far as practicable, potentially adverse effects upon the local landscape character. Appropriate methods will be adopted to protect and retain trees and vegetation based upon BS5837.
- 6.4 The landscape effects during construction are assessed as being of a transient nature and given that the timescales involved would be relatively short, this is considered to be of limited significance overall. Inevitably there would be some disruption to the site landscape character and its immediate surroundings during the construction phase, however it would be localised and limited in extent. Therefore, the landscape effects during construction are considered to be **moderate adverse** to **moderate/minor adverse** for wider landscape areas and **major/moderate adverse** to **moderate/minor adverse** for local areas and the site.

#### **Operation (following Completion)**

- 6.5 The following provides a summary of the landscape effects assessment included in Appendix B.

#### National Character Area

- 6.6 The site is located within the NCA 74 'Leicestershire and Nottingham Wolds' which covers an extensive area. The sensitivity and value of the landscape will vary across this large character area and as the site occupies a very small area of this large NCA landscape effects are considered to be **Negligible** on completion. The landscape effect at year 15 is assessed to be **Negligible**.

Borough of Charnwood Landscape Character Assessment (2012)

- 6.7 At a borough wide level the site is assessed in the Borough of Charnwood Landscape Character Assessment, while located in the Soar Valley LCA.
- 6.8 The effect of the proposed development upon the character of the landscape at a site wide scale would be localised in its extent, with the primary change arising as a direct result of the replacement of predominately arable land with a residential and employment development located adjacent to Cotes to the south. The site itself is located low in the landscape, on the lower contours of the site. The landscape effect on the LCA at completion are considered to be **moderate adverse**, while the landscape effect at year 15 is assessed as **minor adverse**.
- 6.9 Further landscape character areas and types outlined in the Borough of Charnwood LCA and the Greater Nottingham Landscape Character Assessment are considered to be **negligible** on completion and **negligible** at year 15.

Site and Immediate Context

- 6.10 The development proposals are located adjacent to the existing built form of Cotes to the south, with the A60 Loughborough Road located through the site from the south towards Loughborough to the north east to Hoton.
- 6.11 Proposed housing is located to the north of Cotes and Stanford Lane and set back from Hoton Hills Farm and Hoton Hills to the north. The B676 Loughborough Road and Mere Hill Spinney form the boundary of the site to the east, while the PRoW H88, Rigget's Spinney and Moat Hill Spinney inform the site boundary to the west.
- 6.12 The change to the site and the immediate landscape would arise as a result of the replacement of an area of arable land at the edge of the settlement with a mixed used development including residential development, a local centre, primary school, a care home, employment and associated GI. The proposed built form of the development would occupy the lower contours and levels of the site sitting low on the valley side, while the high ground would be occupied by public open space. As part of the proposals Stanford Lane would be realigned and upgraded through the site, along with the upgrade and realignment of Loughborough Road, improving accessibility to the site.
- 6.13 Whilst the introduction of new built form would inevitably alter the physical fabric and character of the site, the proposals will retain and enhance existing landscape features where feasible. Existing woodland, hedgerows and trees across the site would be retained where possible, with the proposed housing set back from these boundaries. The primary area of proposed POS will occupy the higher contours of the site to the north, adjacent to the PRoW H88, Rigget's Spinney and Moat Hill Farm. A green corridor will run through the middle of the site, informed by existing woodland cover and an existing watercourse. Area of formal and informal play will be accessible along the green corridor along with youth and adult sports pitches to the north of the site and off Stanford Lane to the south. to the north. New tree and informal planting within areas of POS will serve to enhance biodiversity and habitat value across the site as will the provision of attenuation basins within the POS.
- 6.14 Overall, the proposals have responded to the constraints of the site including topography, views and existing landscape features and retains the vast majority of boundary vegetation where feasible. The effects upon the site and the immediate landscape arising from the proposals would be no more than **moderate adverse** at completion and **moderate/minor adverse** at year 15.

## Visual Effects

### Visual Envelope (VE)

- 6.15 The VE (Figure 6) of the proposed development identifies the surrounding land from within which views towards any part of the proposed development are likely to be possible. The VE is not however, an indicator of the effect of the proposed development on the view but simply, its visible extent in the surrounding landscape.
- 6.16 A hand drawn VE for the proposed development was initially prepared based upon the local topography context and proposed building heights. This has then been reviewed on site and refined to take account of the visual 'screening' provided by buildings, trees and other features.
- 6.17 These effects are predicted to affect a number of the key visual receptors identified in Figure 6 and are discussed in more detail in the Visual Effects Table at Appendix C which provides a full assessment of predicted visual effects.
- 6.18 The VE of the proposed development extends towards King's Brook and Black-a-moor Spinney beyond Rigget's Spinney to the north. The visual envelope extends beyond the raised topography of Rigget's Spinney, Moat Hill Spinney and Hoton Hills. Views towards the central area of the site are restricted to the north of Hoton Hills, while there is the potential for glimpsed views located along the PRow H86 to the site beyond Stanford Lane to the south west.
- 6.19 The VE extends to the north east along the ridgeline of the Hoton Hills and PRow H88 towards Hoton and Prestwold, while further to the east and south east in elevated and isolated locations as the topography undulates towards Prestwold Lane and Nottingham Road.
- 6.20 As the topography levels out along the River Soar Valley the VE extends to the south, while the VE is limited beyond the extents of Great Central Railway and Midland Mainline Railway further to the south. The Great Central Railway, Midland Mainline Railway and Loughborough limit the extent of the VE to the south west, west and north west. While the VE does extend towards Stanford on Soar to the north west, any potential views would be of areas of proposed POS to the south of Stanford Lane, while these views would be distant and beyond intervening vegetation.
- 6.21 There could be some limited locations (beyond the extent of the VE shown) that could have a potential distant or very limited view to a part of the development. Equally, there could be some locations shown within the VE that would not experience any views to the resultant development.

### Construction

- 6.22 All construction works will be carried out in accordance with best practice procedures to protect and to minimise, as far as practicable, adverse impacts on visual amenity.
- 6.23 During the construction phase, adverse effects upon the local visual resource will occur, however this depends on the actual extent of visibility of the site for receptors. Inevitably visual receptors in closest proximity to the site and its boundaries will experience views of construction activity to include vehicles and associated machinery, site compounds and earthworks/ground modelling.
- 6.24 Overall, the construction phase would be of relatively short duration and consequently, there would be a short-term temporary effect as a result. Construction effects for sensitive receptors such as the PRow and residents within the close proximity of the site are therefore considered to be **Major**

/ **Moderate Adverse**. The details of the visual effects during the construction are included within Appendix C.

#### **Operation (following Completion)**

- 6.25 The following provides a summary of the visual effects assessment included at Appendix C.
- 6.26 Include also details of the longer term effects arising as the landscape/ planting matures under the headings below

#### Residential Properties and Settlement

- 6.27 The Site's closest residential receptors are located off Stanford Lane, Back Lane and Loughborough Rd located within Cotes. Existing properties located along Loughborough Road side on to the site, while properties located along Stanford Lane and Back Lane, back on to the site. Properties are predominately two storeys in height, with the potential for views primarily from the rear ground and first storey windows. Views from these properties will change from views over parcels of arable farmland to close range views of residential development with associated GI. Proposed GI located along the site boundary in the form of boundary native hedgerow and woodland planting, with open space beyond will provide a level of screening and separation of views of new housing within the site. The visual effect at the outset for these residential receptors would be **major/moderate adverse** at completion. As the GI planting matures, views of new housing will be softened and screened, reducing effects to **moderate adverse** at year 15.
- 6.28 View from the residential properties at Hoton Hills such as Hoton Hills Farm and Harts Farm, front and side on to the site and will comprise of full and partial oblique views of the proposals from the front ground and upper floors. Oblique views from these properties will alter from views over existing arable land and woodland spinneys, to close range views of residential development with associated landscaping and access roads. Any potential visual effects from these residential receptors would be **major/moderate adverse** at completion and **moderate/minor adverse** at year 15.
- 6.29 Residential properties located off Loughborough Road Hoton, side on to the site to the north and views would comprise distant glimpsed oblique views of the proposals from the rear ground and upper floors beyond intervening vegetation. Oblique views would be distant and views from these properties will alter from views over existing arable land and woodland spinneys to views of residential development and employment set back beyond associated GI proposals within the site to the north. Any potential visual effects from these residential receptors would be **moderate adverse** at completion and **minor adverse** at year 15.

#### Public Rights of Way (PROW) and Other Footpaths etc

- 6.30 Views of the proposals are predominately restricted to PROWs within the immediate vicinity of the site, located through the site and to the north, north east and east.
- 6.31 Bridleway H88 (Long Distance Footpath, Cross Britain Way) links Rempstone Road to the north east to Stanford Lane to the south west, while the PROW route is located in an elevated location across Hoton Hills. The bridleway route is bordered by mature hedgerows along the length of the route, except for a few short breaks along the route that allow for partial and glimpsed views out across the wider landscape.

- 6.32 To the north of Hoton Hills Farm and Rigget's Spinney where there are short, transient and side on views through breaks in the existing hedgerow, views towards the site would be possible. The employment area would be set on the lower lying topography glimpsed beyond Fishpond Spinney and the tree planting located along the A60, while adjacent to Mere Hill Spinney. Views of the northern extent of the proposed housing would be possible, while set back in align with Fishpond Spinney. Proposed tree planting along the northern edge of the residential area will soften view of the new properties, helping to assimilate the development in to the surrounding context.
- 6.33 Where the bridleway H88 route passes adjacent to the site to the south of Hoton Hills Farm and Rigget's Spinney, immediate views in the foreground of the development would be focussed on the proposed public open space which occupies the western extent of the site. Views would be focussed on the open space that occupies the higher contours of the site, with distant glimpsed views beyond of the proposed residential area on the lower contours of the site. Any potential visual effects from these PRoW receptors would be **major/moderate adverse** at completion and **moderate adverse** at year 15.
- 6.34 The PRoW H87 is located along a farm track that links Loughborough Road to Hoton Hills. Hotons Hills Farm and Harts Farm are already visible along the footpath route. The proposed development would result in an identifiable change in the view at completion, with the proposed residential area seen in the context of the adjacent Fishpond Spinney and Hoton Hills Farm. The proposed residential area would be set back from the site boundary beyond a proposed area of open space, sports pitches and play, while a buffer of proposed native structural planting would be located along the boundary of the site to the north. As the proposed planting matures along the northern boundary, this will soften and help to assimilate the development into the surrounding context. Any potential visual effects from these PRoW receptors would be **major/moderate adverse** at completion and **moderate/minor adverse** at year 15.
- 6.35 Located to the north east of the site and running parallel to the A60 Loughborough Road to the north of Mere Hill Spinney is the PRoW H84 Footpath. On the approach to the site along the PRoW route from the north full and partial views towards the employment area of the site would be possible on completion. Close and mid-range views of the proposed employment area, would replace existing distant views of commercial units located within Loughborough. Views beyond to the residential development located off the A60 Loughborough Road would be limited by the undulating nature of the local topography, limiting views of the site to the north of the A60 Loughborough Road.
- 6.36 As the PRoW H84 passes through the site it would be located adjacent to the employment area and Mere Hill Spinney, before passing adjacent to the proposed Local Centre and the realigned A60. The PRoW H84 then links to the PRoW H85 and passes through an area of proposed open space within the site to the south. A buffer of proposed native structural planting would be located along the boundary of the site to the north. As the proposed planting matures along the northern boundary and ties in to the adjacent wooded context of Mere Hill Spinney and woodland located along the A60, this will soften and help to assimilate the development into the surrounding context. Any potential visual effects from these PRoW receptors would be **major/moderate** at completion and **moderate adverse** at year 15.
- 6.37 Views from the PRoW I2 located to the south of the B676 Barrow Road/Loughborough Road would be glimpsed beyond intervening vegetation towards the proposed realigned A60 Loughborough Road, Local Centre and Residential area to the south of Mere Hill Spinney. Any potential visual

effects from these residential receptors would be **moderate adverse** at completion and **moderate/minor adverse** at year 15.

- 6.38 Any potential views from the PRoW H86 which runs parallel to the east of King's Brook, would be limited to views in close proximity to the site. The PRoW route is bordered by the wooded tree lined corridor of King's Brook to the north, while the topography rises sharply to Rigget's Spinney and Moat Hill Spinney along Hoton Hills to the south. Any potential views would be narrow and confined along the PRoW route to the south western corner of the site, to the south of Stanford Lane located adjacent to Stanford on Soar. Any potential visual effects from this PRoW receptors would be **negligible** at completion and **negligible** at year 15.
- 6.39 Any potential views from the PRoW H96 located within Cotes to the south of Stanford Lane would be restricted by the intervening vegetation and properties of Cotes. Any potential visual effects from this PRoW receptor would be **negligible** at completion and **negligible** at year 15.

#### Roads

- 6.40 It is likely that views of the proposals will be restricted to users travelling along the local road networks surrounding the site, particularly for users of the realigned A60 Loughborough Road and B676 Barrow Road/Loughborough Road travelling from Loughborough to the south west to Horton and Prestwold to the north east. The extent of any views will be short, fleeting and transient while, full, partial and glimpsed in nature on the ascent and descent along these roads on the approach and passing through the site. Any potential visual effects from these vehicular receptors would be **major/moderate adverse** at completion and **moderate adverse** at year 15.
- 6.41 Stanford Lane and Back Lane are located in close proximity to the site, with Stanford Lane connecting to Stanford on Soar to the north west and Cotes to the south east. Views of the proposed development would be limited along Stanford Road to views of the proposed allotments, sports pitches and sewage treatment facility located along Stanford Road to the south. Views towards the wider development would be restricted by intervening vegetation and built form and with views limited towards a new site access and junction along a realigned Stanford Road to the north. Any potential views along the existing alignment of Stanford Road would be fleeting, side on and transient at this junction. Any potential visual effects along the existing route of Stanford Lane would be **moderate adverse** at completion and **minor adverse** at year 15. Any potential views from Back Lane would be **none** at completion and **none** at year 15.
- 6.42 Users of Prestwold Lane and Nottingham Road located at a distance to the north east, would experience glimpsed, transient and side on views towards the site beyond intervening vegetation and undulating topography, with the primary focus being on the transport route. Any potential visual effects from these vehicular receptors would be no greater than **minor adverse/negligible** at completion and **negligible** at year 15.

Other Visual Receptors

- 6.43 Views from other receptors within the landscape surrounding the site and within the wider area are unlikely, such as Prestwold Hall to the east. It is unlikely that the proposed development is visible from this receptor owing to intervening built form, vegetation and undulating topography. Any potential visual effects from this receptor would be **negligible/none** at completion and **negligible/none** at year 15.
- 6.44 Any potential views from Stanford Hall to the north are considered to be **none** due to distance, intervening vegetation and undulating topography.

**Night – time Visual Effects**

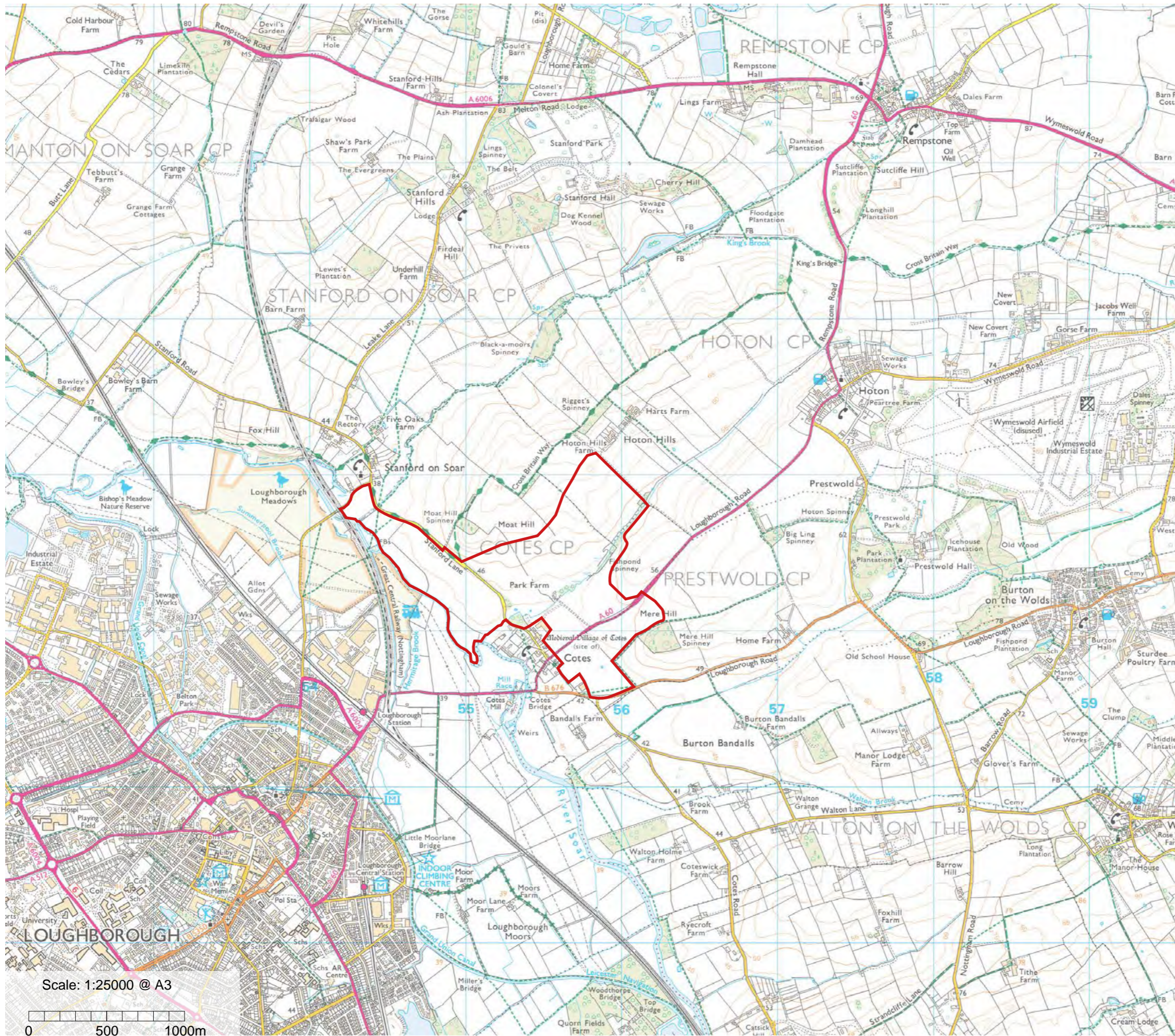
- 6.45 The project will follow the latest best practice guidance on lighting installations to minimise lighting emissions and pollution on the surrounding landscape and on the night time skies. Given an appropriate mitigating lighting strategy, the lighting effects on the night-time skies are considered to result in only a limited increase in lighting levels from that already provided by the settlement of Cotes and Loughborough to the west.

## 7.0 SUMMARY AND CONCLUSIONS

- 7.1 The site is located to the north east of Loughborough and adjacent to the north east of the village of Cotes. The site is located to the northern edge of the village of Cotes, with the A60 Loughborough Road and B676 Barrow Road/Loughborough Road forming the site boundary to the east. The B676 Barrow Road, Cotes and the River Soar are located to the south and west. The site is predominantly arable farmland, bordered by native hedgerows and areas of woodland cover located across the site. The site covers land immediately to the north of Cotes extending towards a number of farmsteads at Hoton Hills and towards the B676 Loughborough Road and Mere Hill Spinney to the east. Cotes and the River Soar are located to the south and west.
- 7.2 The site is not covered by any national, regional or local landscape designations such as National Parks, AONB's, Special Landscape Areas or AGLV's.
- 7.3 Having appraised the factors of designations, quality, scenic quality, rarity and representativeness, conservation, recreation and perceptual aspects and associations, it is judged that the Site and its immediate landscape context are of medium landscape value.
- 7.4 At a national level the site is located within the NCA 74 'Leicestershire and Nottingham Wolds' which covers an extensive area. The sensitivity and value of the landscape will vary across this large character area and as the site occupies a very small area of this large NCA landscape effects are considered to be **negligible** on completion. The landscape effect at year 15 is assessed to be **negligible**. At a borough wider level the site is located within the 'Soar Valley' LCA. The landscape effect on the LCA at completion are considered to be **moderate adverse**, while the landscape effect at year 15 is assessed as **minor adverse**.
- 7.5 Further landscape character areas and types outlined in the Borough of Charnwood LCA and the Greater Nottingham Landscape Character Assessment are considered to be **negligible** on completion and **negligible** at year 15.
- 7.6 The change to the site and the immediate landscape would arise as a result of the replacement of an area of arable land at the edge of the settlement with a mixed used development including residential development, a local centre, primary school, a care home, employment and associated GI. The proposed built form of the development would occupy the lower contours and levels of the site sitting low on the valley side, while the high ground would be occupied by public open space. As part of the proposals Stanford Lane would be realigned and upgraded through the site, along with the upgrade and realignment of Loughborough Road, improving accessibility to the site. The effects upon the site and the immediate landscape arising from the proposals would be no more than **moderate adverse** at completion and **moderate/minor adverse** at year 15.
- 7.7 Visual effects on receptors located in the vicinity of the site such as residents located off Stanford Lane, Back Lane and Loughborough Road adjacent to the site to the south are assessed as **major/moderate adverse** at completion and **moderate adverse** at year 15. Views from the residential properties at Hoton Hills such as Hoton Hills Farm and Harts Farm adjacent to the site to the north are assessed as **major/moderate adverse** at completion and **moderate/minor adverse** at year 15. Residential properties located off Loughborough Road Hoton to the north are assessed as **moderate adverse** at completion and **minor adverse** at year 15.
- 7.8 Visual effects from the PRoW receptor PRoW Bridleway H88 (Long Distance Footpath, Cross Britain Way) located to the north is assessed as **major/moderate adverse** at completion and



- moderate adverse** at year 15. Visual effects from PRow receptors PRow H87 to the north east is assessed as **major/moderate adverse** at completion and **moderate/minor adverse** at year 15.
- 7.9 The PRow H84 and H85 that pass through the site to the south east are assessed as **major/moderate** at completion and **moderate adverse** at year 15.
- 7.10 Visual effects from the PRow I2 located to the south of the B676 Barrow Road/Loughborough Road would be **moderate adverse** at completion and **moderate/minor adverse** at year 15.
- 7.11 Any potential visual effects from the PRow H86 and H96 in the wider site context would be **negligible** at completion and **negligible** at year 15.
- 7.12 Visual effects from road users such as the A60 Loughborough Road and B676 Barrow Road/Loughborough Road would be **major/moderate adverse** at completion and **moderate adverse** at year 15. Any potential visual effects from the existing route of Stanford Lane would be **moderate adverse** at completion primarily focussed around the new access junction to the site and **minor adverse** at year 15. Visual effects from road users such as Prestwold Lane and Nottingham Road in the wider landscape would be no greater than **minor adverse/negligible** at completion and **negligible** at year 15.
- 7.13 Visual effects from other receptors within the landscape surrounding the site and within the wider area are unlikely, such as Prestwold Hall to the east. Any potential visual effects from this receptor would be **negligible/none** at completion and **negligible/none** at year 15
- 7.14 Overall, it is considered the development proposals demonstrate a well-considered approach to the landscape and context of the site and appropriate development of the site has the potential to successfully integrate into the local surroundings without any unacceptable landscape or visual effects.



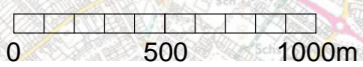
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Site Boundary

Scale: 1:25000 @ A3



client  
Jelson Ltd

project  
Land at Cotes, Loughborough,  
Leicestershire  
drawing title  
SITE LOCATION PLAN



scale  
1:25000 @ A3  
drawing / figure number

drawn  
LAN / MPS

issue date  
April 2021  
rev



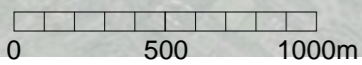
**Figure 1**

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Scale: 1:25000 @ A3



client  
Jelson Ltd

project  
Land at Cotes, Loughborough,  
Leicestershire

drawing title  
AERIAL PHOTOGRAPH

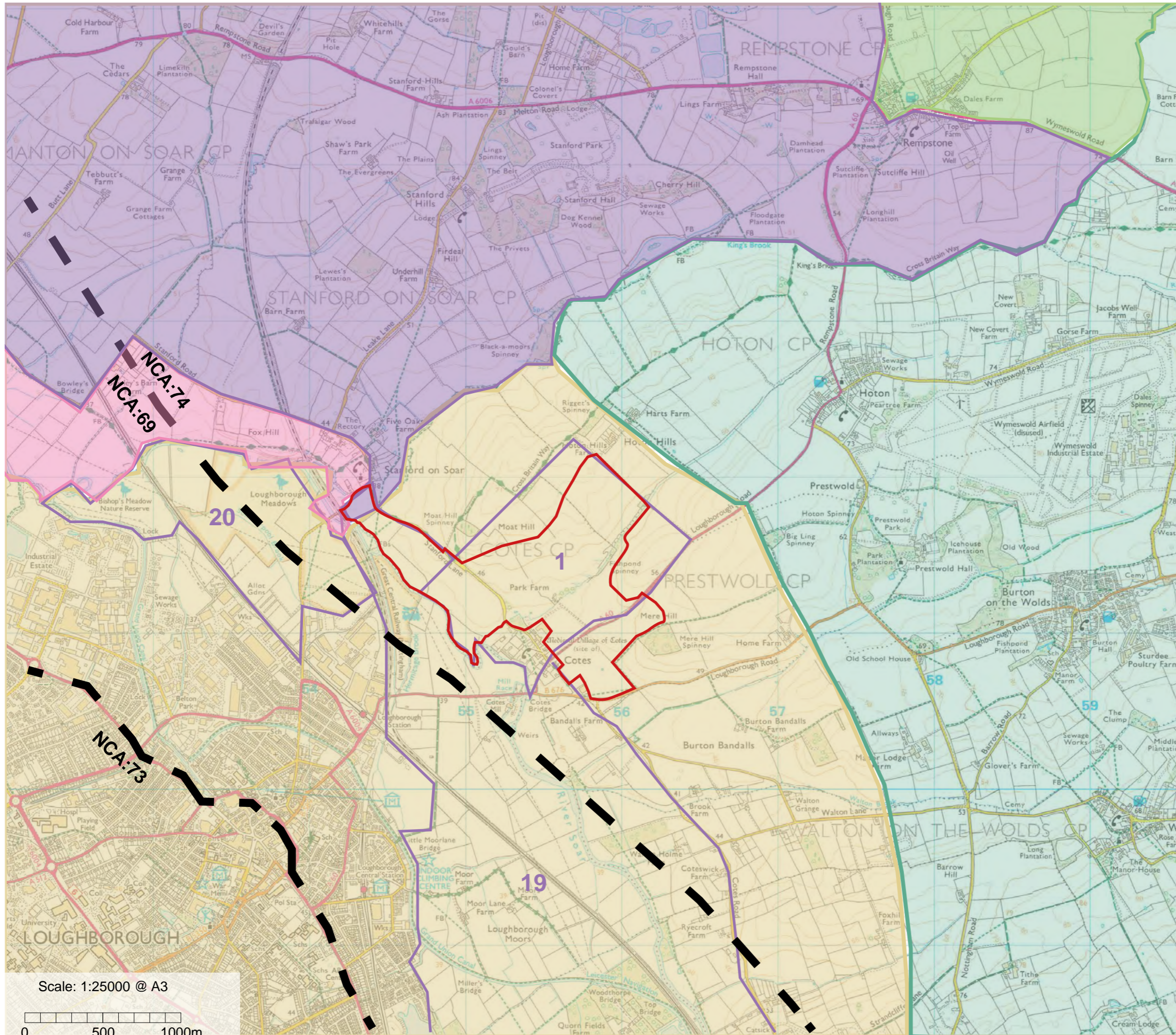
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LAN / MPS

issue date  
April 2021



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**Figure 2**






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-  Site Boundary
-  National Character Area Boundaries
- NCA: 69 Trent Valley Washlands
- NCA: 73 Charnwood
- NCA: 74 Leicestershire & Nottinghamshire Wolds

**The Borough of Charnwood Landscape Character Assessment (July 2012)**

- Landscape Character Areas**
-  Soar Valley
-  The Wolds
- Landscape Capacity & Sensitivity Survey Zones**
-  Zone boundary and zone number

**Greater Nottingham Landscape Character Assessment (2009)**

-  Nottinghamshire Wolds; East Leake Rolling Farmland
-  Nottinghamshire Wolds; Widmerpool Clay Wolds
-  Trent and Soar Valley: Soar Valley Farmlands

client  
Jelson Ltd

project  
Land at Cotes, Loughborough,  
Leicestershire

drawing title  
**LANDSCAPE CHARACTER**

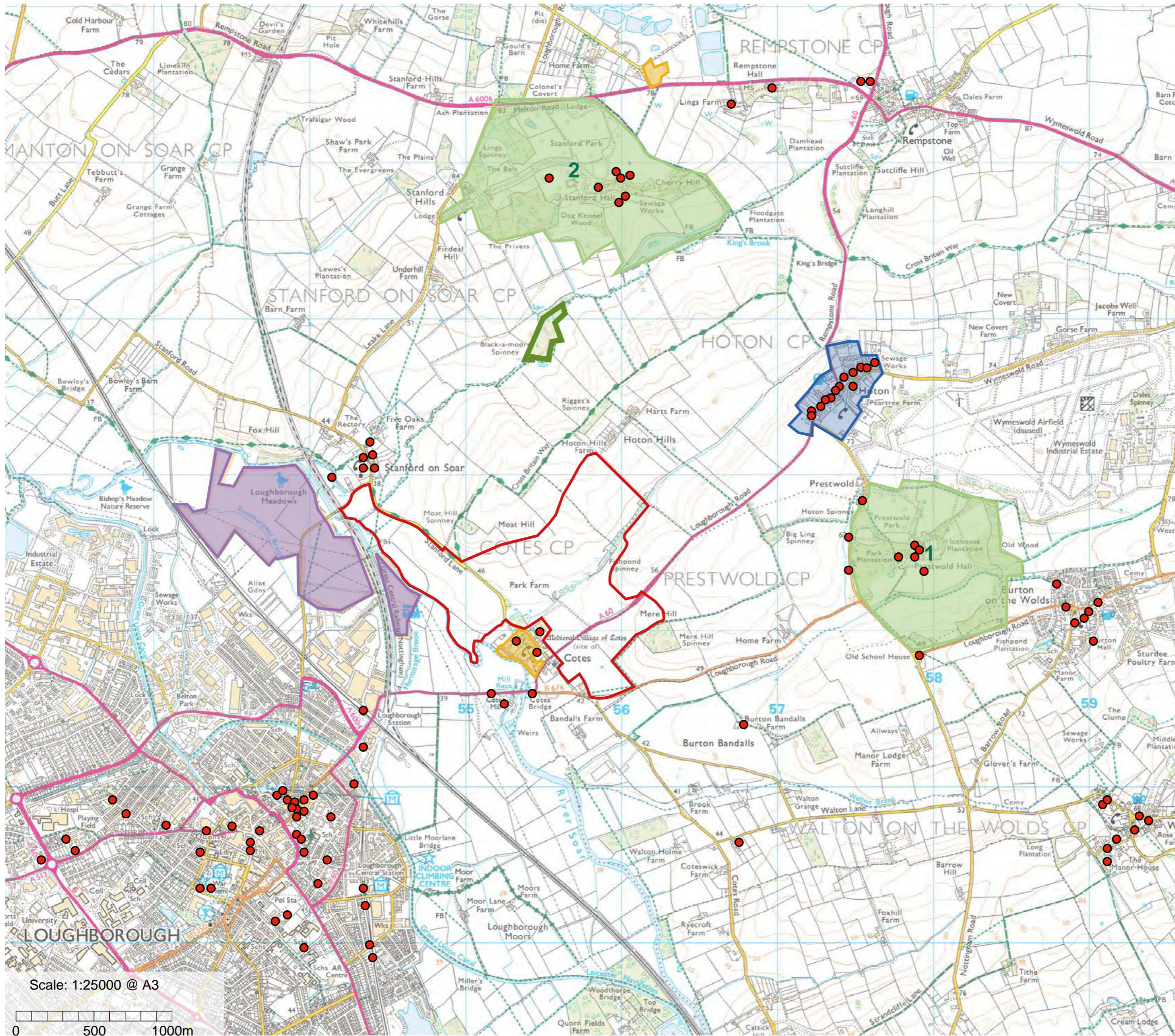
scale  
1:25000 @ A3

drawn  
LAN / MPS

issue date  
April 2021








rev

**Figure 3**



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-  Site Boundary
  -  Hoton Conservation Area
  -  Scheduled Monument (Policy EV/2)
  -  Listed Buildings
  -  Ancient and Semi-Natural Woodland
  -  Registered Common Land
  -  Registered Historic Park and Garden (Policy EV/9)
- 1: Prestwold Hall (Grade II)  
2: Stanford Hall (Grade II)

Scale: 1:25000 @ A3



client  
Jelson Ltd

project  
Land at Cotes, Loughborough,  
Leicestershire  
drawing title  
**DESIGNATIONS**

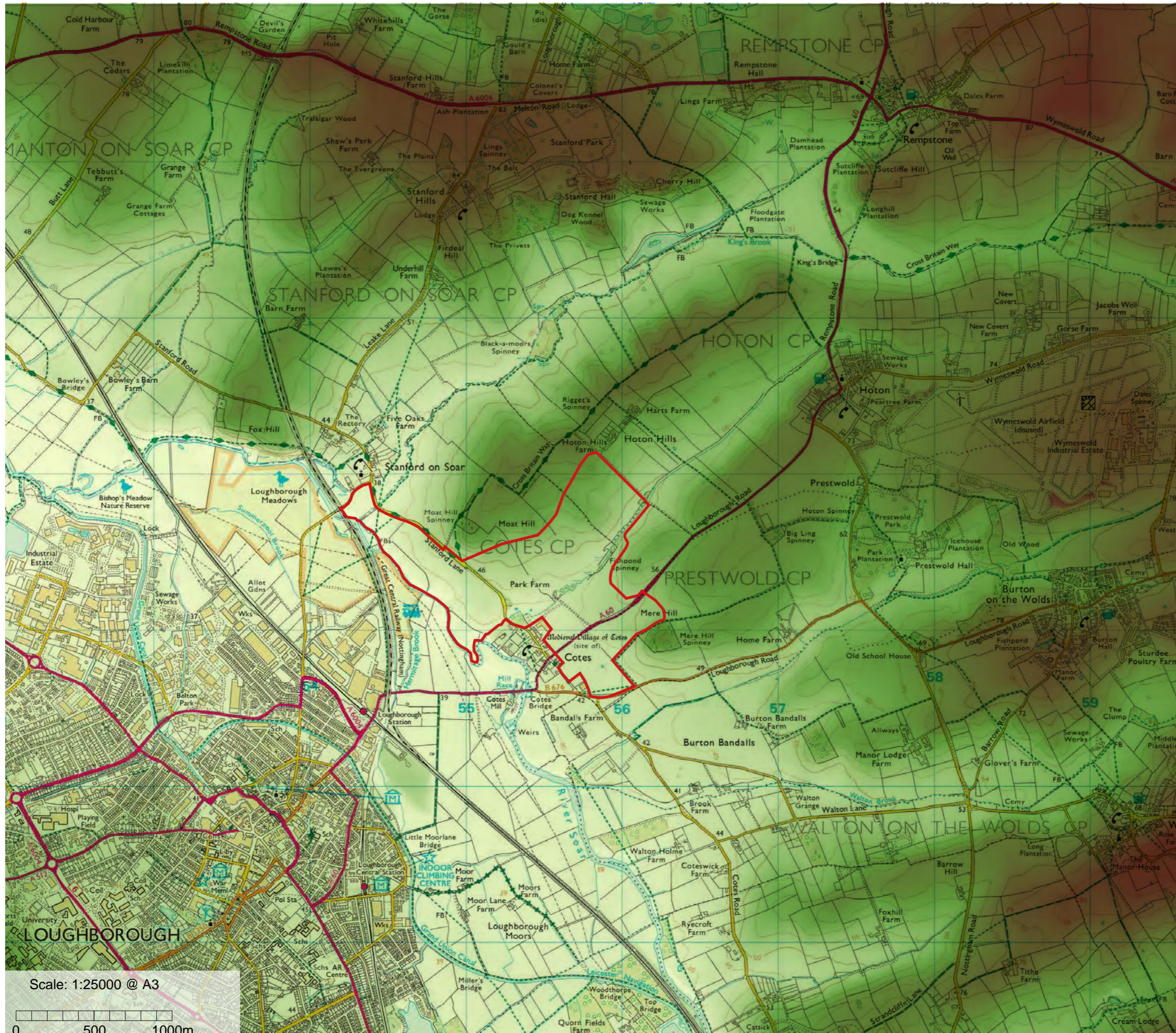
scale  
1:25000 @ A3  
drawing / figure number

drawn  
LAN / MPS

issue date  
April 2021  
rev

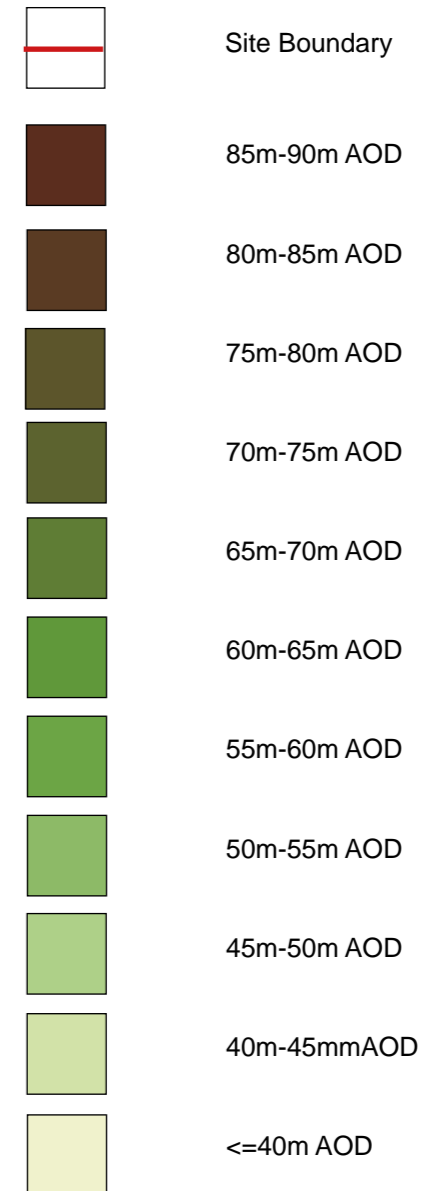


# Figure 4



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client  
Jelson Ltd

project  
Land at Cotes, Loughborough,  
Leicestershire

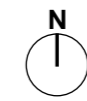
drawing title  
**TOPOGRAPHY**

scale  
1:25000 @ A3

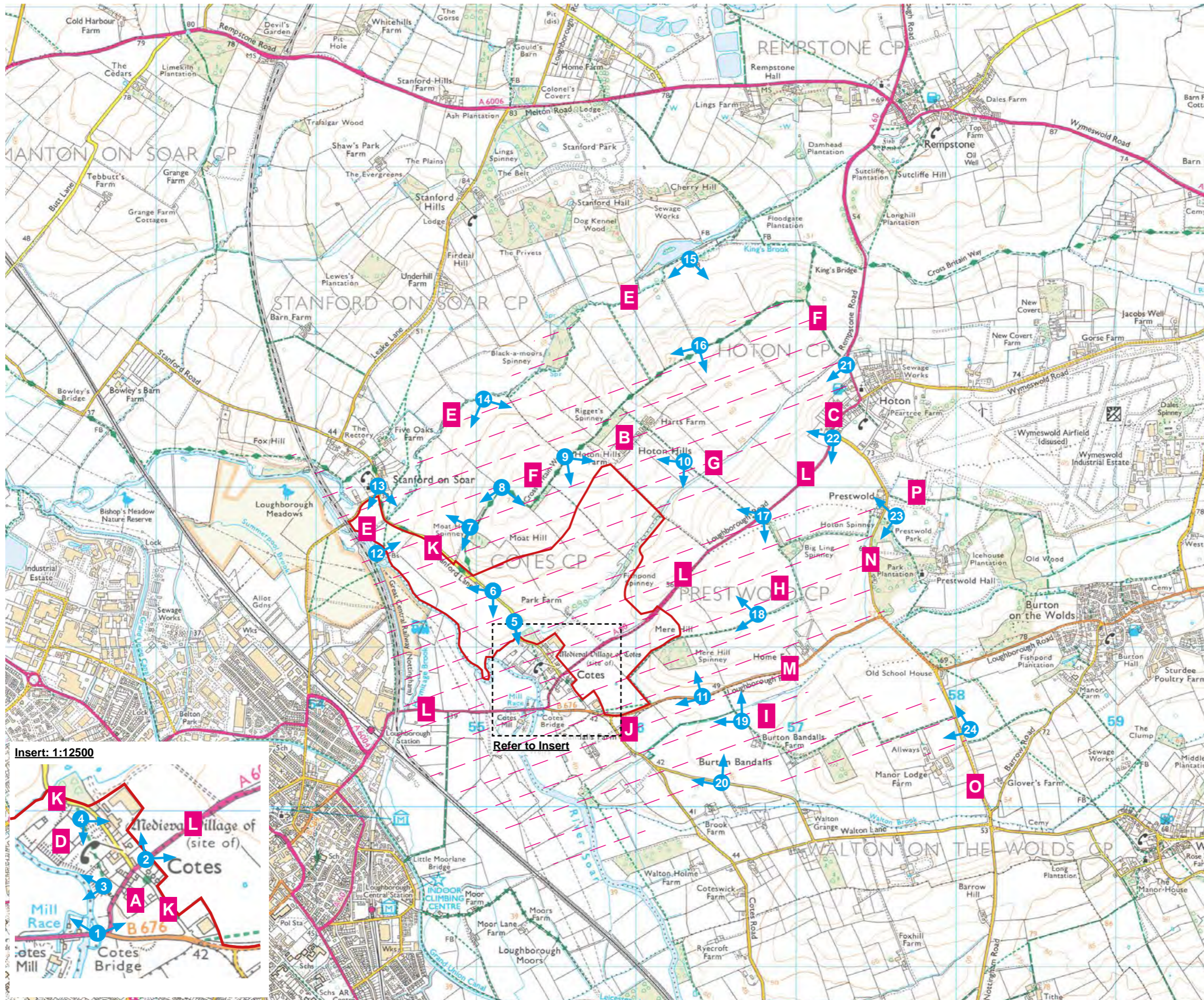
drawn  
LAN / MPS

issue date  
April 2021

rev  
-







# Figure 5



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-  Site Boundary
-  Viewpoint Location
-  Visual receptor (see below)
-  Approximate Extent of Visual Envelope

**\*Note:-**  
The Visual Envelope provides a representative boundary and representative area of visual influence. Within the envelope, existing landscape and / or physical features such as woodland planting and topography, provide localised screening effects. Further distant views may occur outside the Envelope boundary, although the significance of these views is considered to be negligible as a result of the distance and intervening screening effects.

**Visual Receptor List**

**Residential**

- A - Stanford Lane, Back Lane and Loughborough Rd
- B - Hoton Hills Farm
- C - Loughborough Rd, Hoton

**PRoWs**

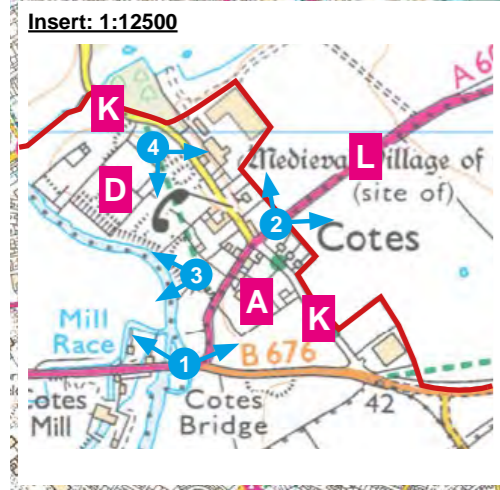
- D - H96 - Footpath
- E - H86 - Footpath
- F - H88 - Bridleway
- G - H87 - Footpath
- H - H84 - Footpath
- I - I2 - Part footpath/part bridleway
- J - H85 - Footpath

**Road**

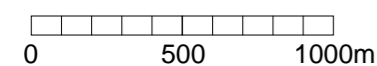
- K - Stanford Lane/Back Lane
- L - Loughborough Road/Nottingham Road (A60)
- M - Barrow Road/Nottingham Road (B676)
- N - Prestwold Lane
- O - Nottingham Road

**Other**

- P - Prestwold Hall



Scale: 1:25000 @ A3



client  
**Jelson Ltd**

project  
**Land at Cotes, Loughborough,  
Leicestershire**

drawing title  
**VISUAL APPRAISAL**

scale  
1:25000 @ A3

drawn  
LAN / MPS

issue date  
April 2021

drawing / figure number  
**Figure 6**



Photo Viewpoint 1: View north from Cotes Bridge



Photo Viewpoint 1(continued): View north from Cotes Bridge



**Photo Viewpoint 1**  
 Date & time of photo: 12 March 2021,14:02  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 163°  
 Direction of View: 0°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
 Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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**Land at Cotes,  
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 drawing title  
**PHOTO VIEWPOINT 1**  
 fpcr  
 drawn  
 LAN/MPS 09 April 2021  
 drawing / figure number  
**Figure 8**



Approximate Extent of Site



Photo Viewpoint 2: View north east from the A60

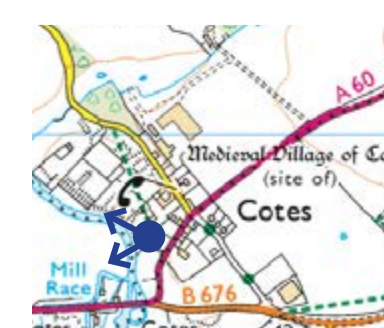
Approximate Extent of Site



Photo Viewpoint 3: View north west from PRoW H96



**Photo Viewpoint 2**  
Date & time of photo: 12 March 2021,14:05  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 69°  
Direction of View: 45°, bearing from North



**Photo Viewpoint 3**  
Date & time of photo: 12 March 2021,13:57  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 275°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Approximate Extent of Site

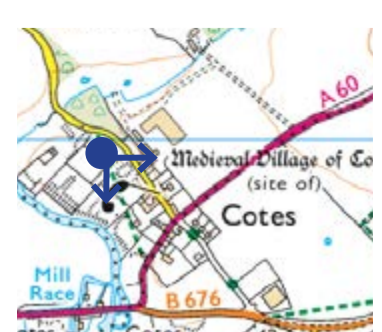


Photo Viewpoint 4: View south east from PRoW H96

Approximate Extent of Site



Photo Viewpoint 5: View south east north from Stanford Lane on the approach to Cotes



**Photo Viewpoint 4**  
Date & time of photo: 12 March 2021, 13:49  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 140°, bearing from North



**Photo Viewpoint 5**  
Date & time of photo: 12 March 2021, 10:08  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 82°  
Direction of View: 155°, bearing from North

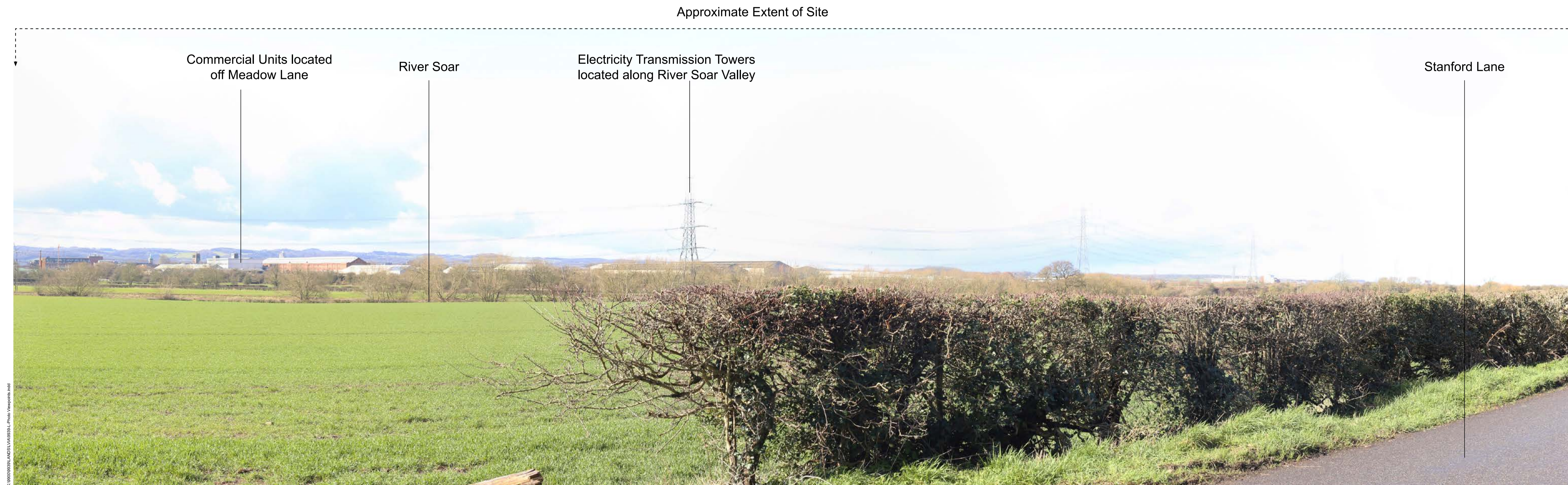
Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

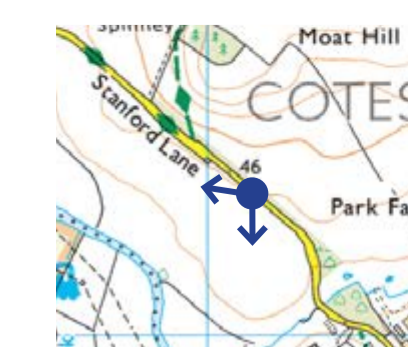
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**Photo Viewpoint 6:** View south west from Stanford Lane



**Photo Viewpoint 6 (continued):** View south west from Stanford Lane



**Photo Viewpoint 6**  
 Date & time of photo: 12 March 2021, 10:13  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 163°  
 Direction of View: 220°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Photo Viewpoint 7: View south west from PRoW footpath H86



**Photo Viewpoint 7**  
 Date & time of photo: 12 March 2021, 13:31  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 225°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
 Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Approximate Extent of Site



Photo Viewpoint 8: View south from PRow Footpath H88

Approximate extent of site

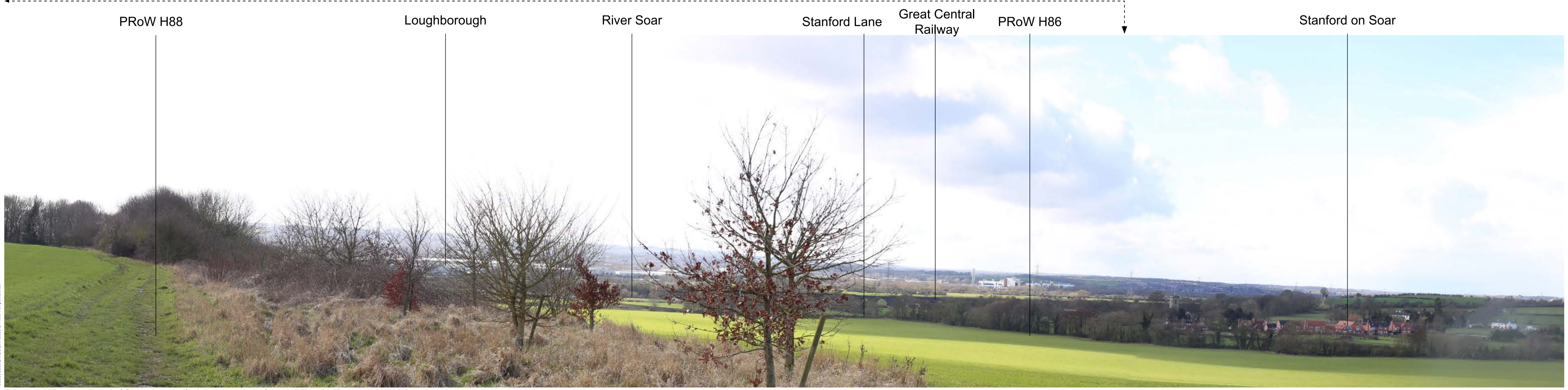


Photo Viewpoint 8 (Continued): View south from PRow Footpath H88

**Photo Viewpoint 8**  
 Date & time of photo: 12 March 2021, 13:17  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 168°  
 Direction of View: 180°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
 Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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client  
**Jelson Ltd**  
 project  
**Land at Cotes, Loughborough**  
 drawing title  
**PHOTO VIEWPOINTS 8**  
 fpcr  
 drawn  
 issue date  
**LAN/MPS 09 April 2021**  
 drawing / figure number  
**Figure 14**

Approximate Extent of Site



Photo Viewpoint 9: View south east from bridleway H88

Approximate Extent of Site



Photo Viewpoint 9(Continued): View south east from bridleway H88



**Photo Viewpoint 9**  
Date & time of photo: 12 March 2021, 13:08  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 168°  
Direction of View: 135°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Approximate Extent of Site



Fishpond Spinney



Photo Viewpoint 10: View south west from PRoW footpath H87

PRoW H88

Hoton Hills Farm

Rigget's Spinney

Harts Farm

Footpath H87



Photo Viewpoint 10 (Continued): View south west from PRoW footpath H87

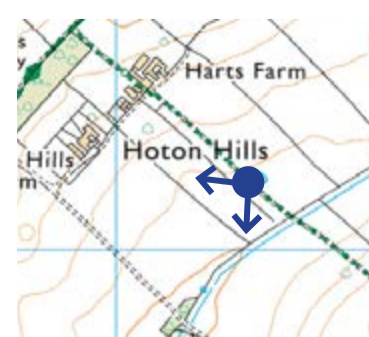


Photo Viewpoint 10  
Date & time of photo: 12 March 2021, 12:52  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 166°  
Direction of View: 225°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Photo Viewpoint 11: View north west from Loughborough Road

Approximate extent of site



Photo Viewpoint 11 (Continued): View north west from Loughborough Road



**Photo Viewpoint 11**  
 Date & time of photo: 12 March 2021, 15:02  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 147°  
 Direction of View: 310°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Approximate Extent of Site



Electricity Transmission Towers located along River Soar Valley

Photo Viewpoint 12: View north east from footpath H86 adjacent River Soar

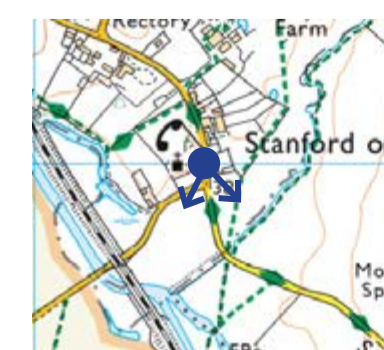
Approximate Extent of Site



Photo Viewpoint 13: View south from Main Street junction



**Photo Viewpoint 12**  
Date & time of photo: 12 March 2021, 10:31  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 95°, bearing from North



**Photo Viewpoint 13**  
Date & time of photo: 12 March 2021, 10:45  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 170°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Approximate extent of site



Photo Viewpoint 14: View south east from footpath H86

Approximate extent of site



Photo Viewpoint 14 (Continued): View south east from footpath H86



**Photo Viewpoint 14**  
Date & time of photo: 12 March 2021, 11:14  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 168°  
Direction of View: 135°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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project  
Land at Cotes,  
Loughborough  
drawing title  
PHOTO VIEWPOINT 14

drawn  
LAN/MPS 09 April 2021  
drawing / figure number  
rev

fpcr



Photo Viewpoint 15: View south from footpath H86



**Photo Viewpoint 15**  
 Date & time of photo: 12 March 2021, 11:46  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 195°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Approximate Extent of Site



Photo Viewpoint 16: View south from PRoW Bridleway H88

Approximate Extent of Site



Photo Viewpoint 16 (Continued): View south from PRoW Bridleway H88



**Photo Viewpoint 16**  
Date & time of photo: 12 March 2021, 12:22  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 156°  
Direction of View: 210°, bearing from North

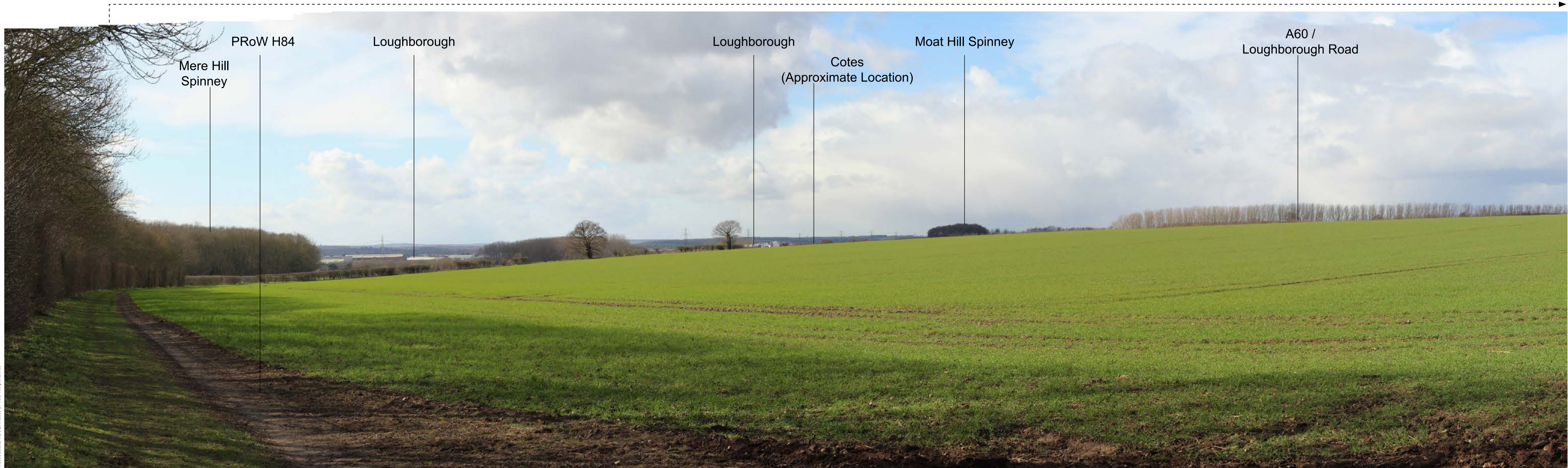
Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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A60

Photo Viewpoint 17: View west from the A60



PRoW H84

Loughborough

Loughborough

Moat Hill Spinney

A60 /  
Loughborough Road

Mere Hill  
Spinney

Cotes  
(Approximate Location)

Photo Viewpoint 18: View west from PRoW H84



**Photo Viewpoint 17**  
Date & time of photo: 12 March 2021, 12:00  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 240°, bearing from North



**Photo Viewpoint 18**  
Date & time of photo: 12 March 2021, 11:00  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 270°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Approximate Extent of Site

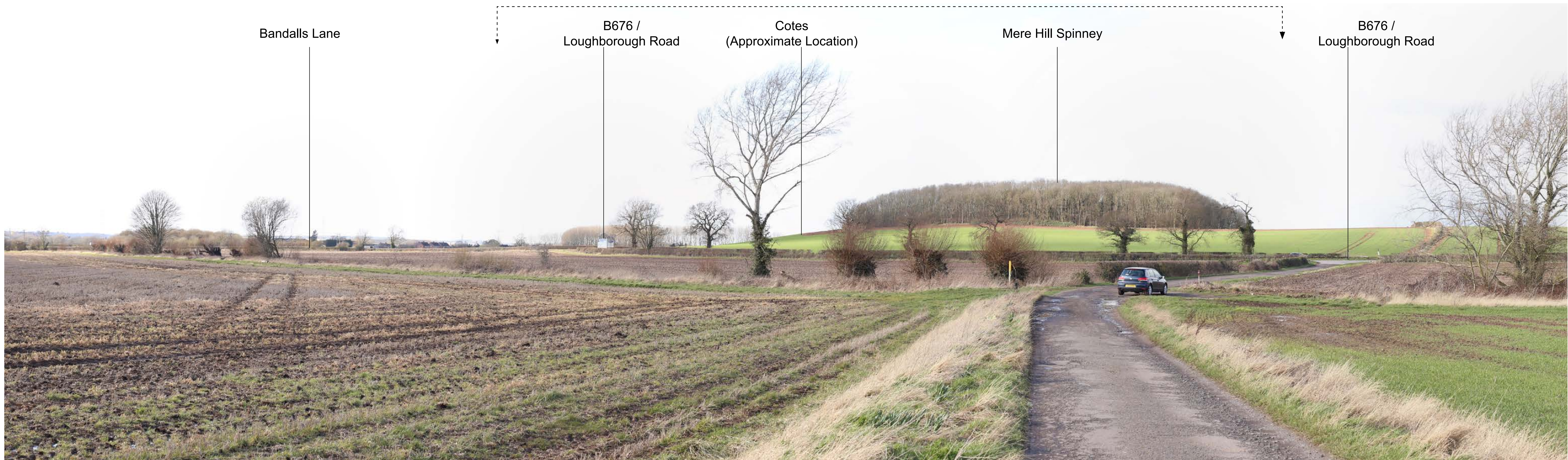


Photo Viewpoint 19: View north west from PRoW H102, Burton Bandalls Farm

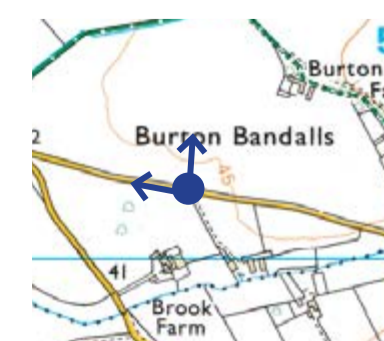
Approximate Extent of Site



Photo Viewpoint 20: View north west from Bandalls Lane



**Photo Viewpoint 19**  
 Date & time of photo: 12 March 2021, 14:28  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 315°, bearing from North



**Photo Viewpoint 20**  
 Date & time of photo: 12 March 2021, 14:53  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 320°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Properties off Remstone Road

Fishpond Spinney

Photo Viewpoint 21: View south west from Rempstone Road

Approximate extent of site



Rigget's Spinney

Photo Viewpoint 21 (Continued): View south west from Rempstone Road



**Photo Viewpoint 21**  
 Date & time of photo: 12 March 2021, 15:02  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 166°  
 Direction of View: 225°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Approximate Extent of Site



Photo Viewpoint 22: View south west from the A60

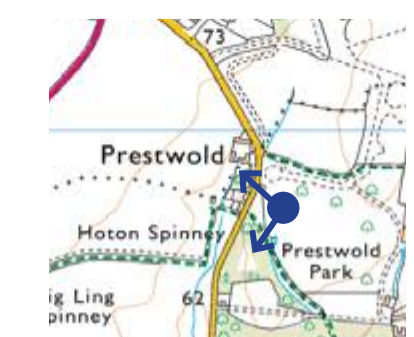
Approximate Extent of Site



Photo Viewpoint 23: View South west from Prestwold Lane



**Photo Viewpoint 22**  
 Date & time of photo: 12 March 2021, 11:00  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 225°, bearing from North



**Photo Viewpoint 23**  
 Date & time of photo: 12 March 2021, 11:00  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 250°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
 Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Photo Viewpoint 24: View west from Nottingham Road



**Photo Viewpoint 24**  
 Date & time of photo: 12 March 2021, 11:00  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 295°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
 Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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K:\00000000\LANDS\LAN\0909\Photo Viewpoint 24.kml

## **Appendix A**

## Appendix A

### Landscape and Visual Appraisal – Methodology and Assessment Criteria

#### Introduction

- 1.0 The methodology for the Landscape and Visual Appraisal (LVA) undertaken for the proposed development is detailed in the LVA report. The following information should be read in conjunction with this methodology.
- 1.1 As advised in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) (GLVIA3), the judgements made in respect of both landscape and visual effects are a combination of an assessment of the sensitivity of the receptor and the magnitude of the landscape or visual effect. The following details the definitions and criteria used in assessing sensitivity and magnitude for landscape and visual receptors.
- 1.2 Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as High/ Medium or Moderate/ Minor etc. This indicates that the assessment lies between the respective definitions or encompasses aspects of both.

#### Landscape

##### **Landscape Sensitivity**

- 1.3 Landscape receptors are assessed in terms of their 'Landscape Sensitivity'. This combines judgements on the value to be attached to the landscape and the susceptibility to change of the landscape from the type of change or development proposed. The definition and criteria adopted for these contributory factors is detailed below.
- 1.4 There can be complex relationships between the value attached to landscape receptors and their susceptibility to change which can be especially important when considering change within or close to designated landscapes. For example, an internationally, nationally or locally valued landscape does not automatically or by definition have a high susceptibility to all types of change. The type of change or development proposed may not compromise the specific basis for the value attached to the landscape.

##### Landscape Value

- 1.5 Value can apply to a landscape area as a whole, or to the individual elements, features and aesthetic or perceptual dimensions which contribute to the character of the landscape. The following criteria have been used to categorise landscape value. Where there is no clear existing evidence on landscape value, an assessment is made based on the criteria/ factors identified below (based on the guidance in GLVIA3 paragraph 5.28, Box 5.1).

- Landscape quality (condition)
- Scenic quality
- Rarity
- Representativeness
- Conservation interest
- Recreation value
- Perceptual aspects
- Associations

| <b>Landscape Value</b> | <b>Definition</b>   |
|------------------------|---|
| High                   | Landscape receptors of high importance based upon factors of quality, rarity, representativeness, conservation interest, recreational value, perceptual qualities and associations.   |
| Medium                 | Landscape receptors of medium importance based upon factors of quality, rarity, representativeness, conservation interest, recreational value, perceptual qualities and associations. |
| Low                    | Landscape receptors of low importance based upon factors of quality, rarity, representativeness, conservation interest, recreational value, perceptual qualities and associations.    |

#### Landscape Susceptibility to Change

- 1.6 This means the ability of the landscape receptor (overall character type/ area or individual element/ feature) to accommodate the change (i.e. the proposed development) without undue consequences for the maintenance of the baseline position and/ or the achievement of landscape planning policies and strategies. The definition and criteria for the assessment of Landscape Susceptibility to Change is as follows:

| <b>Landscape Susceptibility to Change</b> | <b>Definition</b>  |
|---|--|
| High                                      | A highly distinctive and cohesive landscape receptor, with positive characteristics and features with no or very few detracting or intrusive elements. Landscape features intact and in very good condition and/ or rare. Limited capacity to accept the type of change/ development proposed. |
| Medium                                    | Distinctive and more commonplace landscape receptor, with some positive characteristics/ features and some detracting or intrusive elements. Landscape features in moderate condition. Capacity to accept well planned and designed change/ development of the type proposed.                  |
| Low                                       | Landscape receptor of mixed character with a lack of coherence and including detracting or intrusive elements. Landscape features that may be in poor or improving condition and few that could not be replaced. Greater capacity to accept the type of change/ development proposed.          |

#### **Magnitude of Landscape Effects**

- 1.7 The magnitude of landscape effects is the degree of change to the landscape receptor in terms of its size or scale of change, the geographical extent of the area influenced and its duration and reversibility. The table below sets out the categories and criteria adopted in respect of the separate considerations of Scale or Size of the Degree of Change and Reversibility. The geographical extent and duration of change are described where relevant in the appraisal.

### Scale or Size of the Degree of Landscape Change

| <b>Scale or Size of the Degree of Landscape Change</b> | <b>Definition</b>   |
|--|---|
| High   | Total loss of or substantial alteration to key characteristics / features and the introduction of new elements totally uncharacteristic to the receiving landscape. Overall landscape receptor will be fundamentally changed.                                 |
| Medium   | Partial loss of or alteration to one or more key characteristics / features and the introduction of new elements that would be evident but not necessarily uncharacteristic to the receiving landscape. Overall landscape receptor will be obviously changed. |
| Low  | Limited loss of, or alteration to one or more key characteristics/ features and the introduction of new elements evident and/ or characteristic to the receiving landscape. Overall landscape receptor will be perceptibly changed.                           |
| Negligible   | Very minor alteration to one or more key characteristics/ features and the introduction of new elements characteristic to the receiving landscape. Overall landscape receptor will be minimally changed.  |
| None   | No loss or alteration to the key characteristics/ features, representing 'no change'.   |

### Reversibility

| <b>Reversibility</b> | <b>Definition</b>   |
|----------------------|---|
| Irreversible         | The development would be permanent and the assessment site could not be returned to its current/ former use.  |
| Reversible           | The development could be deconstructed/ demolished and the assessment site could be returned to broadly its current/ historic use (although that may be subject to qualification depending on the nature of the development). |

### Visual

#### **Sensitivity of Visual Receptors**

- 1.8 Visual sensitivity assesses each visual receptor in terms of their susceptibility to change in views and visual amenity and also the value attached to particular views. The definition and criteria adopted for these contributory factors is detailed below.

#### Visual Susceptibility to Change

- 1.9 The susceptibility of different visual receptors to changes in views and visual amenity is mainly a function of; firstly, the occupation or activity of people experiencing the view at particular locations; and secondly, the extent to which their attention or interest may therefore be focussed on the views and visual amenity they experience.

| <b>Visual Susceptibility to Change</b> | <b>Definition</b>  |
|--|--|
| High                                   | Residents at home with primary views from ground floor/garden and upper floors.<br>Public rights of way/ footways where attention is primarily focussed on the landscape and on particular views.<br>Visitors to heritage assets or other attractions whose attention or interest is likely to be focussed on the landscape and/ or on particular views.<br>Communities where views make an important contribution to the landscape setting enjoyed by residents.<br>Travellers on recognised scenic routes. |
| Medium                                 | Residents at home with secondary views (primarily from first floor level).<br>Public rights of way/ footways where attention is not primarily focussed on the landscape and/ or particular views.<br>Travellers on road, rail or other transport routes.   |
| Low                                    | Users of outdoor recreational facilities where the view is less important to the activities (e.g. sports pitches).<br>Travellers on road, rail or other transport where views are primarily focussed on the transport route.<br>People at their place of work where views of the landscape are not important to the quality of the working life.   |

#### Value of Views

- 1.10 The value attached to a view takes account of any recognition attached to a particular view and/ or any indicators of the value attached to views, for example through guidebooks or defined viewpoints or references in literature or art.

| <b>Value of Views</b> | <b>Definition</b>   |
|-----------------------|---|
| High                  | A unique or identified view (e.g. shown as such on Ordnance Survey map, guidebook or tourist map) or one noted in literature or art. A view where a heritage asset makes an important contribution to the view. |
| Medium                | A typical and/ or representative view from a particular receptor.   |
| Low                   | An undistinguished or unremarkable view from a particular receptor.   |

#### **Magnitude of Visual Effects**

- 1.11 Magnitude of Visual Effects evaluates each of the visual effects in terms of its size or scale, the geographical extent of the area influenced and its duration and reversibility. The table below sets out the categories and criteria adopted in respect of the Scale or Size (including the degree of contrast) of Visual Change. The distance and nature of the view and whether the receptor's view will be stationary or moving are also detailed in the Visual Effects Table.

| Scale or Size of the Degree of Visual Change | Definition   |
|--|--|
| High   | The proposal will result in a large and immediately apparent change in the view, being a dominant and new and/ or incongruous feature in the landscape.  |
| Medium                                       | The proposal will result in an obvious and recognisable change in the view and will be readily noticed by the viewer.  |
| Low  | The proposal will constitute a minor component of the wider view or a more recognisable component that reflects those apparent in the existing view. Awareness of the proposals will not have a marked effect on the overall nature of the view. |
| Negligible/ None                             | Only a very small part of the proposal will be discernible and it will have very little or no effect on the nature of the view.  |

#### Level of Effect

- 1.12 The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria.
- 1.13 GLVIA3 notes, at paragraphs 5.56 and 6.44, that there are no hard and fast rules with regard to the level of effects, therefore the following descriptive thresholds have been used for this appraisal:
- **Major**
  - **Moderate**
  - **Minor**
  - **Negligible**
- 1.14 Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as, for example, Major/ Moderate or Moderate/ Minor. This indicates that the effect is assessed to lie between the respective definitions or to encompass aspects of both.

## **Appendix B**



| APPENDIX B: LANDSCAPE EFFECTS TABLE (LET)  |   |  |  |   |   |   |  |  |  |
|--|---|--|--|---|---|---|--|--|--|
| Landscape Receptor and Reference   | Judged Sensitivity of Landscape   |  |  | Judged Magnitude of Landscape Effect  |   | Description/ Notes  | Overall Effect at Construction Phase             | Overall Effect Upon Completion                   | Overall Effect at 15 Years Post Completion       |
|  | Susceptibility to Change  | Landscape Value  | Overall Sensitivity  | Scale or Size of the Degree of Change including degree of contrast/ integration) at Stages of Project | Where applicable, are the Effects Reversible? |   | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None |
|  | High<br>Medium<br>Low   | High<br>Medium<br>Low  | High<br>Medium<br>Low  | High<br>Medium<br>Low<br>Negligible<br>None   | Yes<br>No<br>N/A                              |   | Adverse<br>Beneficial                            | Adverse<br>Beneficial                            | Adverse<br>Beneficial                            |
| National Landscape Character   |   |  |  |   |   |   |  |  |  |
| <b>Natural England, National Character Area Profile (NCA)</b><br><br>74: Leicestershire and Nottingham Wolds | There is a varied Susceptibility to Change throughout this extensive NCA. | There is a varied Landscape Value throughout this extensive NCA. | There is a varied overall Sensitivity throughout this extensive NCA. | Construction: Negligible<br>Completion: Negligible<br>Year 15: Negligible                             | No  | The site is located within the NCA 74 'Leicestershire and Nottingham Wolds' which covers an extensive area.<br><br>The sensitivity and value of the landscape will vary across this large character area and as the site occupies a very small area of this large NCA landscape effects are considered to be negligible.<br><br>The proposed development forms a relatively small part of the large NCA and there will therefore be negligible effects to the key characteristics and the NCA as a whole. In this respect it does not provide details directly relevant to the site or its immediate surroundings, other than to establish the underlying characteristics of the wider landscape. | Negligible                                       | Negligible                                       | Negligible                                       |
| Landscape Character Assessment (LCA): County/District  |   |  |  |   |   |   |  |  |  |
| <b>Borough of Charnwood Landscape Character Assessment (2012)</b><br><br>LCA: Soar Valley                    | Medium  | Medium   | Medium   | Construction: Medium<br>Completion: Medium<br>Year 15: Medium/Low                                     | No  | At a borough wide level the site is assessed in the Borough of Charnwood Landscape Character Assessment, while located in the Soar Valley LCA.<br><br>The effect of the proposed development upon the character of the landscape at a site wide scale would be localised in its extent, with the primary change arising as a direct result of the replacement of predominately arable land with a residential and employment development located adjacent to Cotes to the south. The site itself is located low in the landscape, on the lower contours of the site.  | Moderate Adverse                                 | Moderate Adverse                                 | Minor Adverse                                    |
| <b>Borough of Charnwood Landscape Character Assessment (2012)</b><br><br>LCA: The Wolds                      | Medium  | Medium   | Medium   | Construction: Negligible<br>Completion: Negligible<br>Year 15: Negligible                             | No  | The 'Wolds' Landscape Character Area is located to the north east of the site, beyond the Borough of Charnwood Landscape Character Area, Soar Valley.   | Negligible                                       | Negligible                                       | Negligible                                       |

| APPENDIX B: LANDSCAPE EFFECTS TABLE (LET)   |                                 |                       |                       |   |   |   |  |  |  |
|---|---------------------------------|-----------------------|-----------------------|---|---|---|--|--|--|
| Landscape Receptor and Reference  | Judged Sensitivity of Landscape |                       |                       | Judged Magnitude of Landscape Effect  |   | Description/ Notes  | Overall Effect at Construction Phase             | Overall Effect Upon Completion                   | Overall Effect at 15 Years Post Completion       |
|   | Susceptibility to Change        | Landscape Value       | Overall Sensitivity   | Scale or Size of the Degree of Change including degree of contrast/ integration) at Stages of Project   | Where applicable, are the Effects Reversible? |   | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None |
|   | High<br>Medium<br>Low           | High<br>Medium<br>Low | High<br>Medium<br>Low | High<br>Medium<br>Low<br>Negligible<br>None   | Yes<br>No<br>N/A                              |   | Adverse<br>Beneficial                            | Adverse<br>Beneficial                            | Adverse<br>Beneficial                            |
| <p><b>Greater Nottingham Landscape Character Assessment (2009)</b></p> <p>Nottinghamshire Wolds - Landscape Character Area</p> <p>Wooded Hills &amp; Scarps – NW02 East Leake Rolling Farmland Landscape Character Type</p> | Medium                          | Medium                | Medium                | <p>Construction: Negligible/None</p> <p>Completion: Negligible/None</p> <p>Year 15: Negligible/None</p> | No  | <p>A small section of the north western extent of the site is located within the southern tip of the Wooded Hills &amp; Scarps – NW02 East Leake Rolling Farmland Landscape Character Type, located adjacent to Meadow Lane and Stanford on Soar. The wider landscape character area is separated from the site, located beyond the Borough of Charnwood Landscape Character Areas, Soar Valley and The Wolds to the north.</p> | Negligible                                       | Negligible                                       | Negligible                                       |

| APPENDIX B: LANDSCAPE EFFECTS TABLE (LET)       |                                 |                       |                       |   |   |   |  |  |  |
|---|---------------------------------|-----------------------|-----------------------|---|---|---|--|--|--|
| Landscape Receptor and Reference                | Judged Sensitivity of Landscape |                       |                       | Judged Magnitude of Landscape Effect  |   | Description/ Notes  | Overall Effect at Construction Phase             | Overall Effect Upon Completion                   | Overall Effect at 15 Years Post Completion       |
|   | Susceptibility to Change        | Landscape Value       | Overall Sensitivity   | Scale or Size of the Degree of Change including degree of contrast/ integration) at Stages of Project | Where applicable, are the Effects Reversible? |   | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None |
|   | High<br>Medium<br>Low           | High<br>Medium<br>Low | High<br>Medium<br>Low | High<br>Medium<br>Low<br>Negligible<br>None   | Yes<br>No<br>N/A                              |   | Adverse<br>Beneficial                            | Adverse<br>Beneficial                            | Adverse<br>Beneficial                            |
| Landscape Character: Site and Immediate Context |                                 |                       |                       |   |   |   |  |  |  |
| Site and Immediate Context                      | High/Medium                     | Medium                | High/Medium           | Construction: High<br>Completion: Medium<br>Year 15: Medium/Low                                       | No  | <ul style="list-style-type: none"> <li>The development proposals are located adjacent to the existing built form of Cotes to the south with Hoton to the north east.</li> <li>Proposed housing is located to the north of Cotes and Stanford Lane and set back from Hoton Hills Farm and Hoton Hills to the north.</li> <li>The change to the site and the immediate landscape would arise as a result of the replacement of an area of arable land at the edge of the settlement with a mixed used development including residential development, a local centre, primary school, a care home, employment and associated GI.</li> <li>The proposed built form of the development would occupy the lower contours and levels of the site sitting low on the valley side, while the high ground would be occupied by public open space. As part of the proposals Stanford Lane would be realigned and upgraded through the site, along with the upgrade and realignment of Loughborough Road, improving accessibility to the site.</li> <li>The introduction of new built form would inevitably alter the physical fabric and character of the site, the proposals will retain and enhance existing landscape features where feasible. Existing woodland, hedgerows and trees across the site would be retained where possible, with the proposed housing set back from these boundaries.</li> <li>The primary area of proposed POS will occupy the higher contours of the site to the north, adjacent to the PRow H88, Rigget's Spinney and Moat Hill Farm. A green corridor will run through the middle of the site, informed by existing woodland cover and an existing watercourse. Area of formal and informal play will be accessible along the green corridor along with youth and adult sports pitches to the north of the site and off Stanford Lane to the south. to the north. New tree and informal planting within areas of POS will serve to enhance biodiversity and habitat value across the site as will the provision of attenuation basins within the POS.</li> </ul> | Major/Moderate<br>Adverse                        | Moderate Adverse                                 | Moderate/<br>Minor Adverse                       |

## **Appendix C**

| APPENDIX C: VISUAL EFFECTS TABLE (VET) |  |                                       |                       |                       |  |                                    |                                     |   |   |  |  |   |
|--|--|---------------------------------------|-----------------------|-----------------------|--|------------------------------------|-------------------------------------|---|---|--|--|---|
| Ref                                    | Receptor Type, Location and photographs (including approx no. of dwellings where applicable) | Judged Sensitivity of Visual Receptor |                       |                       | Judged Magnitude of Visual Effects   |                                    |                                     |   | Description/ Notes  | Overall Effect at Construction Phase             | Overall Effect Upon Completion (Winter)          | Overall Effect at 15 Years Post Completion (Summer) |
|  |  | Susceptibility to Change              | Value                 | Overall Sensitivity   | Distance from Site Boundary (or Built Development where stated) (approx. m/km) | Nature of View                     | Is the View Temporary or permanent? | Size/Scale of Visual Effect (including degree of contrast/integration) at Stages of Project |   | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None    |
|  |  | High<br>Medium<br>Low                 | High<br>Medium<br>Low | High<br>Medium<br>Low |  | Full<br>Partial<br>Glimpse<br>None |                                     | High<br>Medium<br>Low<br>Negligible/ None   |   | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                            |
| <b>A</b>                               | <b>Residential</b><br><br>Stanford Lane, Back Lane and Loughborough Rd                       | High                                  | Medium                | High/Medium           | Adjacent (South)   | Partial                            | Permanent                           | Construction: High<br>Completion: High<br>Year 15: Medium                                   | <ul style="list-style-type: none"> <li>Existing properties located along Loughborough Road side on to the site, while properties located along Stanford Lane and Back Lane, back on to the site.</li> <li>Potential for views primarily from the rear ground and first storey windows</li> <li>Views will change from views over parcels of arable farmland to close range views of residential development with associated GI.</li> <li>Proposed GI located along the site boundary in the form of boundary native hedgerow and woodland planting, with open space beyond will provide a level of screening and separation of views of new housing within the site.</li> <li>As the GI matures, views of new housing will be softened and screened.</li> </ul> | Major/Moderate Adverse                           | Major/Moderate Adverse                           | Moderate Adverse                                    |
| <b>B</b>                               | <b>Residential</b><br><br>Hoton Hills  | High                                  | Medium                | High/Medium           | Adjacent (North)   | Full                               | Permanent                           | Construction: High<br>Completion: High<br>Year 15: Medium                                   | <ul style="list-style-type: none"> <li>Properties front and side on to the site <i>and</i> will comprise of full and partial oblique views of the proposals from the front ground and upper floors.</li> <li>Oblique views from these properties will alter from views over existing arable land and woodland spinneys, to close range views of residential development with associated landscaping and access roads in the foreground.</li> </ul>  | Major/Moderate Adverse                           | Major/Moderate Adverse                           | Moderate/Minor Adverse                              |
| <b>C</b>                               | <b>Residential</b><br><br>Loughborough Rd, Hoton   | High                                  | Medium                | High/Medium           | 1km (North East)   | Partial                            | Permanent                           | Construction: Medium<br>Completion: Medium<br>Year 15: Medium/Low                           | <ul style="list-style-type: none"> <li>Properties side on to the site to the north and views would comprise distant glimpsed oblique views of the proposals from the rear ground and upper floors beyond intervening vegetation.</li> <li>Oblique views would be distant and views from these properties will alter from views over existing arable land and woodland spinneys to views of residential development and employment set back beyond associated GI proposals within the site to the north.</li> </ul>  | Moderate Adverse                                 | Moderate Adverse                                 | Minor Adverse                                       |

| APPENDIX C: VISUAL EFFECTS TABLE (VET) |  |                                       |                       |                       |  |                                    |                                     |   |  |  |  |   |
|--|--|---------------------------------------|-----------------------|-----------------------|--|------------------------------------|-------------------------------------|---|--|--|--|---|
| Ref                                    | Receptor Type, Location and photographs (including approx no. of dwellings where applicable) | Judged Sensitivity of Visual Receptor |                       |                       | Judged Magnitude of Visual Effects   |                                    |                                     |   | Description/ Notes   | Overall Effect at Construction Phase             | Overall Effect Upon Completion (Winter)          | Overall Effect at 15 Years Post Completion (Summer) |
|  |  | Susceptibility to Change              | Value                 | Overall Sensitivity   | Distance from Site Boundary (or Built Development where stated) (approx. m/km) | Nature of View                     | Is the View Temporary or permanent? | Size/Scale of Visual Effect (including degree of contrast/integration) at Stages of Project |  | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None    |
|  |  | High<br>Medium<br>Low                 | High<br>Medium<br>Low | High<br>Medium<br>Low |  | Full<br>Partial<br>Glimpse<br>None |                                     | High<br>Medium<br>Low<br>Negligible/ None   |  | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                            |
| D                                      | <u>PRoW</u><br><br>H96 - Footpath  | High                                  | Medium                | High/<br>Medium       | Adjacent to 0.6km (South)  | Partial/<br>Glimpse                | Permanent                           | Construction: Negligible<br>Completion: Negligible<br>Year 15: Negligible                   | <ul style="list-style-type: none"> <li>Any potential views from the PRoW H96 located within Cotes to the south of Stanford Lane would be restricted by the intervening vegetation and properties of Cotes.</li> </ul>  | Negligible                                       | Negligible                                       | Negligible  |
| E                                      | <u>PRoW</u><br><br>H86 - Footpath  | High                                  | Medium                | High/<br>Medium       | 0.6km to 2.45km (South West, through site and North West)                      | Partial/<br>Glimpse/<br>None       | Permanent                           | Construction: Negligible<br>Completion: Negligible<br>Year 15: Negligible                   | <ul style="list-style-type: none"> <li>Any potential views from the PRoW H86 which runs parallel to the east of King's Brook, would be limited to views in close proximity to the site.</li> <li>The PRoW route is bordered by the wooded tree lined corridor of King's Brook to the north, while the topography rises sharply to Rigget's Spinney and Moat Hill Spinney along Hoton Hills to the south.</li> <li>Any potential views would be narrow and confined along the PRoW route to the south western corner of the site, to the south of Stanford Lane located adjacent to Stanford on Soar.</li> </ul>  | Negligible                                       | Negligible                                       | Negligible  |
| F                                      | <u>PRoW</u><br><br>H88 – Bridleway (Long Distance Footpath, Cross Britain Way)               | High                                  | Medium                | High/<br>Medium       | Adjacent to 1.6km (South West to North East)                                   | Partial/<br>Glimpse                | Permanent                           | Construction: High/Medium<br>Completion: High/Medium<br>Year 15: Medium                     | <ul style="list-style-type: none"> <li>The bridleway route is bordered by mature hedgerows along the length of the route, except for a few short breaks along the route that allow for partial and glimpsed views out across the wider landscape from an elevated position.</li> <li>To the north of Hoton Hills Farm and Rigget's Spinney where there are short, transient and side on views through breaks in the existing hedgerow, views towards the site would be possible.</li> <li>The employment area would be set on the lower lying topography glimpsed beyond Fishpond Spinney and the tree planting located along the A60, while adjacent to Mere Hill Spinney.</li> <li>Views of the northern extent of the proposed housing would be possible, while set back in align with</li> </ul> | Major/Moderate Adverse                           | Major/Moderate Adverse                           | Moderate Adverse                                    |

| APPENDIX C: VISUAL EFFECTS TABLE (VET) |  |                                       |                       |                       |  |                                    |                                     |   |  |  |  |   |
|--|--|---------------------------------------|-----------------------|-----------------------|--|------------------------------------|-------------------------------------|---|--|--|--|---|
| Ref                                    | Receptor Type, Location and photographs (including approx no. of dwellings where applicable) | Judged Sensitivity of Visual Receptor |                       |                       | Judged Magnitude of Visual Effects   |                                    |                                     |   | Description/ Notes   | Overall Effect at Construction Phase             | Overall Effect Upon Completion (Winter)          | Overall Effect at 15 Years Post Completion (Summer) |
|  |  | Susceptibility to Change              | Value                 | Overall Sensitivity   | Distance from Site Boundary (or Built Development where stated) (approx. m/km) | Nature of View                     | Is the View Temporary or permanent? | Size/Scale of Visual Effect (including degree of contrast/integration) at Stages of Project |  | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None    |
|  |  | High<br>Medium<br>Low                 | High<br>Medium<br>Low | High<br>Medium<br>Low |  | Full<br>Partial<br>Glimpse<br>None |                                     | High<br>Medium<br>Low<br>Negligible/ None   |  | Adverse or Beneficial                            | Adverse or Beneficial                            | Adverse or Beneficial                               |
|  |  |                                       |                       |                       |  |                                    |                                     |   | Fishpond Spinney. Proposed tree planting along the northern edge of the residential area will soften view of the new properties, helping to assimilate the development in to the surrounding context. <ul style="list-style-type: none"> <li>Where the bridleway H88 route passes adjacent to the site to the south of Hoton Hills Farm and Rigget's Spinney, immediate views in the foreground of the development would be focussed on the proposed public open space which occupies the western extent of the site.</li> <li>Views would be focussed on the open space that occupies the higher contours of the site, with distant glimpsed views beyond of the proposed residential area on the lower contours of the site.</li> </ul>  |  |  |   |
| <b>G</b>                               | <b>PRoW</b><br><br>H87 - Footpath  | High                                  | Medium                | High/<br>Medium       | 0.37km to 0.6km (North to North East)  | Full/<br>Partial                   | Permanent                           | Construction: High/Medium<br>Completion: High/Medium<br>Year 15: Medium                     | <ul style="list-style-type: none"> <li>The PRoW H87 is located along a farm track that links Loughborough Road to Hoton Hills.</li> <li>Hottons Hills Farm and Harts Farm are already visible along the footpath route.</li> <li>The proposed development would result in an identifiable change in the view at completion, with the proposed residential area seen in the context of the adjacent Fishpond Spinney and Hoton Hills Farm.</li> <li>The proposed residential area would be set back from the site boundary beyond a proposed area of open space, sports pitches and play, while a buffer of proposed native structural planting would be located along the boundary of the site to the north.</li> <li>As the proposed planting matures along the northern boundary, this will soften and help to assimilate the development into the surrounding context.</li> </ul> | Major/Moderate Adverse                           | Major/Moderate Adverse                           | Moderate/Minor Adverse                              |
| <b>H</b>                               | <b>PRoW</b><br><br>H84 - Footpath  | High                                  | Medium                | High/<br>Medium       | 0.65 to Adjacent (North East to South)   | Partial/<br>Glimpse                | Permanent                           | Construction: High/Medium<br>Completion: High/Medium<br>Year 15: Medium                     | <ul style="list-style-type: none"> <li>Located to the north east of the site and running parallel to the A60 Loughborough Road to the north of Mere Hill Spinney is the PRoW H84 Footpath.</li> <li>On the approach to the site along the PRoW route from the north full and partial views towards the employment area of the site would be possible on completion.</li> </ul>   | Major/Moderate Adverse                           | Major/Moderate Adverse                           | Moderate Adverse                                    |

| APPENDIX C: VISUAL EFFECTS TABLE (VET) |  |                                       |        |                     |  |                |                                     |   |  |  |   |   |                       |
|--|--|---------------------------------------|--------|---------------------|--|----------------|-------------------------------------|---|--|--|---|---|-----------------------|
| Ref                                    | Receptor Type, Location and photographs (including approx no. of dwellings where applicable) | Judged Sensitivity of Visual Receptor |        |                     | Judged Magnitude of Visual Effects   |                |                                     |   | Description/ Notes   | Overall Effect at Construction Phase   | Overall Effect Upon Completion (Winter) | Overall Effect at 15 Years Post Completion (Summer) |                       |
|  |  | Susceptibility to Change              | Value  | Overall Sensitivity | Distance from Site Boundary (or Built Development where stated) (approx. m/km) | Nature of View | Is the View Temporary or permanent? | Size/Scale of Visual Effect (including degree of contrast/integration) at Stages of Project |  | Major<br>Moderate<br>Minor<br>Negligible<br>None   | Adverse or Beneficial                   | Major<br>Moderate<br>Minor<br>Negligible<br>None    | Adverse or Beneficial |
|  |  |                                       |        |                     |  |                |                                     |   |  | <ul style="list-style-type: none"> <li>Close and mid-range views of the proposed employment area, would replace existing distant views of commercial units located within Loughborough.</li> <li>Views beyond to the residential development located off the A60 Loughborough Road would be limited by the undulating nature of the local topography, limiting views of the site to the north of the A60 Loughborough Road.</li> <li>As the PRoW H84 passes through the site it would be located adjacent to the employment area and Mere Hill Spinney, before passing adjacent to the proposed Local Centre and the realigned A60.</li> <li>The PRoW H84 then links to the PRoW H85 and passes through an area of proposed open space within the site to the south.</li> <li>A buffer of proposed native structural planting would be located along the boundary of the site to the north.</li> <li>As the proposed planting matures along the northern boundary and ties in to the adjacent wooded context of Mere Hill Spinney and woodland located along the A60, this will soften and help to assimilate the development into the surrounding context.</li> </ul> |   |   |                       |
| I                                      | <b>PRoW</b><br><br>I2 - Part footpath/part bridleway   | High                                  | Medium | High/Medium         | 0.5km to 2.05km (South East to North East)                                     | Glimpse        | Permanent                           | Construction: Medium<br>Completion: Medium<br>Year 15: Medium/Low                           | <ul style="list-style-type: none"> <li>Views from the PRoW I2 located to the south of the B676 Barrow Road/Loughborough Road would be glimpsed beyond intervening vegetation towards the proposed realigned A60 Loughborough Road, Local Centre and Residential area to the south of Mere Hill Spinney.</li> </ul> | Moderate Adverse   | Moderate Adverse                        | Moderate/Minor Adverse                              |                       |
| J                                      | <b>PRoW</b><br><br>H85 - Footpath  | High                                  | Medium | High/Medium         | Within Site and Adjacent (West)  | Full           | Permanent                           | Construction: High/Medium<br>Completion: High/Medium<br>Year 15: Medium                     | <ul style="list-style-type: none"> <li>Located within the site boundary to the south.</li> <li>The PRoW H85 passes through an area of proposed open space within the site to the south.</li> <li>On the approach to the site along the PRoW route full and partial views towards the proposed</li> </ul>           | Major/Moderate Adverse   | Major/Moderate Adverse                  | Moderate Adverse                                    |                       |



| APPENDIX C: VISUAL EFFECTS TABLE (VET) |  |                                       |        |                     |  |                              |                                     |   |  |  |   |   |                       |
|--|--|---------------------------------------|--------|---------------------|--|------------------------------|-------------------------------------|---|--|--|---|---|-----------------------|
| Ref                                    | Receptor Type, Location and photographs (including approx no. of dwellings where applicable) | Judged Sensitivity of Visual Receptor |        |                     | Judged Magnitude of Visual Effects   |                              |                                     |   | Description/ Notes   | Overall Effect at Construction Phase   | Overall Effect Upon Completion (Winter) | Overall Effect at 15 Years Post Completion (Summer) |                       |
|  |  | Susceptibility to Change              | Value  | Overall Sensitivity | Distance from Site Boundary (or Built Development where stated) (approx. m/km) | Nature of View               | Is the View Temporary or permanent? | Size/Scale of Visual Effect (including degree of contrast/integration) at Stages of Project |  | Major<br>Moderate<br>Minor<br>Negligible<br>None   | Adverse or Beneficial                   | Major<br>Moderate<br>Minor<br>Negligible<br>None    | Adverse or Beneficial |
|  |  |                                       |        |                     |  |                              |                                     |   |  | residential area and local centre of the site would be possible on completion.<br><ul style="list-style-type: none"> <li>An area of open space and native structural planting would be located along the boundary of the development site to the north. As the proposed planting matures this will soften and help to assimilate the development into the surrounding wooded context.</li> </ul> |   |   |                       |
| <b>K</b>                               | <b>Road</b><br><br>Stanford Lane/Back Lane   | Medium                                | Medium | Medium              | Within site and Adjacent (South)   | Full/ Partial                | Permanent                           | Construction: Medium<br>Completion: Medium<br>Year 15: Low                                  | <ul style="list-style-type: none"> <li>Stanford Lane and Back Lane are located in close proximity to the site, with Stanford Lane connecting to Stanford on Soar to the north west and Cotes to the south east.</li> <li>Views of the proposed development would be limited along Stanford Road to views of the proposed allotments, sports pitches and sewage treatment facility located along Stanford Road to the south.</li> <li>Views towards the wider development would be restricted by intervening vegetation and built form and with views limited towards a new site access and junction along a realigned Stanford Road to the north.</li> <li>Any potential views along the existing alignment of Stanford Road would be fleeting, side on and transient at this junction.</li> <li>Any potential views from Back Lane would be none</li> </ul> | Moderate Adverse   | Moderate Adverse                        | Minor Adverse                                       |                       |
| <b>L</b>                               | <b>Road</b><br><br>Loughborough Road/Nottingham Road (A60)                                   | Medium                                | Medium | Medium              | 1.8km north to Hoton to 0.28km (North East to West).                           | Full/ Partial/ Glimpse/ None | Permanent                           | Construction: High/Medium<br>Completion: High/Medium<br>Year 15: Medium                     | <ul style="list-style-type: none"> <li>It is likely that views of the proposals will be restricted to users travelling along the local road networks surrounding the site, particularly for users of the realigned A60 Loughborough travelling from Loughborough to the south west to Horton and Prestwold to the north east.</li> <li>The extent of any views will be short, fleeting and transient while, full, partial and glimpsed in nature on the ascent and descent along these roads on the approach and passing through the site.</li> </ul>  | Major/Moderate Adverse   | Major/Moderate Adverse                  | Moderate Adverse                                    |                       |

| APPENDIX C: VISUAL EFFECTS TABLE (VET) |  |                                       |                       |                       |  |                                    |                                     |   |   |  |  |   |
|--|--|---------------------------------------|-----------------------|-----------------------|--|------------------------------------|-------------------------------------|---|---|--|--|---|
| Ref                                    | Receptor Type, Location and photographs (including approx no. of dwellings where applicable) | Judged Sensitivity of Visual Receptor |                       |                       | Judged Magnitude of Visual Effects   |                                    |                                     |   | Description/ Notes  | Overall Effect at Construction Phase             | Overall Effect Upon Completion (Winter)          | Overall Effect at 15 Years Post Completion (Summer) |
|  |  | Susceptibility to Change              | Value                 | Overall Sensitivity   | Distance from Site Boundary (or Built Development where stated) (approx. m/km) | Nature of View                     | Is the View Temporary or permanent? | Size/Scale of Visual Effect (including degree of contrast/integration) at Stages of Project |   | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None | Major<br>Moderate<br>Minor<br>Negligible<br>None    |
|  |  | High<br>Medium<br>Low                 | High<br>Medium<br>Low | High<br>Medium<br>Low |  | Full<br>Partial<br>Glimpse<br>None |                                     | High<br>Medium<br>Low<br>Negligible/ None   |   | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                         | Adverse or<br>Beneficial                            |
| <b>M</b>                               | <b>Road</b><br><br>Barrow Road /Nottingham Road (B676)                                       | Medium                                | Medium                | Medium                | 0.36km to 1.55km (West to North East)  | Full/ Partial/ Glimpse/ None       | Permanent                           | Construction: High/Medium<br>Completion: High/Medium<br>Year 15: Medium                     | <ul style="list-style-type: none"> <li>It is likely that views of the proposals will be restricted to users travelling along the local road networks surrounding the site, particularly for users of the realigned B676 Barrow Road/Loughborough Road travelling from Loughborough to the south west to Horton and Prestwold to the north east.</li> <li>The extent of any views will be short, fleeting and transient while, full, partial and glimpsed in nature on the ascent and descent along these roads on the approach and passing through the site.</li> </ul> | Major/Moderate Adverse                           | Major/Moderate Adverse                           | Moderate Adverse                                    |
| <b>N</b>                               | <b>Road</b><br><br>Prestwold Lane  | Medium                                | Medium                | Medium                | 1.6km to 1.2km (East to North East)  | Glimpse/ None                      | Permanent                           | Construction: Low/Negligible<br>Completion: Low/Negligible<br>Year 15: Negligible           | <ul style="list-style-type: none"> <li>Users of Prestwold Lane located at a distance to the north east, would experience glimpsed, transient and side on views towards the site beyond intervening vegetation and undulating topography, with the primary focus being on the transport route.</li> </ul>  | Minor Adverse/Negligible                         | Minor Adverse/Negligible                         | Negligible  |
| <b>O</b>                               | <b>Road</b><br><br>Nottingham Road   | Medium                                | Medium                | Medium                | 1.8km to 3km (East to South East)  | Glimpse/ None                      | Permanent                           | Construction: Negligible<br>Completion: Negligible<br>Year 15: Negligible                   | <ul style="list-style-type: none"> <li>Users of Nottingham Road located at a distance to the north east, would experience glimpsed, transient and side on views towards the site beyond intervening vegetation and undulating topography, with the primary focus being on the transport route.</li> </ul>   | Negligible                                       | Negligible                                       | Negligible  |
| <b>P</b>                               | <b>Other</b><br><br>Prestwold Hall   | High                                  | Medium                | High /Medium          | 1.42km to 2km (East to South East)   | Glimpse/ None                      | Permanent                           | Construction: Negligible/none<br>Completion: Negligible/none<br>Year 15: Negligible/none    | <ul style="list-style-type: none"> <li>Views from other receptors within the landscape surrounding the site and within the wider area are unlikely, such as Prestwold Hall to the east.</li> <li>It is unlikely that the proposed development is visible from this receptor owing to intervening built form, vegetation and undulating topography.</li> </ul>   | Negligible/none                                  | Negligible/none                                  | Negligible/none                                     |

# Appendix 6

## Arboricultural Summary - FPCR



Jelson Ltd

**Land at Cotes, Loughborough Leicestershire**

**Arboricultural Summary**

August 2021

**FPCR Environment and Design Ltd**

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| <b>Rev</b> | <b>Issue Status</b> | <b>Prepared / Date</b> | <b>Approved/Date</b> |
|------------|---------------------|------------------------|----------------------|
| -          | Draft               | HR / 06.04.21          | TCB / 15.04.21       |
| -          | Final               | HR / 13.08.21          | TCB / 13.08.21       |
|            |                     |                        |                      |

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2.0 BASELINE CONDITION ..... 2

3.0 KEY CONSTRAINTS ..... 3

4.0 NECESSARY MITIGATION AND ENHANCMENT OPPORTUNITIES ..... 6

**PLANS**

- Tree Survey Plans (9939-T-01, 02 & 03)
- Tree Retention Plans (9939-T-04, 05 & 06)

**APPENDICES**

- Appendix A: Tree Schedule

## 1.0 INTRODUCTION

- 1.1 This Arboricultural Summary has been prepared by FPCR Environment and Design Limited on behalf of Jelson Ltd to present the findings of an Arboricultural survey of trees located at Land at Cotes, Loughborough Leicestershire (hereafter referred to as the site), OS Grid Ref SK556210. The most recent survey of the site was carried out on 12<sup>th</sup> March 2021.
- 1.2 The summary is based on a walkover tree survey conducted in accordance with guidance contained within British Standard 5837:2012 '*Trees in Relation to Design, Demolition and Construction - Recommendations*' (hereafter referred to as BS5837).
- 1.3 The survey was completed from ground level only and from within the boundary of the site. Aerial tree inspections or the internal condition of the stem/s or branches were not undertaken at this stage as this level of survey is beyond the scope of the initial assessment. Evaluation of tree condition given within this assessment applies to the date of survey and cannot be assumed to remain unchanged.
- 1.4 The site is within Charnwood Borough and lies approximately 2.8km from Loughborough town centre and approximately 2km from Loughborough Train Station. The village of Cotes lies immediately to the southwest of the site, as does the adjacent Medieval Village site (a Scheduled Ancient Monument). Further to the west of the site is the River Soar as well as an area of Protected Flood Plain.
- 1.5 The site is approximately 133.42ha in size and predominantly consists of intensively farmed arable land. There are also a number of tree belts, hedgerows and a fishpond, as well as a small number of farm buildings associated with Park Farm.

## 2.0 BASELINE CONDITION

- 2.1 The site was comprised mainly of cultivated agricultural land set in a number of large arable field parcels around the boundaries of which were scattered free standing mature oak and ash specimens. There was a woodland present within the central portion of the site of mature and established structure which included towards the southern end a plantation of planted poplar now fully mature. Two copse areas neighboured the site, Moat Hill Spinney to the north west and Mere Hill Spinney to the south east. Landscaping had been carried out in the past along the highway corridor either side of the A60 Loughborough Road that ran through the site with trees planted either side of the road.
- 2.2 The majority of trees and hedgerows are located along the site boundaries and internal field boundaries. The boundary hedgerow groups were formed from a mix of tree species including hawthorn, blackthorn, elder, field maple and English elm.
- 2.3 Several groups of hawthorn *Crataegus monogyna* were offset from the boundaries of the site within the eastern field parcel that would likely be impacted upon by any proposals. These groups of trees were of low arboricultural value due to the amount of browsing damage caused by livestock that have been kept in the field over the years.
- 2.4 Any development proposals would allow most of tree cover to be retained. The provision of new planting, alongside retention of existing trees will improve the visual amenity, give instant maturity

to proposed areas of Green Infrastructure and secure tree cover in the local area for future generations.

### 3.0 KEY CONSTRAINTS

#### Statutory Considerations

- 3.1 Local authorities have a Duty under the Town and Country Planning Act to create Tree Preservation Orders (TPO) in order to protect and preserve specific trees and woodlands that bring significant amenity benefit to a particular site or location. Under a TPO it is a criminal offence to cut down, top, lop, uproot or wilfully destroy a tree protected by that Order, or to cause or permit such actions, if carried out without the prior written consent of the acting LPA. Anyone found guilty of such an offence is liable and in serious cases, may result in prosecution and incur an unlimited fine.
- 3.2 It is understood having used the online search facility on the website for the Local Planning Authority, Charnwood Borough Council that there are no Tree Preservation Orders and Conservation Areas that would apply to any trees present on, or in close proximity to the assessment site and therefore no statutory constraints would apply to the development in respect of trees. Before any tree works are undertaken confirmation of the online information should be sought from the Local Authority.

#### Non-Statutory Considerations

- 3.3 In order to compile existing baseline information on relevant arboricultural considerations information was requested from both statutory and non-statutory nature conservation organisations. The Multi Agency Geographic Information for the Countryside (MAGIC)<sup>1</sup> website highlighted tree cover within the site as or included within the following:
- The Priority Habitat Inventory, Deciduous Woodland
  - The National Forestry Inventory
- 3.4 The Priority Habitat Inventory is a spatial dataset that describes the geographic extent and location of Natural Environment and Rural Communities Act (2006) Section 41 habitats of principal importance.<sup>2</sup>
- 3.5 The deciduous woodland inventory is a rolling programme designed to provide accurate information about the size, distribution, composition and condition of forests and woodlands.<sup>3</sup>
- 3.6 Priority habitat designation and inclusion within the National Forestry Inventory does not provide any statutory protection.

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<sup>1</sup> <http://magic.defra.gov.uk/>

<sup>2</sup> Contains public sector information licensed under the Open Government Licence v3.0.

<sup>3</sup> <https://www.forestresearch.gov.uk/tools-and-resources/national-forest-inventory/>



### National Planning Policy Framework 2019

- 3.7 National Planning Policy is defined by the National Planning Policy Framework (NPPF). This sets out the Government's most current and up to date planning policies for England and how these should be applied. The current NPPF is dated February 2019.
- 3.8 Paragraph 11 of the NPPF states that there is a presumption in favour of sustainable development and states that for decision making, the LPA should be '*c) approving development proposals that accord with an up-to-date development plan without delay*'. In the absence of a development plan or the development plan is out of date, the acting LPA should grant planning consent so far as the development proposals do not breach the policies and guidance outlined in the NPPF.
- 3.9 In relation to arboriculture, the NPPF also states that:
- *175(c) 'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists';*  
and provides specific guidance that:
  - *175(d) 'development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity'.*
- 3.10 Examples of what is deemed to be '*wholly exceptional*' are included within Footnote 58 and provides the examples of '*infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat*'.

### Results

- 3.11 A total of sixty-nine individual trees, twenty-three groups of trees, three woodlands and eighteen hedgerows were surveyed as part of the Arboricultural Assessment. Trees were surveyed as individual trees and groups of trees where examples are clearly present as per the description. Refer to the Tree Survey Plan and Appendix A – Tree Schedule for full details of the trees included in this assessment. The table below summarises the trees assessed.

### Tree Schedule

- 3.12 Appendix A presents details of any individual trees, groups, hedgerows and woodlands found during the assessment including heights, diameters at breast height, crown spread (given as a radial measurement from the stem), age class, comments as to the overall condition at the time of inspection, BS5837 category of quality and suitability for retention and the root protection area.
- 3.13 General observations particularly of structural and physiological condition for example the presence of any decay and physical defect and preliminary management recommendations have also been recorded where appropriate.

**Table 1: Summary of Trees by Retention Category**

|  | Individual Trees  | Total | Groups of Trees   | Total |
|--|---|-------|---|-------|
| <b>Category U - Unsuitable</b>               | T9, T10, T36, T37, T41, T51   | 6     | G3  | 1     |
| <b>Category A (High Quality / Value)</b>     | T33, T34, T45, T47, T48, T49, T50, T62, T64   | 9     | G15, W1, W2, W3   | 4     |
| <b>Category B (Moderate Quality / Value)</b> | T8, T11, T12, T13, T27, T28, T30, T32, T35, T43, T46, T53, T55, T57, T60, T61   | 16    | G2, G5, G6, G7, G10, G11, G12, G16, G17   | 9     |
| <b>Category C (Low Quality / Value)</b>      | T1, T2, T3, T4, T5, T6, T7, T14, T15, T16, T17, T18, T19, T20, T21, T22, T23, T24, T25, T26, T29, T31, T38, T39, T40, T42, T44, T52, T54, T56, T58, T59, T63, T65, T66, T67, T68, T69 | 38    | G1, G4, G8, G9, G13, G14, G18, G19, G20, G21, G22, G23, H1, H2, H3, H4, H5, H6, H7, H8, H9, H10, H11, H12, H13, H14, H15, H16, H17, H18 | 30    |

- 3.14 The Tree Survey Plan shows the position of trees and tree groups and has been positioned using global positioning system and aerial photography to provide approximate locations. The crown spread and root protection areas indicated on the plan have been included to provide above and below ground constraints to any future development.
- 3.15 Across the site nine individual trees, one group and all three woodlands were considered to be high in arboricultural/landscape value and graded as category A. Sixteen trees and nine groups of trees were recorded as moderate quality and category B, of moderate value.
- 3.16 Six trees and one group were considered unsuitable for retention, category U. Prior to any future proposals it is recommended that the site be re-surveyed to provide a current understanding of any defects present. The design of any future scheme should account for the condition these trees. Any conflicts identified due to the soundness of trees should either be designed out of the eventual scheme or remediated through tree management in the public open space. Future management would not only improve the condition of the existing trees but importantly would be necessary should public access be increased to these trees in the interest of safety. Ultimately, all tree management for retained trees would be serviced through an Arboricultural Management Program / Plan.
- 3.17 The eventual design of the scheme should also suitably accommodate the calculated RPA and crown spreads of each of the trees, groups and hedgerows recorded on site. Similarly, the shading potential of these features should also be considered, with any conflicts ideally avoided through design, rather than vegetation removal.

### **Arboricultural implications**

- 3.18 The following paragraphs present a summary of the tree survey and discussion of particular trees and groups recorded in the context of any proposed development in the form of an Arboricultural

Impact Assessment in accordance with section 5.4 of BS5837. Any final tree retentions will need to be reconciled with the advice contained within this report.








- 3.19 The AIA has been based upon the Illustrative Masterplan and seeks to outline the relationship between the proposals and the existing trees and hedgerows. An overlay of the layout has been incorporated in the Tree Retention Plan to assist in identifying the relationship and any potential conflicts between the proposals and the existing trees and hedgerows.
- 3.20 The proposals will directly impact upon individual trees T8, T25 T32, T45, T67 and T68. Groups TG14, along with sections of TG5, TG8 and TG15 will also require removal to facilitate the alignment of the proposals . hedgerow groups H5, H7, H8, H12, H13, H17 and H18 will also be affected by the proposals and require sections to be removed.
- 3.21 In conclusion for arboriculture, the proposals are considered to meet the aims and objectives of national policy through careful consideration of the design and retention of a high proportion of the existing tree cover. The retention of, coupled with targeted future management and enhancement of the existing and future tree cover will meet many of the individual aspirations set out in the various policies.

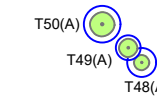
#### **4.0 NECESSARY MITIGATION AND ENHANCMENT OPPORTUNITIES**

- 4.1 New tree and hedgerow planting within areas of amenity green space and landscape buffers should be provided to mitigate for any tree and hedgerow removal required to facilitate a development. New tree planting should be appropriate and be planted with due care and consideration.
- 4.2 A review of the relationship between any development layout and the retained trees should be undertaken to reassess the condition of retained existing tree cover and prepare an arboricultural management plan and schedule of tree works.
- 4.3 Many of the existing standard trees within the larger tree groups were mature. Ongoing management and replanting provision in the future should seek to provide a new generation of younger stock that will complement the existing tree cover and provide opportunities for regeneration once the existing mature trees become over mature for succession.

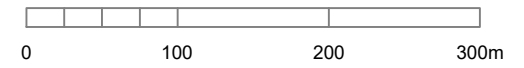


**KEY**

-  Category U - Trees / Groups Unsuitable for Retention (BS 5837:2012)
-  Category A - Trees / Groups of High Quality (BS 5837:2012)
-  Category B - Trees / Groups of Moderate Quality (BS 5837:2012)
-  Category C - Trees / Groups of Low Quality (BS 5837:2012)
-  Hedgerow (Colour indicates BS5837:2012 Category)
-  Root Protection Area (The RPA has been altered where appropriate to reflect underground constraints)
-  Individual / Group Number and BS5837:2012 Category



Scale 1:5000 @ A3



**NOTES**

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





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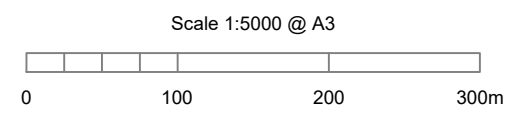
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**KEY**

-  Category U - Trees / Groups Unsuitable for Retention (BS 5837:2012)
-  Category A - Trees / Groups of High Quality (BS 5837:2012)
-  Category B - Trees / Groups of Moderate Quality (BS 5837:2012)
-  Category C - Trees / Groups of Low Quality (BS 5837:2012)
-  Hedgerow (Colour indicates BS5837:2012 Category)
-  Root Protection Area (The RPA has been altered where appropriate to reflect underground constraints)
-  Individual / Group Number and BS5837:2012 Category



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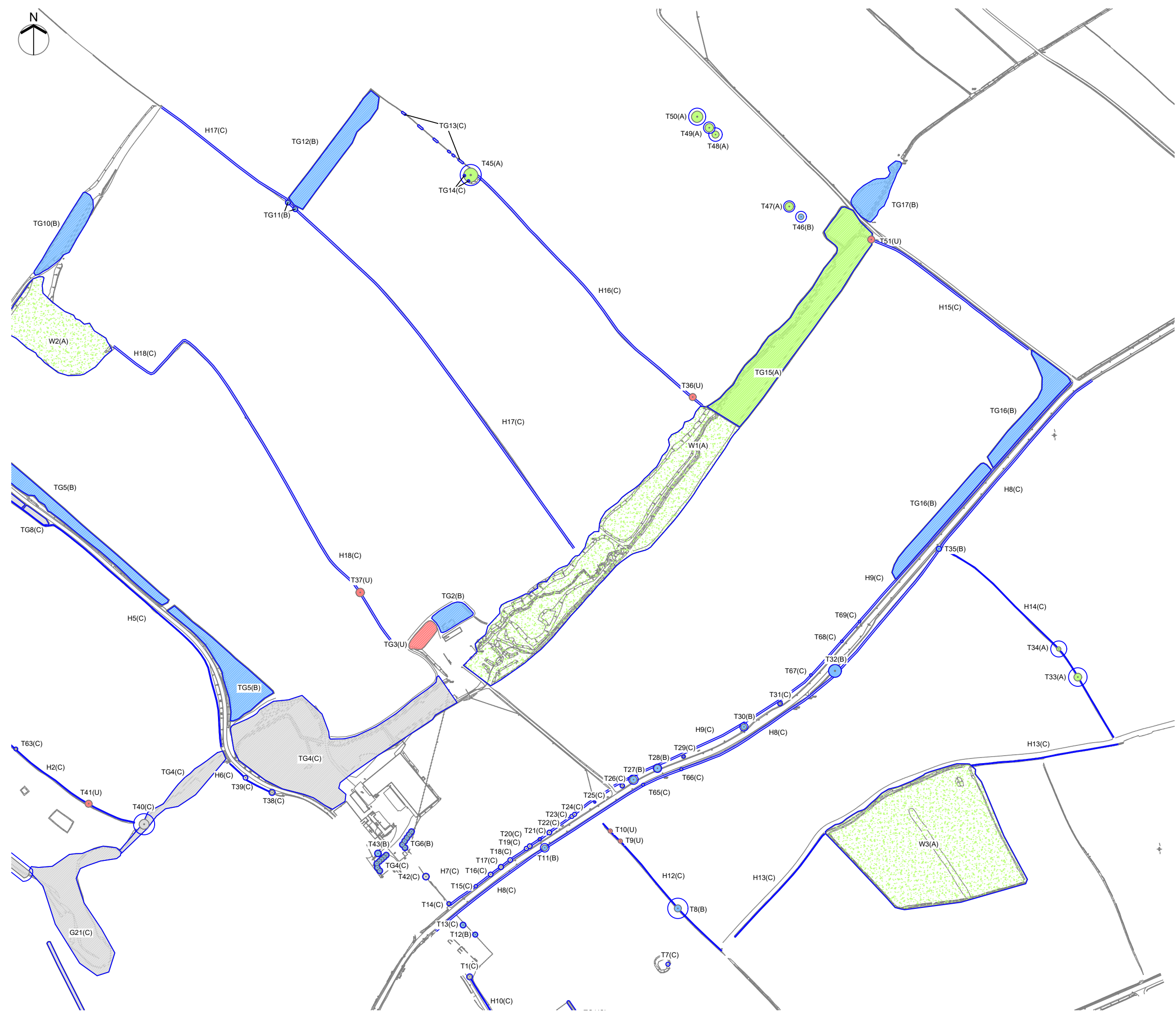
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





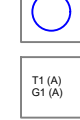
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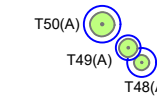
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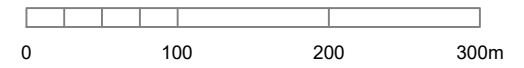


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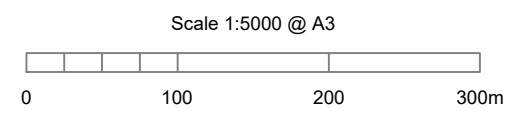
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**KEY**

- Tree/Group to be Retained
- Tree/Group proposed to be removed subject to relevant permissions
- Category U - Unsuitable for retention on arboricultural grounds
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






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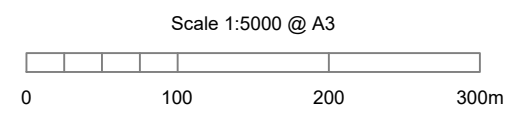
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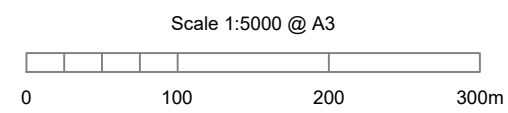






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### Appendix A - Tree Schedule

| Measurements   | Age Classes   | Quality Assessment of BS Category   | ULE (relates to BS Category) |
|--|---|---|------------------------------|
| <b>Height</b> - Measured using a digital laser clinometer (m)  | <b>YNG:</b> Establishing, typically with good vigour and fast growth rates and strong apical dominance; c. less than 1/3 life expectancy  | <b>Category U</b> - Trees in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years.   | <10 years                    |
| <b>Stem Dia.</b> - Diameter measured (mm) in accordance with Annex C of the BS5837   | <b>SM:</b> Semi-mature trees less than 1/3 life expectancy  | <b>Category A</b> - Trees of high quality with an estimated remaining life expectancy of at least 40 years.   | 40+ years                    |
| <b>Crown Radius</b> - Measured using a digital laser clinometer radially from the main stem (m)  | <b>EM:</b> Established, typically vigorous and increasing in apical height and lateral spread; 1/3 - 2/3 life expectancy. Offers landscape significance   | <b>Category B</b> - Trees of moderate quality with an estimated remaining life expectancy of at least 20 years.   | 20-40 years                  |
| <b>Abbreviations</b><br><br>est - Estimated stem diameter<br>avg - Average stem diameter for multiple stems<br>upto - Maximum stem diameter of a group | <b>M:</b> Fully established over 2/3 life expectancy, generally good vigour and achieving full height potential with crown still spreading  | <b>Category C</b> - Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm.   | 10-20 years                  |
|  | <b>OM:</b> Fully mature, at the extremes of expected life expectancy, vigour decreasing, declining or moribund  | Sub-categories: (i) - Mainly arboricultural value<br>(ii) - Mainly landscape value<br>(iii) - Mainly cultural or conservation value   |                              |
|  | <b>V:</b> biological, cultural or aesthetic value comprising niche saproxylic habitat. Individuals of large proportions (stem girth) in comparison to trees of the same species/surviving beyond the typical age range for their species. | <b>The BS category particular consideration has been given to the following:</b><br><ul style="list-style-type: none"> <li>• The presence of any structural defects in each tree/group and its future life expectancy</li> <li>• The size and form of each tree/group and its suitability within the context of a proposed development</li> <li>• The location of each tree relative to existing site features e.g. its screening value or landscape features</li> <li>• Age class and life expectancy</li> </ul> |                              |

| Structural Condition  | Physiological Condition  |
|---|--|
| <b>Good</b> - No significant structural defects   | <b>Good</b> - No significant health problems   |
| <b>Fair</b> - Structural defects that can be remediated   | <b>Fair</b> - Symptoms of ill-health that can be remediated                                |
| <b>Poor</b> - Significant defects beyond remediation, present a risk of failure in the foreseeable future | <b>Poor</b> - Significant ill-health. Unlikely the tree will recover in the long term      |
| <b>Dead</b> - Dead tree with structural integrity of tree severely compromised                            | <b>Advanced Decline / Dead</b> - Advanced state of decline and unlikely to recover or Dead |

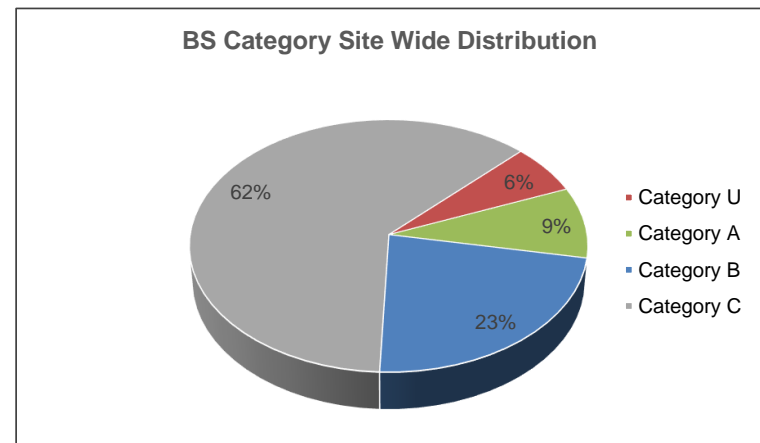
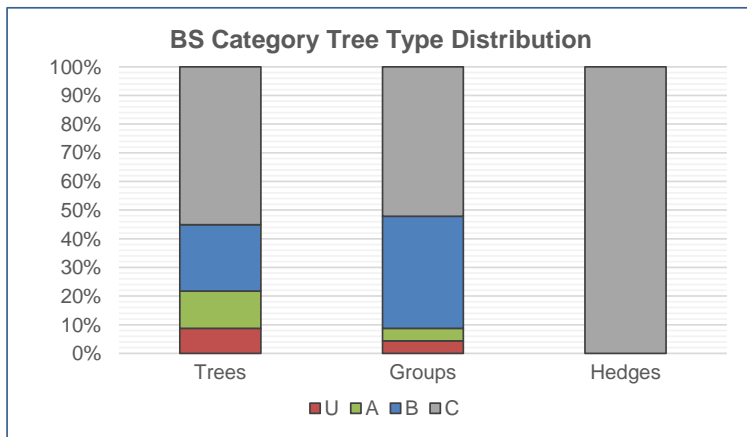
| Root Protection Area (RPA)   |
|--|
| <ul style="list-style-type: none"> <li>• The RPA Radius column provides the extent of an equivalent circle from the centre of the stem (m).</li> <li>• The RPA is calculated using the formulae described in paragraph 4.6.1 of British Standard 5837: 2012 and is indicative of the rooting area required for a tree to be successfully retained. Tree roots extend beyond the calculated RPA in many cases and where possible a greater distance should be protected.</li> <li>• Where veteran trees have been identified the RPA has been calculated in accordance with Natural England guidance i.e. 15x the stem diameter, uncapped.</li> </ul> |

### Appendix Summary

|            | Individual Trees  | Totals    | Tree Groups and Hedgerows   | Totals    |
|------------|---|-----------|---|-----------|
| Category U | T9, T10, T36, T37, T41, T51   | 6         | G3  | 1         |
| Category A | T33, T34, T45, T47, T48, T49, T50, T62, T64   | 9         | G15, W1, W2, W3   | 4         |
| Category B | T8, T11, T12, T13, T27, T28, T30, T32, T35, T43, T46, T53, T55, T57, T60, T61   | 16        | G2, G5, G6, G7, G10, G11, G12, G16, G17   | 9         |
| Category C | T1, T2, T3, T4, T5, T6, T7, T14, T15, T16, T17, T18, T19, T20, T21, T22, T23, T24, T25, T26, T29, T31, T38, T39, T40, T42, T44, T52, T54, T56, T58, T59, T63, T65, T66, T67, T68, T69 | 38        | G1, G4, G8, G9, G13, G14, G18, G19, G20, G21, G22, G23, H1, H2, H3, H4, H5, H6, H7, H8, H9, H10, H11, H12, H13, H14, H15, H16, H17, H18 | 30        |
|            | <b>Total</b>  | <b>69</b> | <b>Total</b>  | <b>44</b> |

**BS Category Tree Type Distribution** displays the proportion of trees assessed in each type to enable a better understanding of the category distribution.

**BS Category Site Wide Distribution** shows the proportion of trees assessed in each category across the whole site which allows an interpretation of the site's overall quality.



| Tree No                 | Species                          | Height | Stem Dia.                    | Crown Radius | Age Class | Overall Condition | Structural Condition   | RPA | RPA Radius | BS5837 Cat |
|-------------------------|----------------------------------|--------|------------------------------|--------------|-----------|-------------------|--|-----|------------|------------|
| <b>INDIVIDUAL TREES</b> |                                  |        |                              |              |           |                   |  |     |            |            |
| T1                      | Hawthorn<br>Crataegus monogyna   | 5      | Est 160<br>160<br>160<br>160 | 3            | M         | F                 | Multi-stemmed form<br>Set within a hedgerow on the corner between a house, lane and field<br>Dense ivy cover   | 58  | 4.3        | C (i)      |
| T2                      | Common Ash<br>Fraxinus excelsior | 7      | 240                          | 2            | Yng       | F                 | Set within a hedgerow<br>Flail damage<br>No major defects<br>Hawthorne growing by the side of the main stem  | 26  | 2.9        | C (i)      |
| T3                      | Common Ash<br>Fraxinus excelsior | 7      | 250                          | 4            | Yng       | F                 | Set within a hedgerow<br>Flail damage<br>Bark wound on the main stem<br>Minor dead wood and broken branches present<br>Planting stake by the main stem   | 28  | 3.0        | C (i)      |
| T4                      | Field Maple<br>Acer campestre    | 4      | 180                          | 2            | Yng       | F                 | Set within a hedgerow<br>Typical species form<br>Bark wounds and minor dead wood present   | 15  | 2.2        | C (i)      |
| T5                      | Field Maple<br>Acer campestre    | 4      | 120<br>80                    | 1            | Yng       | F                 | Multi-leadered form below 1m<br>Epicormic growth on the main stem<br>Broken branches and bark wounds present   | 9   | 1.7        | C (i)      |
| T6                      | Field Maple<br>Acer campestre    | 3      | 230                          | 1            | Yng       | F                 | Dense ivy on the main stem<br>Obscured failure point   | 24  | 2.8        | C (i)      |
| T7                      | Hawthorn<br>Crataegus monogyna   | 5      | Est 180<br>150               | 3            | EM        | F                 | Set on the bank of a pond<br>Twin-stemmed form<br>Typical species form<br>Ivy cover on the main stem   | 25  | 2.8        | C (i)      |
| T8                      | English Oak<br>Quercus robur     | 17     | 1200                         | 5            | M         | F                 | Basal mechanical wound due to ploughing<br>Un-sympathetic pruning has been carried out in the past<br>Branch socket cavities showing decay<br>Major dead wood present<br>Hanging dead wood<br>A 'stag headed' crown due to die back<br>Dense ivy cover to 5m | 651 | 14.4       | B (i)      |

| Tree No | Species                                  | Height | Stem Dia. | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|---------|--|--------|-----------|--------------|-----------|-------------------|---|-----|------------|------------|
| T9      | English Oak<br>Quercus robur             | 7      | Est 900   | 3            | M         | F                 | Mechanical damage at the base of the main stem<br>Dense ivy cover to 5m<br>Failed limb at 4m<br>Major dead wood<br>Bat roosting potential                             | N/A | N/A        | U          |
| T10     | English Oak<br>Quercus robur             | 10     | Est 850   | 3            | M         | F                 | Epicormic growth to 5m<br>Ivy cover on the main stem to 8m<br>Branch socket cavities<br>A 'stag headed' crown due to die back   | N/A | N/A        | U          |
| T11     | Hornbeam<br>Carpinus betulus             | 9      | 510       | 4            | M         | G                 | Basal damage<br>Epicormic growth on the lower stem<br>Multi-leadered form at 1m<br>Minor dead wood present  | 118 | 6.1        | B (i)      |
| T12     | English Oak<br>Quercus robur             | 7      | Est 300   | 3            | EM        | F                 | Set within a neighbouring garden<br>Lower branches have been removed<br>One single leader from 2.5m   | 41  | 3.6        | B (i)      |
| T13     | Wild Cherry<br>Prunus avium              | 7      | 350       | 3.5          | M         | G                 | Set off site within a neighbouring garden<br>No major defects<br>A good species form<br>Twin-stemmed at 2m<br>Past pruning has been carried out on the lower branches | 55  | 4.2        | B (i)      |
| T14     | Horse Chestnut<br>Aesculus hippocastanum | 4      | Est 250   | 2            | EM        | F                 | Ivy cover on the main stem<br>Multi-leadered form at 0.5m<br>A low crown<br>No major defects  | 28  | 3.0        | C (i)      |
| T15     | English Elm<br>Ulmus procera             | 5      | Est 200   | 2.5          | Yng       | F                 | Basal suckers present around the main stem<br>Set in a hedge row<br>A low crown<br>Nesting material present   | 18  | 2.4        | C (i)      |
| T16     | Common Lime<br>Tilia x europaea          | 5      | 280       | 3            | EM        | F                 | Epicormic growth present on the main stem<br>Ivy cover on the main stem to 2m<br>Minor dead wood and broken branches<br>No major defects<br>Set in a hedge row        | 35  | 3.4        | C (i)      |

| Tree No | Species                       | Height | Stem Dia. | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|---------|-------------------------------|--------|-----------|--------------|-----------|-------------------|---|-----|------------|------------|
| T17     | Field Maple<br>Acer campestre | 6      | 320       | 3            | Yng       | F                 | Epicormic growth present on the main stem<br>Ivy cover throughout<br>Typical species form<br>Flail damage to the East<br>Set in a hedge row | 46  | 3.8        | C (i)      |
| T18     | Whitebeam<br>Sorbus aria      | 6      | 270       | 3.5          | Yng       | F                 | A open crown form<br>Minor dead wood and broken branches<br>Flail damage to the East<br>Set in a hedge row                                  | 33  | 3.2        | C (i)      |
| T19     | Whitebeam<br>Sorbus aria      | 5      | Est 250   | 3            | Yng       | F                 | A dense low crown<br>Crossing and rubbing branches<br>Flail damage to the East<br>Set in a hedge row  | 28  | 3.0        | C (i)      |
| T20     | Field Maple<br>Acer campestre | 6      | 280       | 3            | Yng       | F                 | Multi-leadered form at 1m<br>Typical species specimen<br>Ivy cover to 2m on the main stem<br>Flail damage to the East<br>Set in a hedge row | 35  | 3.4        | C (i)      |
| T21     | Manna Ash<br>Fraxinus ornus   | 4      | 210       | 1            | Yng       | F                 | Dense ivy cover throughout<br>Flail damage to the East<br>Set in a hedge row  | 20  | 2.5        | C (i)      |
| T22     | Whitebeam<br>Sorbus aria      | 6      | 280       | 3            | Yng       | F                 | Ivy cover on the main stem<br>Broken branches present within the crown<br>Flail damage to the East<br>Set in a hedge row                    | 35  | 3.4        | C (i)      |
| T23     | Whitebeam<br>Sorbus aria      | 6      | 240       | 3            | Yng       | F                 | Multi-leadered form at 1m<br>Ivy cover on the main stem<br>Broken branches present<br>Flail damage to the East<br>Set in a hedge row        | 26  | 2.9        | C (i)      |
| T24     | Manna Ash<br>Fraxinus ornus   | 5      | 230       | 3            | EM        | G                 | Bark striation on the main stem<br>Multi-leadered form at 1m<br>Flail damage to the East<br>Set in a hedge row                              | 24  | 2.8        | C (i)      |
| T25     | Manna Ash<br>Fraxinus ornus   | 4      | 130       | 1.5          | Yng       | F                 | No major defects<br>Flail damage to the East<br>Set in a hedge row  | 8   | 1.6        | C (i)      |

| Tree No | Species                          | Height | Stem Dia. | Crown Radius | Age Class | Overall Condition | Structural Condition   | RPA | RPA Radius | BS5837 Cat |
|---------|----------------------------------|--------|-----------|--------------|-----------|-------------------|--|-----|------------|------------|
| T26     | Rowan<br>Sorbus aucuparia        | 6      | 270       | 2.5          | M         | F                 | Low branches<br>Ivy cover on the main stem<br>Bark delamination on the main stem<br>Low branches<br>Epicormic growth and basal suckers<br>Set in a hedge row<br>Flail damage to the East   | 33  | 3.2        | C (i)      |
| T27     | Hornbeam<br>Carpinus betulus     | 10     | 570       | 5            | M         | G                 | A fastigate species form<br>A dense even crown<br>Pruning wounds present   | 147 | 6.8        | B (i)      |
| T28     | Hornbeam<br>Carpinus betulus     | 10     | Est 500   | 5            | M         | G                 | Multi-leadered form from 0.25m<br>A fastigate species form<br>A dense even crown<br>Pruning wounds present   | 113 | 6.0        | B (i)      |
| T29     | Rowan<br>Sorbus aucuparia        | 6      | 6 x 70    | 3            | M         | F                 | Basal suckers around the main stem<br>Broken branches and minor dead wood present  | 13  | 2.1        | C (i)      |
| T30     | Common Ash<br>Fraxinus excelsior | 12     | 490       | 4            | M         | G                 | The lower branches have been removed lifting the crown<br>Pruning wounds and bark wounds present<br>A even crown<br>Bark wound on base of main stem  | 109 | 5.9        | B (i)      |
| T31     | Manna Ash<br>Fraxinus ornus      | 4      | 280       | 2            | Yng       | F                 | Broken branches and pruning wounds present<br>No major defects   | 35  | 3.4        | C (i)      |
| T32     | Common Ash<br>Fraxinus excelsior | 12     | 770       | 9            | M         | F                 | A low spreading crown with a open bowl<br>Reactionary growth on the main limbs<br>Minor dead wood, pruning wounds and broken branches present  | 268 | 9.2        | B (i)      |
| T33     | English Oak<br>Quercus robur     | 13     | 1100      | 5.5          | M         | F                 | Basal mechanical damage due to cultivation<br>Cultivation of earth up to 1.5m from the base of the tree<br>Major limb loss<br>A stag headed crown due to die back<br>Branch socket cavities with exposed heart wood and visible signs of rot<br>Storm damage leaving stubs<br>Past pruning has been carried out<br>Major dead wood and broken branches present | 547 | 13.2       | A (i)      |

| Tree No | Species                                 | Height | Stem Dia.  | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius    | BS5837 Cat |
|---------|---|--------|------------|--------------|-----------|-------------------|---|-----|---------------|------------|
| T34     | English Oak<br><i>Quercus robur</i>     | 7      | 950        | 3            | V         | F                 | Complete crown failure<br>Standing stump at 4m, 3m regrowth<br>Visible heartwood decay<br>Ivy cover on the main stem<br>Laetiporus sulphureus fungal brackets present   | 638 | 14.3          | A (i)      |
| T35     | Common Ash<br><i>Fraxinus excelsior</i> | 8      | 290        | 4            | EM        | G                 | Minor broken branches<br>Set in a hedge row<br>No major defects   | 38  | 3.5           | B (i)      |
| T36     | Common Ash<br><i>Fraxinus excelsior</i> | 14     | 1000       | 5            | M         | F                 | Multiple <i>Inonotus hispidus</i> fungal brackets present<br>Basal cavity with hollowing to the east<br>Bifurcated at 2m with the south stem still intact<br>Storm damage and stubs showing rot and cavity development<br>Regrowth visible within the crown<br>Broken branches and dead wood present<br>Bat roosting potential<br>Signs of animal burrowing around the base | N/A | N/A           | U          |
| T37     | English Oak<br><i>Quercus robur</i>     | 15     | Est 900    | 6            | OM        | D                 | No live growth present  | N/A | N/A           | U          |
| T38     | Common Ash<br><i>Fraxinus excelsior</i> | 8      | 370        | 3            | EM        | G                 | Twin-leadered form, bifurcated main stem at 2m<br>No major defects  | 62  | 4.4           | C (i)      |
| T39     | Common Ash<br><i>Fraxinus excelsior</i> | 7      | 250<br>130 | 3            | EM        | G                 | Twin stemmed form at 0.5m<br>No major defects   | 36  | 3.4           | C (i)      |
| T40     | Crack Willow<br><i>Salix fragilis</i>   | 14     | Est 1500   | 7            | M         | P                 | Collapsed form with regrowth present<br>Open cavities<br>A old pollard<br>Set off site on the opposite side of a stream   | 707 | Capped at 15m | C (i)      |
| T41     | Common Ash<br><i>Fraxinus excelsior</i> | 14     | 700        | 5            | M         | P                 | A leaning stem to the North West<br>A sparse crown<br>Branch failures<br>Pruning wounds and major dead wood present<br><i>Inonotus hispidus</i> fungal brackets on the main stem  | N/A | N/A           | U          |



| Tree No | Species                                  | Height | Stem Dia. | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius    | BS5837 Cat |
|---------|--|--------|-----------|--------------|-----------|-------------------|---|-----|---------------|------------|
| T42     | Horse Chestnut<br>Aesculus hippocastanum | 8      | Est 400   | 4            | M         | F                 | Set off site by 3m<br>No major defects  | 72  | 4.8           | C (i)      |
| T43     | Sycamore<br>Acer pseudoplatanus          | 9      | Est 400   | 4            | EM        | G                 | Set off site<br>No major defects  | 72  | 4.8           | B (i)      |
| T44     | Common Ash<br>Fraxinus excelsior         | 10     | 300       | 3.5          | EM        | G                 | Situated on a bank<br>Minor flail damage to the lower limbs leaving broken branches and stubs<br>No major defects   | 41  | 3.6           | C (i)      |
| T45     | English Oak<br>Quercus robur             | 20     | Est 1350  | 10           | M         | G                 | Situated on the bank to the east of a dry pond<br>Large pruning wounds to the north and south sides of the main stem at 4m<br>Bark loss on limbs within the crown<br>Major dead wood, broken branches and stubs present<br>Large lever arm reached out to the north showing signs of buckling and bending under its own weight<br>Exposed roots to the east<br>Onset of a stag headed crown | 707 | Capped at 15m | A (i)      |
| T46     | English Oak<br>Quercus robur             | 13     | 640       | 4            | M         | F                 | Epicormic growth on the main stem<br>Cultivation up to 0.5m of the main stem<br>Bark wound on main stem at ground level to 0.5m to the east<br>Branch socket cavities and storm damage visible<br>Major dead wood, broken branches and stubs present within the crown<br>Stag headed crown  | 185 | 7.7           | B (i)      |
| T47     | English Oak<br>Quercus robur             | 10     | 670       | 6            | M         | G                 | Cultivation to 1m of the main stem<br>Epicormic growth present on the main stem<br>Bark wounds present on the lower limbs possible from passing tractors<br>Even crown formation<br>Broken branches, major dead wood and stubs within the crown   | 203 | 8.0           | A (i)      |
| T48     | English Oak<br>Quercus robur             | 11     | 800       | 5            | M         | F                 | Epicormic growth present on the main stem<br>Cultivation to 1m of the base of the main stem<br>Broken branches, storm damage, stubs and major dead wood present within the crown  | 290 | 9.6           | A (i)      |

| Tree No | Species                        | Height | Stem Dia.         | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|---------|--------------------------------|--------|-------------------|--------------|-----------|-------------------|---|-----|------------|------------|
| T49     | English Oak<br>Quercus robur   | 12     | 680               | 6            | M         | F                 | Bark wound on the main stem from ground level to 0.5m on the west side<br>Epicormic growth present on the main stem<br>Cultivation to 1m of the base of the main stem<br>Broken branches, storm damage, stubs and major dead wood present within the crown<br>Young elder to the north of the main stem | 209 | 8.2        | A (i)      |
| T50     | English Oak<br>Quercus robur   | 14     | 1010              | 8            | M         | G                 | Cultivation to 1m of the base of the main stem<br>Even spreading crown with good form<br>Minor dead wood, storm damage and broken branches within the crown   | 461 | 12.1       | A (i)      |
| T51     | English Oak<br>Quercus robur   | 12     | 1000              | 5            | OM        | P                 | Sparse crown with only 20% remaining<br>Ivy cover on the main stem<br>Pruning wounds and branch socket cavities visible<br>Major dead wood, broken branches present   | N/A | N/A        | U          |
| T52     | Hawthorn<br>Crataegus monogyna | 6      | 180               | 2            | M         | F                 | Branch stubs evident<br>Broken branches evident<br>Minor dead wood evident in the crown (<75mm)   | 15  | 2.2        | C (i)      |
| T53     | English Oak<br>Quercus robur   | 11     | 6x 300            | 6            | EM        | F                 | Branch stubs evident<br>Broken branches evident<br>Characteristic for species<br>Flail damage evident<br>Minor dead wood evident in the crown (<75mm)<br>Multi stemmed from base  | 244 | 8.8        | B (i)      |
| T54     | Ash<br>Fraxinus excelsior      | 8      | 250<br>200<br>200 | 3            | SM        | P                 | Branch stubs evident<br>Broken branches evident<br>Included bark union<br>Minor dead wood evident in the crown (<75mm)  | 64  | 4.5        | C (i)      |
| T55     | Ash<br>Fraxinus excelsior      | 14     | 570               | 7            | EM        | G                 | Branch stubs evident<br>Minor dead wood evident in the crown (<75mm)<br>No major defects were noted   | 147 | 6.8        | B (i)      |
| T56     | Ash<br>Fraxinus excelsior      | 9      | 8x 100            | 4            | EM        | F                 | Branch stubs evident<br>Broken branches evident<br>Dense ivy cover on main stem<br>Minor dead wood evident in the crown (<75mm)<br>Multi stemmed from base  | 36  | 3.4        | C (i)      |

| Tree No | Species                        | Height | Stem Dia.       | Crown Radius | Age Class | Overall Condition | Structural Condition   | RPA  | RPA Radius | BS5837 Cat |
|---------|--------------------------------|--------|-----------------|--------------|-----------|-------------------|--|------|------------|------------|
| T57     | English Oak<br>Quercus robur   | 7      | Over ivy<br>620 | 7            | EM        | F                 | Dense ivy cover on main stem<br>Low crown form<br>Minor dead wood evident in the crown (<75mm)<br>Loss of main leader at 5m  | 174  | 7.4        | B (i)      |
| T58     | Hawthorn<br>Crataegus monogyna | 5      | 180             | 2            | M         | F                 | Branch stubs evident<br>Broken branches evident<br>Minor dead wood evident in the crown (<75mm)  | 15   | 2.2        | C (i)      |
| T59     | English Oak<br>Quercus robur   | 5      | Over ivy<br>550 | 4            | M         | P                 | Epicormic growth evident within the crown<br>Loss of main leader at 5m   | 137  | 6.6        | C (i)      |
| T60     | English Oak<br>Quercus robur   | 15     | Over ivy<br>750 | 8            | M         | F                 | Branch stubs evident<br>Broken branches evident<br>Characteristic for species<br>Dense ivy cover on main stem<br>Major dead wood evident in the crown (>75mm)<br>Minor dead wood evident in the crown (<75mm)  | 254  | 9.0        | B (i)      |
| T61     | English Oak<br>Quercus robur   | 11     | 420             | 6            | EM        | F                 | Branch stubs evident<br>Broken branches evident<br>Characteristic for species<br>Flail damage evident<br>Minor dead wood evident in the crown (<75mm)  | 80   | 5.0        | B (i)      |
| T62     | Ash<br>Fraxinus excelsior      | 10     | est<br>1800     | 8            | V         | P                 | Basal cavity observed<br>Branch socket cavities observed<br>Branch stubs evident<br>Broken branches evident<br>Browsing damage noted on main stem<br>Compacted ground at the base<br>Delaminating bark on main stem<br>Dieback of the crown observed<br>Heartwood exposed<br>Major dead wood evident in the crown (>75mm)<br>Minor dead wood evident in the crown (<75mm)<br>Poached ground at the base<br>Pruning wounds noted<br>Specimen in extensive decline<br>Storm damage present | 2290 | 27.0       | A (iii)    |

| Tree No | Species                        | Height | Stem Dia.         | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|---------|--------------------------------|--------|-------------------|--------------|-----------|-------------------|---|-----|------------|------------|
| T63     | Crack Willow<br>Salix fragilis | 6      | 100<br>120<br>170 | 2            | EM        | F                 | No major defects were noted   | 24  | 2.8        | C (i)      |
| T64     | English Oak<br>Quercus robur   | 18     | 980               | 10           | M         | F                 | Branch stubs evident<br>Broken branches evident<br>Characteristic for species<br>Major dead wood evident in the crown (>75mm)<br>Minor dead wood evident in the crown (<75mm) | 434 | 11.8       | A (i)      |
| T65     | Ash<br>Fraxinus excelsior      | 6      | 180               | 2            | Yng       | F                 | Outgrown from hedgerow  | 15  | 2.2        | C (i)      |
| T66     | Ash<br>Fraxinus excelsior      | 6      | 180               | 2            | Yng       | F                 | Outgrown from hedgerow  | 15  | 2.2        | C (i)      |
| T67     | English Oak<br>Quercus robur   | 5      | 150               | 2            | Yng       | F                 | Outgrown from hedgerow  | 10  | 1.8        | C (i)      |
| T68     | English Oak<br>Quercus robur   | 5      | 150               | 2            | Yng       | F                 | Outgrown from hedgerow  | 10  | 1.8        | C (i)      |
| T69     | Ash<br>Fraxinus excelsior      | 5      | 150               | 2            | Yng       | F                 | Outgrown from hedgerow  | 10  | 1.8        | C (i)      |

| Group No               | Species  | Height | Stem Dia. | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|------------------------|--|--------|-----------|--------------|-----------|-------------------|---|-----|------------|------------|
| <b>GROUPS OF TREES</b> |  |        |           |              |           |                   |   |     |            |            |
| G1                     | Leyland Cypress<br>Cupressocyparis leylandii   | 8      | Est 190   | 1            | M         | G                 | A screening hedge row<br>22 stems set 0.5m apart<br>Typical species form  | 16  | 2.3        | C (i)      |
| G2                     | Common Ash<br>Fraxinus excelsior<br>Field Maple<br>Acer campestre<br>Bird Cherry<br>Prunus padus   | Max 10 | Upto 350  | Max 4        | EM / M    | G                 | Shelter belt planting around buildings<br>Trees spaced at 4m intervals<br>Dense cover   | 55  | 4.2        | B (ii)     |
| G3                     | Elder<br>Sambucus nigra<br>Apple<br>Malus domestica<br>Yew<br>Taxus baccata  | Max 3  | 400       | 3 - 4        | OM        | P                 | A old orchard<br>A few evergreens close to the houses Yew / cypress varieties   | N/A | N/A        | U          |
| G4                     | Hybrid Black Poplar<br>Populus x canadensis  | 20 +   | Est 600   | 6 - 7        | M         | F                 | Uniform planting at 5m intervals<br>Ivy on most stems to 8m<br>Storm damage and broken branches throughout the group<br>Possibly grown for a crop or a screen | 163 | 7.2        | C (ii)     |
| G5                     | Common Ash<br>Fraxinus excelsior<br>Elder<br>Sambucus nigra<br>Wild Cherry<br>Prunus avium<br>Beech<br>Fagus sylvatica<br>Norway Maple<br>Acer platanoides<br>Hornbeam<br>Carpinus betulus | Max 9  | Upto 150  | Max 3        | EM        | F                 | A mixed screen copse<br>2m - 1.5m spacing<br>No signs of clearing<br>Recommend some thinning  | 10  | 1.8        | B (ii)     |
| G6                     | 6 x Flowering Cherry<br>Prunus 'Kanzan'  | 5      | Upto 350  | 3            | EM        | G                 | A planted group<br>Low spreading forms<br>Short stems<br>Light ivy cover  | 55  | 4.2        | B (i)      |

| Group No | Species   | Height | Stem Dia.                | Crown Radius | Age Class | Overall Condition | Structural Condition   | RPA | RPA Radius | BS5837 Cat |
|----------|---|--------|--------------------------|--------------|-----------|-------------------|--|-----|------------|------------|
| G7       | 7 x Flowering Cherry<br>Prunus 'Kanzan'   | 5      | Upto 350                 | 3            | EM        | G                 | A planted group<br>Low spreading forms<br>Short stems<br>Dense crowns<br>Light ivy cover   | 55  | 4.2        | B (i)      |
| G8       | Common Ash<br>Fraxinus excelsior<br>English Elm<br>Ulmus procera<br>Hawthorn<br>Crataegus monogyna  | 7      | Avg 150                  | 3            | SM        | F                 | Flail damage to the lower limbs on the north side by a road<br>Broken branches and stubs present<br>Ivy cover on the main stems  | 10  | 1.8        | C (i)      |
| G9       | Common Ash<br>Fraxinus excelsior<br>English Elm<br>Ulmus procera<br>Hawthorn<br>Crataegus monogyna<br>Common Ash<br>Fraxinus excelsior<br>Field Maple<br>Acer campestre                       | 4      | Avg 100                  | 2            | SM        | F                 | Flail damage to the lower limbs on the north side by a road<br>Broken branches and stubs present<br>Occasional dead elm within the group   | 5   | 1.2        | C (i)      |
| G10      | Wild Cherry<br>Prunus avium<br>English Oak<br>Quercus robur<br>Common Ash<br>Fraxinus excelsior<br>Hawthorn<br>Crataegus monogyna<br>Elder<br>Sambucus nigra<br>Field Maple<br>Acer campestre | 8      | Avg 200                  | 2            | EM        | F                 | Dense outgrown planting on the sites boundary<br>Footpath runs through the centre of the group<br>Typical forms with tall and drawn specimens in the centre of the group<br>Occasional dead elm within the group | 18  | 2.4        | B (i)      |
| G11      | 2 x Common Ash<br>Fraxinus excelsior  | 7      | 150<br>150<br>200<br>100 | 3            | EM        | F                 | Twin-stemmed specimens<br>Flail damage to the south<br>Broken branches and stubs within the crown  | 43  | 3.7        | B (i)      |

| Group No | Species  | Height   | Stem Dia.                | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|----------|--|----------|--------------------------|--------------|-----------|-------------------|---|-----|------------|------------|
| G12      | Hazel<br>Corylus avellana<br>English Oak<br>Quercus robur<br>Common Ash<br>Fraxinus excelsior<br>Crack Willow<br>Salix fragilis<br>Goat Willow<br>Salix caprea<br>Hawthorn<br>Crataegus monogyna<br>Blackthorn<br>Prunus spinosa | 5 - 6    | Avg 100                  | 2            | Yng       | G                 | Young planted group of trees<br>Dense spacing between specimens<br>No major defects   | 5   | 1.2        | B (i)      |
| G13      | Hawthorn<br>Crataegus monogyna<br>Elder<br>Sambucus nigra<br>English Elm<br>Ulmus procera  | 2.5      | Avg 50<br>50<br>50<br>50 | 1.5          | SM        | F                 | Typical outgrown hedgerow<br>No major defects   | 6   | 1.3        | C (i)      |
| G14      | 2 x Hawthorn<br>Crataegus monogyna   | 4        | 150                      | 1.6          | M         | P                 | Positioned beneath T45s canopy<br>Pruning wounds and missing bark present<br>Poor forms   | 10  | 1.8        | C (i)      |
| G15      | Hybrid Black Poplar<br>Populus x canadensis<br>Crack Willow<br>Salix fragilis<br>Hawthorn<br>Crataegus monogyna<br>Common Ash<br>Fraxinus excelsior<br>English Oak<br>Quercus robur  | Up to 30 | 500                      | 7            | M         | F                 | Uniform planting at 5m intervals<br>Ivy on most stems to 8m<br>Storm damage and broken branches throughout the group<br>Possibly grown for a crop or a screen<br>Oak and ash prominent towards the north of the group | 113 | 6.0        | A (i)      |

| Group No | Species  | Height | Stem Dia. | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|----------|--|--------|-----------|--------------|-----------|-------------------|---|-----|------------|------------|
| G16      | Common Ash<br>Fraxinus excelsior<br>Hawthorn<br>Crataegus monogyna<br>English Oak<br>Quercus robur<br>Field Maple<br>Acer campestre<br>Wild Cherry<br>Prunus avium<br>Hazel<br>Corylus avellana<br>Sycamore<br>Acer pseudoplatanus<br>Blackthorn<br>Prunus spinosa | 7      | Avg 100   | 2            | Yng / SM  | G                 | Overhead cable present towards the north of the group<br>Densely planted group<br>Flailed along the western face<br>Light ivy cover on the main stems | 5   | 1.2        | B (i)      |
| G17      | Common Ash<br>Fraxinus excelsior<br>Hawthorn<br>Crataegus monogyna<br>English Oak<br>Quercus robur<br>Crack Willow<br>Salix fragilis<br>Blackthorn<br>Prunus spinosa   | 15     | Avg 500   | 6            | M         | F                 | Dense outgrown group<br>Broken branches, dead wood and stubs present within the crowns<br>Pruning wounds visible                                      | 113 | 6.0        | B (i)      |
| G18      | Ash<br>Fraxinus excelsior<br>Hawthorn<br>Crataegus monogyna  | 7      | avg 100   | 2            | EM        | F                 | Outgrwn hedgerow group  | 5   | 1.2        | C (ii)     |
| G19      | Ash<br>Fraxinus excelsior<br>Crack Willow<br>Salix fragilis<br>Hawthorn<br>Crataegus monogyna  | 5      | avg 150   | 3            | EM        | F                 | Outgrwn hedgerow group  | 10  | 1.8        | C (ii)     |
| G20      | Ash<br>Fraxinus excelsior<br>Hawthorn<br>Crataegus monogyna  | 6      | upto 200  | 3            | EM        | F                 | Outgrwn hedgerow group  | 18  | 2.4        | C (ii)     |



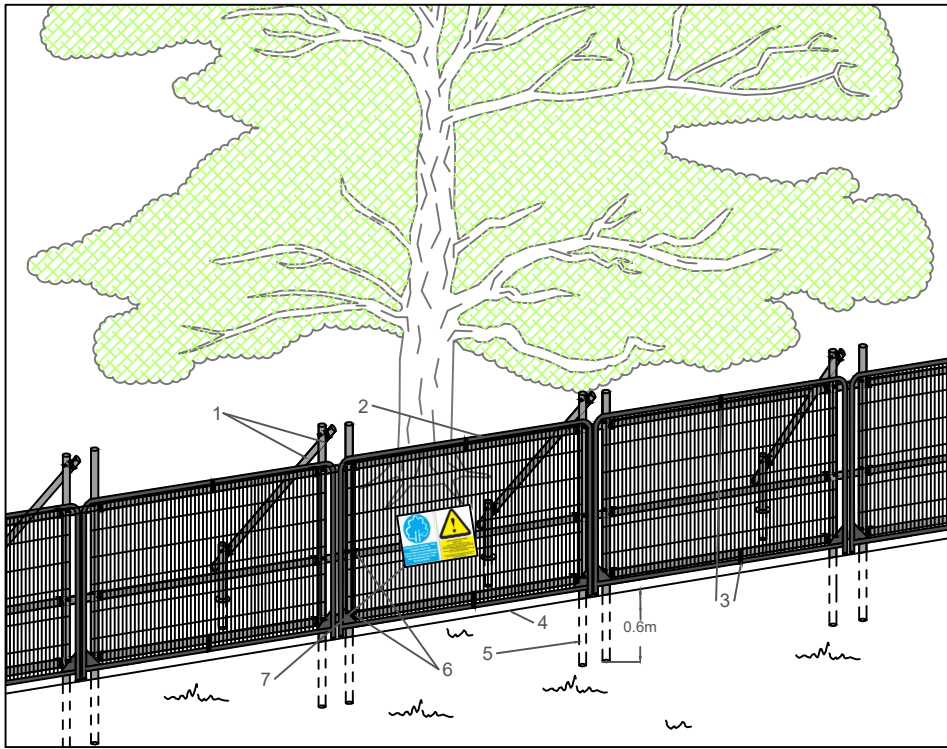
| Group No | Species   | Height | Stem Dia.   | Crown Radius | Age Class | Overall Condition | Structural Condition   | RPA | RPA Radius | BS5837 Cat |
|----------|---|--------|-------------|--------------|-----------|-------------------|--|-----|------------|------------|
| G21      | Ash<br>Fraxinus excelsior<br>Crack Willow<br>Salix fragilis                                   | 15     | avg<br>500  | 6            | EM / M    | P / F             | Branch stubs evident<br>Broken branches evident<br>Failed trees<br>Minor dead wood evident in the crown (<75mm)<br>Group adjacent to watercourse   | 113 | 6.0        | C (ii)     |
| G22      | Ash<br>Fraxinus excelsior<br>Crack Willow<br>Salix fragilis                                   | 15     | avg<br>900  | 6            | EM / M    | P / F             | Branch stubs evident<br>Broken branches evident<br>Failed trees<br>Minor dead wood evident in the crown (<75mm)<br>Group adjacent to watercourse   | 366 | 10.8       | C (ii)     |
| G23      | Ash<br>Fraxinus excelsior<br>Crack Willow<br>Salix fragilis<br>Hawthorn<br>Crataegus monogyna | 13     | upto<br>430 | 5            | EM / M    | P                 | Branch stubs evident<br>Broken branches evident<br>Dense undergrowth at the base<br>Failed trees<br>Major dead wood evident in the crown (>75mm)<br>Minor dead wood evident in the crown (<75mm) | 84  | 5.2        | C (ii)     |

| Hedge No         | Species   | Height | Stem Dia.  | Crown Radius | Age Class | Overall Condition | Structural Condition | RPA | RPA Radius | BS5837 Cat |
|------------------|---|--------|------------|--------------|-----------|-------------------|----------------------|-----|------------|------------|
| <b>HEDGEROWS</b> |   |        |            |              |           |                   |                      |     |            |            |
| H1               | Ash<br>Fraxinus excelsior<br>Blackthorn<br>Prunus spinosa<br>Hawthorn<br>Crataegus monogyna | 4      | avg<br>100 | 2            | EM        | F                 | Maintained hedgerow  | 5   | 1.2        | C (ii)     |
| H2               | Hawthorn<br>Crataegus monogyna  | 2      | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow  | 1   | 0.6        | C (ii)     |
| H3               | Hawthorn<br>Crataegus monogyna  | 2.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow  | 1   | 0.6        | C (ii)     |
| H4               | Hawthorn<br>Crataegus monogyna  | 1.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow  | 1   | 0.6        | C (ii)     |
| H5               | Hawthorn<br>Crataegus monogyna  | 2.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow  | 1   | 0.6        | C (ii)     |
| H6               | Hawthorn<br>Crataegus monogyna  | 2      | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow  | 1   | 0.6        | C (ii)     |
| H7               | Ash<br>Fraxinus excelsior<br>Blackthorn<br>Prunus spinosa<br>Hawthorn<br>Crataegus monogyna | 3      | avg<br>100 | 2            | EM        | F                 | Maintained hedgerow  | 5   | 1.2        | C (ii)     |
| H8               | Ash<br>Fraxinus excelsior<br>Blackthorn<br>Prunus spinosa<br>Hawthorn<br>Crataegus monogyna | 2      | avg<br>101 | 1.5          | EM        | F                 | Maintained hedgerow  | 5   | 1.2        | C (ii)     |

| Hedge No | Species   | Height | Stem Dia.  | Crown Radius | Age Class | Overall Condition | Structural Condition                            | RPA | RPA Radius | BS5837 Cat |
|----------|---|--------|------------|--------------|-----------|-------------------|---|-----|------------|------------|
| H9       | Ash<br>Fraxinus excelsior<br>Blackthorn<br>Prunus spinosa<br>Hawthorn<br>Crataegus monogyna | 2      | avg<br>101 | 1.5          | EM        | F                 | Maintained hedgerow                             | 5   | 1.2        | C (ii)     |
| H10      | Hawthorn<br>Crataegus monogyna  | 1.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow                             | 1   | 0.6        | C (ii)     |
| H11      | Hawthorn<br>Crataegus monogyna  | 1.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow                             | 1   | 0.6        | C (ii)     |
| H12      | Hawthorn<br>Crataegus monogyna  | 1.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow                             | 1   | 0.6        | C (ii)     |
| H13      | Hawthorn<br>Crataegus monogyna  | 1.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow                             | 1   | 0.6        | C (ii)     |
| H14      | Hawthorn<br>Crataegus monogyna  | 1.5    | avg<br>50  | 1            | EM        | F                 | Maintained hedgerow<br>Gaps present in hedgerow | 1   | 0.6        | C (ii)     |
| H15      | Blackthorn<br>Prunus spinosa<br>Hawthorn<br>Crataegus monogyna                              | 2      | avg<br>100 | 1.5          | EM        | F                 | Maintained hedgerow                             | 5   | 1.2        | C (ii)     |
| H16      | Blackthorn<br>Prunus spinosa<br>Hawthorn<br>Crataegus monogyna                              | 2      | avg<br>100 | 1.5          | EM        | F                 | Maintained hedgerow                             | 5   | 1.2        | C (ii)     |
| H17      | Hawthorn<br>Crataegus monogyna  | 3      | avg<br>100 | 1.5          | EM        | F                 | Maintained hedgerow                             | 5   | 1.2        | C (ii)     |

| Hedge No | Species                               | Height | Stem Dia.  | Crown Radius | Age Class | Overall Condition | Structural Condition | RPA | RPA Radius | BS5837 Cat |
|----------|---------------------------------------|--------|------------|--------------|-----------|-------------------|----------------------|-----|------------|------------|
| H18      | Hawthorn<br><i>Crataegus monogyna</i> | 3      | avg<br>100 | 1.5          | EM        | F                 | Maintained hedgerow  | 5   | 1.2        | C (ii)     |

| Wood No          | Species  | Height  | Stem Dia. | Crown Radius | Age Class | Overall Condition | Structural Condition  | RPA | RPA Radius | BS5837 Cat |
|------------------|--|---------|-----------|--------------|-----------|-------------------|---|-----|------------|------------|
| <b>WOODLANDS</b> |  |         |           |              |           |                   |   |     |            |            |
| W1               | English Oak<br>Quercus robur<br>Common Ash<br>Fraxinus excelsior<br>Common Alder<br>Alnus glutinosa<br>Crack Willow<br>Salix fragilis<br>Hybrid Black Poplar<br>Populus x canadensis | 18 - 20 | Avg 600   | Max 7        | M         | G                 | A typical broad woodland<br>4m - 5m spacing between trees<br>Storm damage and dead wood present<br>Dense ivy in places<br>Interlocking crowns   | 163 | 7.2        | A (ii)     |
| W2               | English Oak<br>Quercus robur<br>Common Ash<br>Fraxinus excelsior<br>Wild Cherry<br>Prunus avium<br>Hawthorn<br>Crataegus monogyna<br>Elder<br>Sambucus nigra                         | 12      | Avg 300   | 4            | EM / M    | G                 | Dense woodland group<br>Elder and hawthorn understory<br>Occasional dead elm along the boundaries<br>Minor dead wood, broken branches and storm damage present<br>Specimens of cherry to the north of the group | 41  | 3.6        | A (ii)     |
| W3               | English Oak<br>Quercus robur<br>Common Ash<br>Fraxinus excelsior<br>Wild Cherry<br>Prunus avium<br>Hawthorn<br>Crataegus monogyna<br>Elder<br>Sambucus nigra                         | 12      | Avg 400   | 4            | EM / M    | G                 | Dense woodland group<br>Elder and hawthorn understory<br>Minor dead wood, broken branches and storm damage present  | 72  | 4.8        | A (ii)     |



### Standard specification for protective barrier

1. Standard scaffold poles
2. Heavy gauge 2m tall galvanized tube and welded mesh infill panels
3. Panels secured to scaffold frame with wire ties
4. Ground level
5. Uprights driven into the ground until secure (min depth of 0.6m)
6. Standard scaffold clamps
7. Construction Exclusion Zone signs



### Above ground stabilising systems

1. Stabiliser strut with base plate secured with ground pins
2. Feet blocks secured with ground pins
3. Construction Exclusion Zone signs

### NOTES

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| urban design             | ■ |
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## APPENDIX B PROTECTIVE FENCING SPECIFICATIONS

CAD file: S:\Arb resources\Basic Templates\Tree Protection\Appendix B - Protective Fencing A4.dwg

# **Appendix 7**

## **Agricultural Land and Soils Assessment – LRA**

**SOILS AND AGRICULTURAL QUALITY  
OF LAND AT COTES**

Report 1796/1

19<sup>th</sup> August 2021



**SOILS AND AGRICULTURAL QUALITY  
OF LAND AT COTES**

M W Palmer PhD, CSci, MISoilSci

Report 1796/1



19<sup>th</sup> August, 2021

## **SUMMARY**

A detailed soils and agricultural land quality survey has been undertaken of 133.6 ha of land near Cotes, Loughborough in April 2021.

The land has mixed soils and land quality: heavy soils over mudstone or clay give land of subgrade 3b quality due to wetness constraints. Soils with thin drift over clay are limited to subgrade 3a by wetness. Patches of sand and gravel give subgrade 3a due to droughtiness. Deeper loamy soils give grade 2 quality land.

91.8 ha of this land is within a 127.9 ha area proposed for development. Land quality of the development area is broadly typical of the survey area (a mixture of grade 2, subgrade 3a and subgrade 3b quality).

## 1.0 Introduction

---

- 1.1 This report provides information on the soils and agricultural quality of 133.6 ha of land near Cotes, Loughborough.

### **SITE ENVIRONMENT**

- 1.2 The survey area covers a number of fields to the east and west of Stanford Lane, and to the north and south of Loughborough Road. The site is bordered to the south by Barrow Road, to the west by the river Soar and to the north and east by adjoining agricultural land. The land is gently sloping, with an average elevation of approximately 55 m AOD.
- 1.3 The agricultural land at the site was mainly in use for arable cropping, with some grass grazed by beef cattle in the west.

### **PUBLISHED INFORMATION**

- 1.4 1:50,000 scale BGS information records the solid geology of the land as Edwalton Member Triassic mudstone. This is recorded to outcrop in patches in the north and east, but is mainly recorded to be covered covered by mixed superficial deposits: on the lower land adjoining the river Soar in the west this comprises alluvium; elsewhere it comprises patches of sand and gravel or Head.
- 1.5 The National Soil Map (published at 1:250,000 scale) records most of the land as Flint Association: typically clays and fine loams over clays with slowly permeable subsoil formed in reddish drift. The land adjoining the river Soar in the west is recorded as Fladbury 2 Association: mainly poorly-draining clays formed in river alluvium. These soils are recorded to be separated in south-west by a narrow strip of Wick 1 Association: coarse loamy and sandy soils formed in sand and gravel deposits<sup>1</sup>.

<sup>1</sup>Ragg, J.M., *et al.*, (1984). *Soils and their Use in Midland and Western England*, Soil Survey of England and Wales Bulletin No. 12, Harpenden.

## 2.0 Soils

---

2.1 A detailed soils and agricultural quality survey was carried out in April 2021 in strict accordance with MAFF (1988) guidelines<sup>2</sup>. It was based on observations at intersects of a 100 m grid, giving a density of one observation per hectare. During the survey, soils were examined by a combination of pits and augerings to a maximum depth of 1.2 m. A log of the sampling points and a map (Map 1) showing their locations are in an appendix to this report.

2.2 The soils were found to vary in texture and drainage. The distribution of soils is shown by Map 2 in an appendix to this report and they are as described below.

### **FINE LOAMS OVER CLAY**

2.3 These soils mainly comprise heavy clay loam or sandy clay loam topsoil, over dense slowly permeable clay subsoil, sometimes with a thin permeable upper subsoil layer above the clay. The subsoils mainly show evidence of seasonal waterlogging (greyish colours with ochreous mottles) to shallow depth.

2.4 An example profile is described below from a pit at observation 89 (Map 1).

|           |  |
|-----------|--|
| 0-25 cm   | Very dark greyish brown (10YR 3/2) sandy clay loam; 15-20% small and medium quartz pebbles; moderately developed very coarse sub-angular blocky structure; very firm (compacted); few fine fibrous roots; smooth clear boundary to:  |
| 25-35 cm  | Reddish grey (5YR 5/2) heavy clay loam to sandy clay with 30% distinct medium yellowish red (7.5YR 4/6) mottles; slightly stony; moderately developed coarse and very sub-angular blocky structure; firm; very few fine fibrous roots; medium packing density; smooth gradual boundary to: |
| 35-120 cm | Reddish brown (2.5YR 4/4) clay with 10-15% prominent fine and medium light grey (5YR 7/1) mottles; weakly developed very coarse angular blocky structure; very firm; high packing density; no macro-pores or roots.  |

2.5 These soils are imperfectly to poorly-draining under the local climate (Soil Wetness Class III or IV).

### **MEDIUM LOAMS OVER CLAY**

2.6 Where thin coarser surface deposits occur, the topsoils and upper subsoils are of sandy clay loam or sandy loam texture and the soils have a greater depth of permeable upper subsoil, although they often show evidence of seasonal waterlogging (greyish colours and ochreous mottles) to shallow depth.

2.7 An example profile is described below from a pit at observation 106 (Map 1).

<sup>2</sup>MAFF, (1988). *Agricultural Land Classification for England and Wales: Guidelines and Criteria for Grading the Quality of Agricultural Land*.

|          |  |
|----------|--|
| 0-26 cm  | Dark greyish brown (10YR 2/2) sandy clay loam; 40% small and medium quartz pebbles; moderately developed medium and coarse sub-angular blocky structure; friable; common fine fibrous roots; smooth gradual boundary to:                         |
| 26-46 cm | Reddish brown (2.5YR 4/3) sandy clay loam with 5% distinct red (2.5YR 5/8) mottles; 50% stones; moderately developed coarse sub-angular blocky structure; friable; very few fine fibrous roots; low packing density; smooth gradual boundary to: |
| 46-82 cm | Red (2.5YR 5/8) clay with reddish brown (5YR 5/3) ped faces; weakly developed very coarse prismatic structure to structureless (massive); very firm; high packing density; no macro-pores or roots; smooth diffuse boundary to:                  |
| 82 cm+   | Mudstone   |

2.8 These soils are imperfectly to moderately freely-draining under the local climate (Soil Wetness Class III to II).

### DEEP LOAMS

2.9 Where deep drift (Head) deposits occur the soils are loamy (sandy clay loam or medium sandy loam) and permeable to depth, with no or only slight evidence of seasonal waterlogging.

2.10 An example profile is described below from a pit at observation 71 (Map 1).

|           |  |
|-----------|--|
| 0-26 cm   | Very dark greyish brown (10YR 3/2) sandy clay loam; 5% small quartz pebbles; moderately developed very coarse sub-angular blocky structure; very firm (compacted); many fine fibrous roots; smooth clear boundary to:                |
| 26-120 cm | Reddish brown (5YR 5/4) sandy clay loam with reddish grey (5YR 5/2) ped faces; moderately developed coarse to very coarse sub-angular blocky structure; firm; medium packing density; porous; common fine fibrous roots above 60 cm. |

2.11 These soils are freely-draining under the local climate (Soil Wetness Class I or II).

2.12 In the north-west deep loamy topsoils were encountered, apparently the result of historic disturbance.

### SANDS AND GRAVELS

2.13 In patches in the south and west, the soils are coarse loamy and sandy, often with a moderate stone content, grading to gravel at depth

2.14 An example profile is described below from a pit at observation 26 (Map 1).

|           |  |
|-----------|--|
| 0-31 cm   | Very dark greyish brown (10YR 3/2) medium sandy loam; 10% hard small and medium quartz pebbles; weakly developed fine sub-angular blocky structure; very friable; common fine fibrous roots; smooth gradual boundary to: |
| 31-45 cm  | Brown (7.5YR 5/4) medium loam; 25% hard quartz pebbles; stoneless; weakly developed fine sub-angular blocky structure; very friable; low packing density; few fine fibrous roots; smooth diffuse boundary to:            |
| 45-120 cm | Brownish yellow (10YR 6/6) loamy coarse sand/gravel; 40% small and medium quartz pebbles and fine subangular flints; single grain; loose.  |

2.15 These soils are freely-draining (Soil Wetness Class I).

## ALLUVIAL CLAYS

- 2.16 These soils are found in a relatively narrow low-lying strip in the west of the site. They comprise clay topsoil over dense slowly permeable clay subsoil.
- 2.17 An example profile is described below from a pit at observation 13 (Map 1).
- |            |   |
|------------|---|
| 0-26 cm    | Very dark greyish brown (10YR 3/2) clay; stoneless; well developed coarse sub-angular blocky structure; firm; common fine fibrous roots; smooth gradual boundary to:  |
| 26-35 cm   | Greyish brown (10YR 5/2) clay with 20% distinct fine yellowish brown (10YR 5/6) mottles; stoneless; moderately developed medium angular blocky structure; firm; few fine fibrous roots; no macro-pores; medium packing density; smooth gradual boundary to: |
| 35-110 cm+ | Grey (10YR 5/1) clay with 40% distinct fine and medium strong brown (7.5YR 5/6) mottles; weakly developed very coarse angular blocky structure to structureless (massive); very firm; high packing density; no roots or macro-pores.                        |
- 2.18 These soils are poorly-draining under the local climate (Soil Wetness Class IV).

### 3.0 Agricultural land quality

---

3.1 To assist in assessing land quality, the Ministry of Agriculture, Fisheries and Food (MAFF) developed a method for classifying agricultural land by grade according to the extent to which physical or chemical characteristics impose long-term limitations on agricultural use for food production. The MAFF ALC system classifies land into five grades numbered 1 to 5, with grade 3 divided into two subgrades (3a and 3b). The system was devised and introduced in the 1960s and revised in 1988.

3.2 The agricultural climate is an important factor in assessing the agricultural quality of land and has been calculated using the Climatological Data for Agricultural Land Classification<sup>3</sup>. The relevant site data for an average elevation of 55 m is given below.

- Average annual rainfall: 655 mm
- January-June accumulated temperature >0°C 1399 day°
- Field capacity period 142 days  
(when the soils are fully replete with water) late Nov-early Apr
- Summer moisture deficits for: wheat: 104 mm  
potatoes: 95 mm

3.3 The survey described in the previous section was used in conjunction with the agro-climatic data above to classify the site using the revised guidelines for ALC issued in 1988 by MAFF<sup>4</sup>. There are no climatic limitations at this locality.

#### **SURVEY RESULTS**

3.4 This report describes the main limitations affecting ALC grades at this site. The agricultural quality of the land is primarily determined by soil wetness and droughtiness. Land of grades 2 and 3 has been identified. Other factors were assessed but did not affect the overall grading.

#### **Grade 2**

3.5 This grade includes the loamy soils and the more freely-draining medium loams over clay have moderately high topsoil clay content and often have drainage restrictions at depth, which means that some machinery field operations are restricted by wetness, particularly in winter.

<sup>3</sup>Meteorological Office, (1989). *Climatological Data for Agricultural Land Classification*.

<sup>4</sup>MAFF, (1988). *Agricultural Land Classification for England and Wales: Guidelines and Criteria for Grading the Quality of Agricultural Land*.

3.6 Land with poorly-structured sand and gravel layers at depth have restricted moisture storage, which is likely to cause slight droughtiness to arable crops in dry summers.

3.7 In patches the deep loamy soils are well structured to depth, and this land has no restrictions to agriculture (grade 1). However, given the variation over short distances, grade 2 is judged more appropriate for the whole of this area.

**Subgrade 3a**

3.8 This subgrade includes most of the medium loams over clay. The combination of moderately high topsoil clay content and significant drainage restrictions (Soil Wetness Class III) means winter and early spring machinery land access opportunities are rare. However, late spring cultivation opportunities are regularly possible.

3.9 The stonier soils, medium loams over clay, and the sand and gravel soils have limited moisture storage, resulting in moderate droughtiness restrictions to yields of arable crops.

**Subgrade 3b**

3.10 This subgrade includes the fine loams over clay and the alluvial clay soils, where the combination of high topsoil clay content and significant drainage restrictions means spring machinery land access opportunities are rare and arable cropping is therefore limited to autumn sowings.

**Other land (non-agricultural)**

3.11 This land comprises roads and tracks, wooded areas, and waterbodies.

**Grade areas**

3.12 The land grades are shown on Map 3 and the areas occupied shown below.

**Table 1: Areas occupied by the different land grades**

| <i>Grade/subgrade</i> | <i>Area (ha)</i> | <i>% of the land</i> |
|-----------------------|------------------|----------------------|
| <b>Grade 2</b>        | 22.6             | 18                   |
| <b>Subgrade 3a</b>    | 36.2             | 28                   |
| <b>Subgrade 3b</b>    | 25.4             | 20                   |
| <b>Other land</b>     | 7.7              | 6                    |
| <b>Not surveyed</b>   | 36.0             | 28                   |
| <b>Total</b>          | 127.9            | 100                  |



**APPENDIX**  
**DETAILS OF OBSERVATIONS**  
**MAPS**

Land at Cotes: Soils and ALC survey – Details of observations at each sampling point

| Obs No | Topsoil    |           |                   | Upper subsoil |           |          | Lower subsoil |                                 |          | Slope | Wetness | Agricultural quality |                 |
|--------|------------|-----------|-------------------|---------------|-----------|----------|---------------|---------------------------------|----------|-------|---------|----------------------|-----------------|
|        | Depth (cm) | Texture   | Stones >20 mm (%) | Depth (cm)    | Texture   | Mottling | Depth (cm)    | Texture                         | Mottling | (°)   | Class   | Grade                | Main limitation |
| 1      | 0-100+     | SCL(dist) | <5                |               |           |          |               |                                 |          | 1     | -       | -                    | -               |
| 2      | 0-60+      | HCL(dist) | <5                |               |           |          |               |                                 |          | 0     | -       | -                    | -               |
| 3      | 0-33       | HCL       | 0                 | 33-90+        | HCL(dist) | xx       |               |                                 |          | 0     | -       | -                    | -               |
| 4      | 0-33       | MSL       | <5                | 33-55         | SCL       | x        | 55-100+       | SCL(dist)                       | xxx      | 1     | -       | -                    | -               |
| 5      | 0-33       | SCL       | <5                | 33-38         | MSL       | xxx      | 38-80+        | C(r)                            | xxx      | 2     | IV/III  | 3b/3a                | W               |
| 6      | 0-30       | MSL       | <5                | 30-62         | MSL       | o        | 62-100+       | LMS(r)                          | o        | 2     | I       | 2                    | D               |
| 7      | 0-33       | MSL       | <5                | 33-82         | MSL       | xxx      | 82-100+       | SCL                             | xxx      | 1     | I       | 1/2                  | D               |
| 8      | 0-30       | SCL       | <5                | 30-75         | SCL       | xxx      | 75-90+        | C(r)                            | xxx      | 3     | II      | 2                    | W/D             |
| 9      | 0-30       | C         | 0                 | 30-62         | C         | x        | 62-90+        | C                               | xxx      | 0     | III     | 3b                   | W               |
| 10     | 0-32       | SCL       | <5                | 32-90+        | SCL(r)    | xx       |               |                                 |          | 2     | I/II    | 1/2                  | D               |
| 11     | 0-33       | SCL       | <5                | 33-51         | SCL(r)    | xx(x)    | 51-90+        | C(r)                            | xxx      | 3     | III     | 3a                   | W               |
| 12     | 0-25       | HCL       | <5                | 25-48         | C(r)      | xxx      |               |                                 |          | 2     | IV      | 3b                   | W               |
| 13     | 0-28       | C         | 0                 | 28-49         | C         | xxx      | 49-90+        | C                               | xxx      | 0     | III     | 3b                   | W               |
| 14     | 0-33       | SCL       | 0                 | 33-56         | SCL(r)    | o        | 56-90+        | SCL(r)                          | xx       | 1     | I/II    | 2                    | W               |
| 15     | 0-30       | SCL       | <5                | 30-46         | SCL(r)    | xx       | 46-90+        | C(r)                            | xx       | 3     | III     | 3a                   | W               |
| 16     | 0-27       | SCL/HCL   | <5                | 27-80+        | C(r)      | xxx      |               |                                 |          | 2     | IV      | 3b                   | W               |
| 17     | 0-33       | ZC        | 0                 | 33-52         | ZC        | xxx      | 52-90+        | HCL                             | xxx      | 0     | III     | 3b                   | W               |
| 18     | 0-33       | ZC        | <5                | 33-59         | slstSCL   | o        | 59+           | Gravel?                         |          | 2     | I?      | 3a                   | W               |
| 19     | 0-34       | MSL       | <5                | 34-90+        | MSL(r)    | o        |               |                                 |          | 1     | I       | 1                    | -               |
| 20     | 0-29       | HCL       | <5                | 29-80+        | C(r)      | xxx      |               |                                 |          | 1     | IV      | 3b                   | W               |
| 21     | 0-34       | SCL       | <5                | 34-54         | SCL(r)    | xxx      | 54-90+        | C(r)                            | xxx      | 2     | III     | 3a                   | W               |
| 22     | 0-33       | SCL/MSL   | <5                | 33-76         | SCL(r)    | x        | 76-90+        | MSL(r)                          | xx       | 1     | I       | 1                    | -               |
| 23     | 0-34       | MSL       | <5                | 34-100+       | MSL(r)    | xx       |               |                                 |          | 2     | I       | 1                    | -               |
| 24     | 0-32       | MSL       | <5                | 32-55         | MSL       | o        | 55-100+       | LMS                             | o        | 1     | I       | 1/2                  | D               |
| 25     | 0-28       | SCL       | <5                | 28-54         | SCL(r)    | xxx      | 54-90+        | HCL/SCL(r)                      | xxx      | 1     | III     | 3a                   | W               |
| 26     | 0-26       | MSL       | <5                | 34-53         | mstMSL    | o        | 50-68<br>68+  | SCL/gravel<br>Stopped on stones | x        | 3     | I       | 3a                   | D               |
| 27     | 0-30       | LMS       | 5-10              | 30-72         | MS        | o        | 72-100+       | LMS(r)                          | o        | 1     | I       | 3b                   | D               |
| 28     | 0-34       | MSL       | <5                | 34-100+       | LMS       | o        |               |                                 |          | 2     | I       | 2/3a                 | D               |
| 29     | 0-26       | HZCL      | 0                 | 26-43         | HZCL      | xxx      | 43-90+        | C                               | xxx      | 0     | III     | 3b                   | W               |
| 30     | 0-33       | MSL       | <5                | 33-90+        | MSL       | xx       |               |                                 |          | 2     | I       | 1                    | -               |
| 31     | Woodland   |           |                   |               |           |          |               |                                 |          |       |         |                      |                 |
| 32     | 0-28       | SCL       | 0                 | 28-86         | SCL       | o        | 86+           | Stopped on stones               |          | 0     | I       | 2                    | D               |
| 33     | 0-28       | C         | 0                 | 28-49         | C         | xx(x)    | 49-90+        | C                               | xxx      | 0     | II/III  | 3b                   | W               |
| 34     | 0-22       | SCL       | <5                | 22-63         | SCL(r)    | xxx      | 63-68<br>68+  | HCL(r)<br>Stopped on stones     | xxx      | 4     | II      | 2                    | D               |
| 35     | 0-29       | SCL       | <5                | 29-50         | SCL       | xxx      | 50-80+        | C(r)                            | xxx      | 3     | III     | 3a                   | W               |
| 36     | 0-30       | MSL       | <5                | 30-72         | SCL(r)    | x        | 72+           | Stopped on stones               |          | 2     | I       | 2                    | D               |
| 37     | 0-42       | MSL       | <5                | 42-68         | LMS       | o        | 68-100+       | MS                              | o        | 4     | I       | 2                    | D               |
| 38     | 0-28       | SCL       | <5                | 28-90+        | C(r)      | xxx      |               |                                 |          | 3     | IV      | 3b                   | W               |
| 39     | 0-24       | SCL       | <5                | 24-31         | SCL(r)    | xx       | 31-80+        | C(r)                            | xxx      | 3     | IV      | 3b                   | W               |

| Obs | Topsoil    |         |                   | Upper subsoil |           |          | Lower subsoil   |                             |            | Slope | Wetness | Agricultural quality |                 |
|-----|------------|---------|-------------------|---------------|-----------|----------|-----------------|-----------------------------|------------|-------|---------|----------------------|-----------------|
| No  | Depth (cm) | Texture | Stones >20 mm (%) | Depth (cm)    | Texture   | Mottling | Depth (cm)      | Texture                     | Mottling   | (°)   | Class   | Grade                | Main limitation |
| 40  | 0-32       | SCL     | <5                | 32-50         | SCL(r)    | xxx      | 50-58<br>58+    | HCL(r)<br>Stopped on stones | xxx        | 3     | III     | 3a                   | W               |
| 41  | 0-32       | MSL     | <5                | 32-45         | SCL(r)    | xxx      | 45-90+          | HCL(r)                      | xxx        | 2     | III/II  | 1/2                  | W               |
| 42  | 0-37       | MSL     | ,<5               | 37-54         | MSL       | xxx      | 54-85<br>85-90+ | SCL<br>HCL(r)               | xxx<br>xx  | 3     | II      | 1                    | -               |
| 43  | 0-32       | SCL     | <5                | 32-50         | SCL       | xxx      | 50-80+          | C(r)                        | xx         | 2     | III     | 3a                   | W               |
| 44  | 0-35       | HCL     | <5                | 35-62         | HCL       | xxx      | 62-90+          | C                           | x          | 1     | III     | 3b                   | W               |
| 45  | 0-32       | SCL     | <5                | 32-68         | SCL(r)    | o        | 68-84<br>84-90+ | SCL(r)<br>C(r)              | xxx<br>xx  | 3     | II      | 2                    | W               |
| 46  | 0-35       | HCL     | <5                | 35-62         | HCL(r)    | o        | 62-90+          | C(r)                        | x          | 4     | II      | 3a                   | W               |
| 47  | 0-32       | MSL     | 5-10              | 32-80         | MSL       | o        | 80+             | Stopped on stones           |            | 3     | I       | 1/2                  | D               |
| 48  | 0-33       | MSL     | <5                | 33-45         | MSL(r)    | xxx      | 45-72<br>72-80+ | SCL(r)<br>C(r)              | xxx<br>xxx | 3     | II      | 2                    | D               |
| 49  | 0-31       | HCL     | <5                | 31-55         | HCL       | xxx      | 55-90+          | C(r)                        | xxx        | 1     | III     | 3b                   | W               |
| 50  | 0-31       | HCL     | <5                | 31-62         | HCL(r)    | xx       | 62-90+          | C(r)                        | xx         | 4     | II      | 3a                   | W               |
| 51  | 0-32       | C       | <5                | 32-60         | C(r)      | xxx      | 60-80+          | MST                         | -          | 5     | III     | 3b                   | W               |
| 52  | 0-30       | HCL     | <5                | 30-60         | HCL(r)    | o        | 60-100+         | C(r)                        | x          | 5     | II/III  | 3a/3b                | W               |
| 53  | 0-26       | SCL     | 5-10              | 26-52         | HCL/ C(r) | xx       | 52-90+          | HCL(r)                      | x          | 3     | II?     | 2                    | W               |
| 54  | 0-26       | SCL     | <5                | 26-78         | HCL(r)    | xx       | 78-90+          | C(r)                        | xx         | 3     | II      | 2                    | W               |
| 55  | 0-26       | HCL     | <5                | 26-52         | C(r)      | xx       | 52-90+          | HCL(r)                      | x          | 3     | IV      | 3b                   | W               |
| 56  | 0-30       | HCL     | <5                | 30-49         | HCL(r)    | xxx      | 49-90+          | C(r)                        | xxx        | 3     | III     | 3b                   | W               |
| 57  | 0-33       | HCL     | <5                | 33-90+        | HCL(r)    | o        |                 |                             |            | 5     | I       | 2                    | W               |
| 58  | 0-29       | HCL     | <5                | 29-53         | HCL(r)    | x        | 53-90+          | C(r)                        | xxx        | 3     | III     | 3b                   | W               |
| 59  | 0-36       | SCL     | <5                | 36-90+        | C(r)      | xx       |                 |                             |            | 2     | IV      | 3b                   | W               |
| 60  | 0-32       | HCL     | <5                | 32-52         | mstHCL(r) | xx(x)    | 52-80+          | C(r)                        | xxx        | 3     | III     | 3b                   | W               |
| 61  | 0-30       | SCL     | <5                | 30-78         | HCL(r)    | o        | 78-90+          | C(r)                        | xxx        | 2     | II      | 2                    | W               |
| 62  | 0-27       | MSL     | <5                | 27-100+       | MSL(r)    | o        |                 |                             |            | 2     | I       | 1                    | -               |
| 63  | 0-33       | HCL     | <5                | 33-68         | HCL(r)    | xx       | 68-90+          | C(r)                        | xxx        | 2     | II      | 3a                   | W               |
| 64  | 0-32       | SCL     | <5                | 32-72         | SCL       | xxx      | 72+             | Stopped on stones           |            | 1     | II      | 2                    | W/D             |
| 65  | Pond       |         |                   |               |           |          |                 |                             |            |       |         |                      |                 |
| 66  | 0-35       | SCL     | <5                | 35-90+        | C(r)      | xxx      |                 |                             |            | 4     | IV      | 3b                   | W               |
| 67  | 0-33       | C       | 0                 | 33-55         | HCL(r)    | xx       | 55-90+          | HCL/MST                     | xx         | 3     | II/III  | 3b                   | W               |
| 68  | 0-30       | HCL     | <5                | 30-59         | C(r)      | xx       | 59-90+          | HCL(r)                      | o          | 3     | III/II  | 3b/3a                | W               |
| 69  | 0-32       | SCL     | <5                | 32-52         | SCL(r)    | xx       | 52-90+          | C(r)                        | xx         | 3     | III     | 3a                   | W               |
| 70  | 0-33       | SCL     | <5                | 33-72         | SCL(r)    | xx       | 72+             | Stopped on stones           |            | 2     | I/II    | 2                    | W/D             |
| 71  | 0-35       | SCL     | <5                | 35-71         | SCL(r)    | x        | 71+             | Stopped on stones           |            | 2     | I       | 2                    | D               |
| 72  | 0-32       | SCL     | <5                | 32-66         | C(r)      | xxx      | 66-90+          | HCL(r)                      | o          | 1     | IV      | 3b                   | W               |
| 73  | 0-31       | SCL     | <5                | 31-52         | SCL(r)    | xxx      | 52+             | Stopped on stones           |            | 2     | ?       | 2/3a                 | D               |
| 74  | Pond       |         |                   |               |           |          |                 |                             |            |       |         |                      |                 |
| 75  | 0-32       | HCL     | 0                 | 32-63         | HCL(r)    | xx       | 63-90+          | HCL(r)                      | xxx        | 2     | II      | 3a                   | W               |
| 76  | 0-32       | SCL     | <5                | 32-39         | SCL(r)    | xxx      | 39-80+          | C(r)                        | xxx        | 1     | III/IV  | 3a/3b                | W               |
| 77  | 0-35       | SCL     | <5                | 35-57         | SCL       | xxx      | 57-90+          | MSL                         | xxx        | 2     | II      | 2                    | W               |
| 78  | 0-45       | SCL     | <5                | 45-80+        | C(r)      | xx       |                 |                             |            | 2     | IV      | 3b                   | W               |
| 79  | 0-32       | HCL     | <5                | 32-60         | HCL       | xxx      | 60-90+          | HCL/C                       | xxx        | 1     | III     | 3b                   | W               |
| 80  | 0-31       | SCL     | <5                | 31-68         | SCL/HCL   | xxx      | 68-90+          | C                           | xxx        | 1     | II/III  | 2/3a                 | W               |

| Obs No | Topsoil            |           |                   | Upper subsoil |                   |          | Lower subsoil   |                           |            | Slope (°) | Wetness Class | Agricultural quality |                 |
|--------|--------------------|-----------|-------------------|---------------|-------------------|----------|-----------------|---------------------------|------------|-----------|---------------|----------------------|-----------------|
|        | Depth (cm)         | Texture   | Stones >20 mm (%) | Depth (cm)    | Texture           | Mottling | Depth (cm)      | Texture                   | Mottling   |           |               | Grade                | Main limitation |
| 81     | Woodland           |           |                   |               |                   |          |                 |                           |            |           |               |                      |                 |
| 82     | 0-32               | SCL       | <5                | 32-90+        | C(r)              | xx       |                 |                           |            | 2         | IV            | 3b                   | W               |
| 83     | 0-29               | SCL       | <5                | 29-45         | SCL(r)            | xx       | 45-90+          | C(r)                      | xxx        | 3         | IV            | 3b                   | W               |
| 84     | 0-31               | SCL       | <5                | 31-61         | MSL(r)            | xxx      | 61-72<br>72-90+ | HCL<br>C(r)               | xxx<br>xxx | 4         | III           | 3a                   | W               |
| 85     | Not surveyed       |           |                   |               |                   |          |                 |                           |            |           |               |                      |                 |
| 86     | Not surveyed       |           |                   |               |                   |          |                 |                           |            |           |               |                      |                 |
| 87     | Not surveyed       |           |                   |               |                   |          |                 |                           |            |           |               |                      |                 |
| 88     | Gardens            |           |                   |               |                   |          |                 |                           |            |           |               |                      |                 |
| 89     | 0-31               | SCL       | <5                | 31-80+        | C(r)              | xxx      |                 |                           |            | 1         | IV            | 3b                   | W               |
| 90     | 0-32               | MSL       | <5                | 32-53         | MSL(r)            | xx       | 53-62<br>62-90+ | SCL(r)<br>C(r)            | xxx<br>xx  | 2         | II/III        | 1/2                  | W               |
| 91     | 0-31               | SCL       | <5                | 31-50         | SCL(r)            | xx       | 50-90+          | C(r)                      | xx         | 1         | II/III        | 2/3a                 | W               |
| 92     | 0-33               | SCL       | <5                | 33-62         | SCL(r)            | xxx      | 62-90+          | C(r)                      | xxx        | 2         | III           | 3a                   | W               |
| 93     | 0-31               | SC        | <5                | 31-50         | SCL(r)            | o        | 50-90+          | C(r)                      | xxx        | 5         | III           | 3b                   | W               |
| 94     | Ditch/waste ground |           |                   |               |                   |          |                 |                           |            |           |               |                      |                 |
| 95     | Woodland1          |           |                   |               |                   |          |                 |                           |            |           |               |                      |                 |
| 96     | 0-31               | SCL       | <5                | 31-61         | mstSCL            | o        | 61-80+          | LMS(r)                    | o          | 1         | I             | 2                    | D               |
| 97     | 0-34               | SCL       | <5                | 34-56         | slstSCL           | xx       | 56+             | Stopped on stones         |            | 2         | I?            | 2                    | D               |
| 98     | 0-46               | MSL(dist) | <5                | 46-90+        | LMS(r)            | xx       |                 |                           |            | 1         | I             | 2                    | D               |
| 99     | 0-32               | SCL       | <5                | 32-80+        | C(r)              | xxx      |                 |                           |            | 2         | IV            | 3b                   | W               |
| 100    | 0-32               | SCL       | <5                | 32-58         | mstSCL(r)         | xx       | 58+             | Stopped on stones         |            | 1         | I?            | 2                    | D               |
| 101    | 0-34               | SCL       | <5                | 34-44         | SCL(r)            | xx       | 44-63<br>63+    | C(r)<br>Stopped on stones | xxx        | 1         | III           | 3a                   | W               |
| 102    | 0-32               | MSL       | <5                | 32-72         | SCL               | xxx      | 72+             | Stopped on stones         |            | 2         | II            | 2                    | D               |
| 103    | 0-33               | SCL       | <5                | 33-41         | SCL(r)            | xxx      | 41-90+          | C(r)                      | xxx        | 1         | III           | 3a                   | W               |
| 104    | 0-33               | SCL       | <5                | 33-90+        | SCL(r)            | xxx      |                 |                           |            | 1         | II            | 1                    | -               |
| 105    | 0-30               | HCL       | <5                | 30-45         | HCL(r)            | xxx      | 45-90+          | HCL(r)                    | xxx        | 2         | III           | 3b                   | W               |
| 106    | 0-30               | HCL       | 5-10              | 30+           | Stopped on stones |          |                 |                           |            | 2         | -             | -                    | -               |
| 107    | 0-27               | HCL       | <5                | 27-100+       | HCL(r)            | xx       |                 |                           |            | 2         | I/II          | 2/3a                 | W               |
| 108    | 0-30               | SCL       | <5                | 30-58         | C(r)              | xxx      | 58+             | Stopped on stones         |            | 2         | IV            | 3b                   | W               |
| 109    | 0-26               | C         | <5                | 26-45         | C(r)              | x        | 45-90+          | MST                       |            | 1         | III/IV        | 3b                   | W               |
| 110    | 0-32               | SCL       | <5                | 32-82         | SCL(r)            | o        | 82-100+         | HCL(r)                    | xxx        | 2         | I/II          | 2                    | W               |
| 111    | 0-29               | SCL       | <5                | 29-72         | SCL(r)            | xxx      | 72+             | Gravel                    |            | 1         | II            | 2                    | W/D             |
| 112    | 0-27               | SCL       | <5                | 27-51         | SCL(r)            | xx       | 51-80+          | C(r)                      | xx         | 2         | III           | 3a                   | W               |
| 113    | 0-30               | C         | <5                | 30-90+        | MST               | -        |                 |                           |            | 3         | IV?           | 3b                   | W               |
| 114    | 0-24               | SCL       | <5                | 24-60         | SCL(r)            | xxx      | 60-90+          | HCL(r)                    | xx         | 2         | III           | 3a                   | W               |
| 115    | 0-32               | HCL       | <5                | 32-55         | HCL(r)            | xxx      | 55-90+          | HCL(r)                    | x          | 1         | III/II        | 3b/3a                | W               |
| 116    | 0-32               | HCL       | <5                | 32-46         | HCL(r)            | xxx      | 46-90+          | C(r)                      | xxx        | 0         | III           | 3b                   | W               |
| 117    | 0-29               | SCL       | <5                | 29-41         | HCL(r)            | xxx      | 41-90+          | C(r)                      | xx         | 1         | III           | 3a                   | W               |
| 118    | 0-24               | HCL       | <5                | 24-100+       | C                 | xxx      |                 |                           |            | 1         | IV            | 3b                   | W               |
| 119    | 0-30               | C         | <5                | 30-60+        | C(r)              | xxx      |                 |                           |            | 0         | IV            | 3b                   | W               |
| 120    | 0-27               | SCL       | <5                | 27-68         | SCL(r)            | xxx      | 68-100+         | SC(r)                     | xx         | 0         | II/III        | 2/3a                 | W               |
| 121    | 0-33               | SCL       | <5                | 33-61         | MSL               | xxx      | 61-100+         | LMS                       | xxx        | 0         | I             | 2                    | D               |

## Survey log key

### *Gley indicators*<sup>1</sup>

- o unmottled
- x 1-2% ochreous mottles and brownish matrix (or a few to common root mottles (topsoils))<sup>3</sup>
- xx >2% ochreous mottles and brownish matrix and/or dull structure faces (slightly gleyed horizon)
- xxx >2% ochreous mottles and greyish or pale matrix (gleyed horizon) or reddish matrix and >2% greyish, brownish or ochreous mottles and pale ped faces
- xxxx dominantly blueish matrix often with some ochreous mottles (gleyed horizon)

### *Slowly permeable layers*<sup>4</sup>

- a depth underlined (e.g. 50) indicates the top of a slowly permeable layer
- A wavy underline (e.g. 50) indicates the top of a layer borderline to slowly permeable

<sup>1</sup>Gley indicators in accordance with Hodgson, J.M., 1997. Soil Survey Field Handbook (third edition). Soil survey technical monograph No. 5

<sup>2</sup>Texture in accordance with particle size classes in Hodgson (1997)

<sup>3</sup> Occasionally recorded in the texture box

### *Texture*<sup>2</sup>

- C - clay
- ZC - silty clay
- SC - sandy clay
- CL - clay loam (H-heavy, M-medium)
- ZCL - silty clay loam (H-heavy, M-medium)
- SZL - sandy silt loam (F-fine, M-medium, C-coarse)
- LS - loamy sand (F-fine, M-medium, C-coarse)
- SL - sandy loam (F-fine, M-medium, C-coarse)
- S - sand (F-fine, M-medium, C-coarse)
- SCL - sandy clay loam
- P - peat (H-humified, SF-semi-fibrous, F-fibrous)
- LP - loamy peat; PL - peaty loam

### *Wetness Class*<sup>5</sup>

- I (freely drained) to VI (very poorly drained)

### *Limitations:*

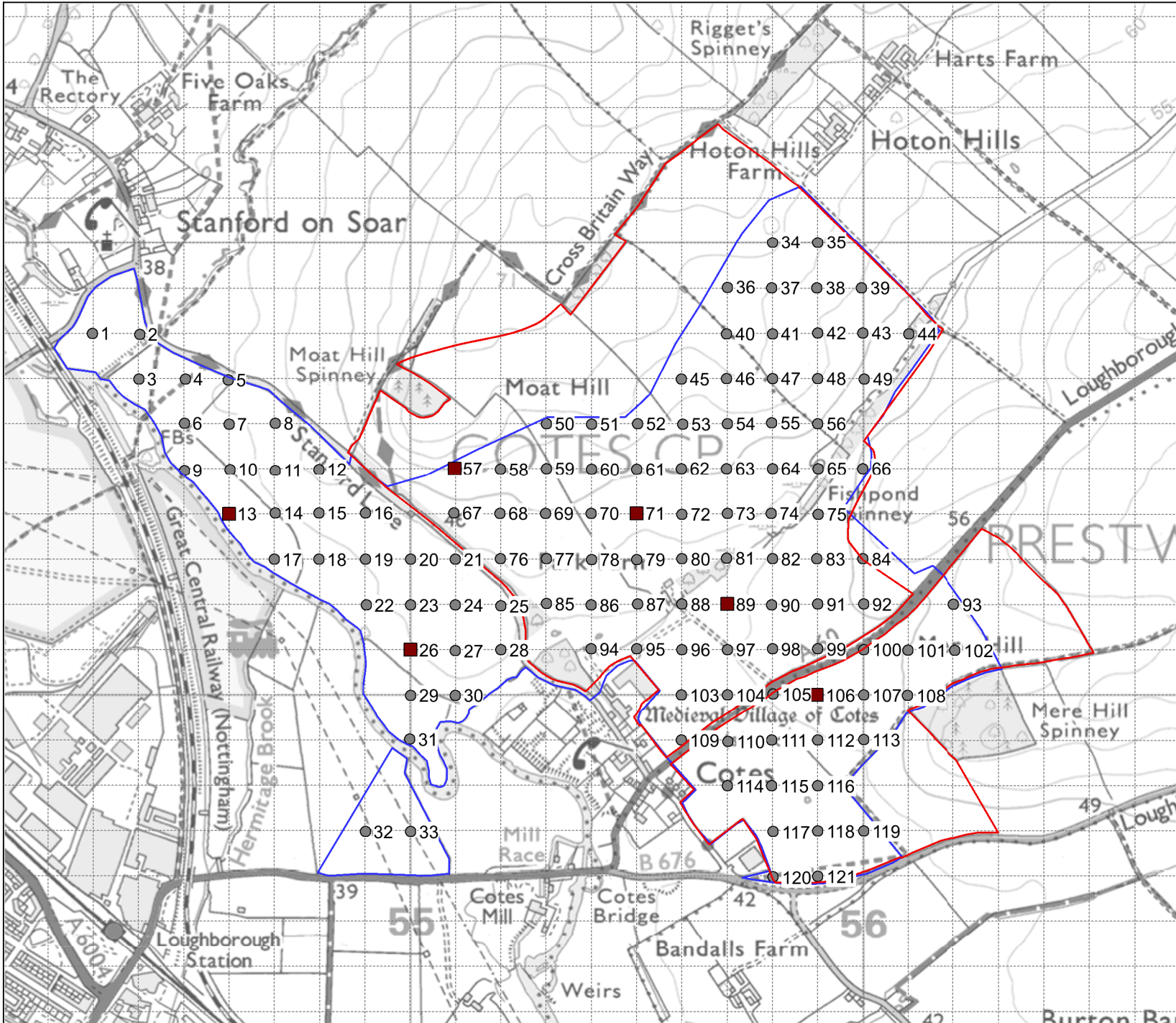
- W - wetness/workability
- D - droughtiness
- De - depth
- F - flooding
- St – stoniness
- SI – slope
- T – topography/microrelief

### *Suffixes & prefixes:*

- r-reddish, gn – greenish
- o - organic
- (m, v, x)st – (moderately, very, extremely) stony, chky-chalky
- (vsl, sl, m, v, x)(very slightly, slightly, moderately very, extremely) calcareous

### *Other abbreviations*

- fmn - ferri-manganiferous concentrations
- dist - disturbed soil layer;
- R – bedrock (CH – chalk, SST – sandstone
- LST – limestone, MST – Mudstone)



KEY

- Auger observations
- Pits
- Site boundary
- Survey boundary

Client:



Site:

Cotes

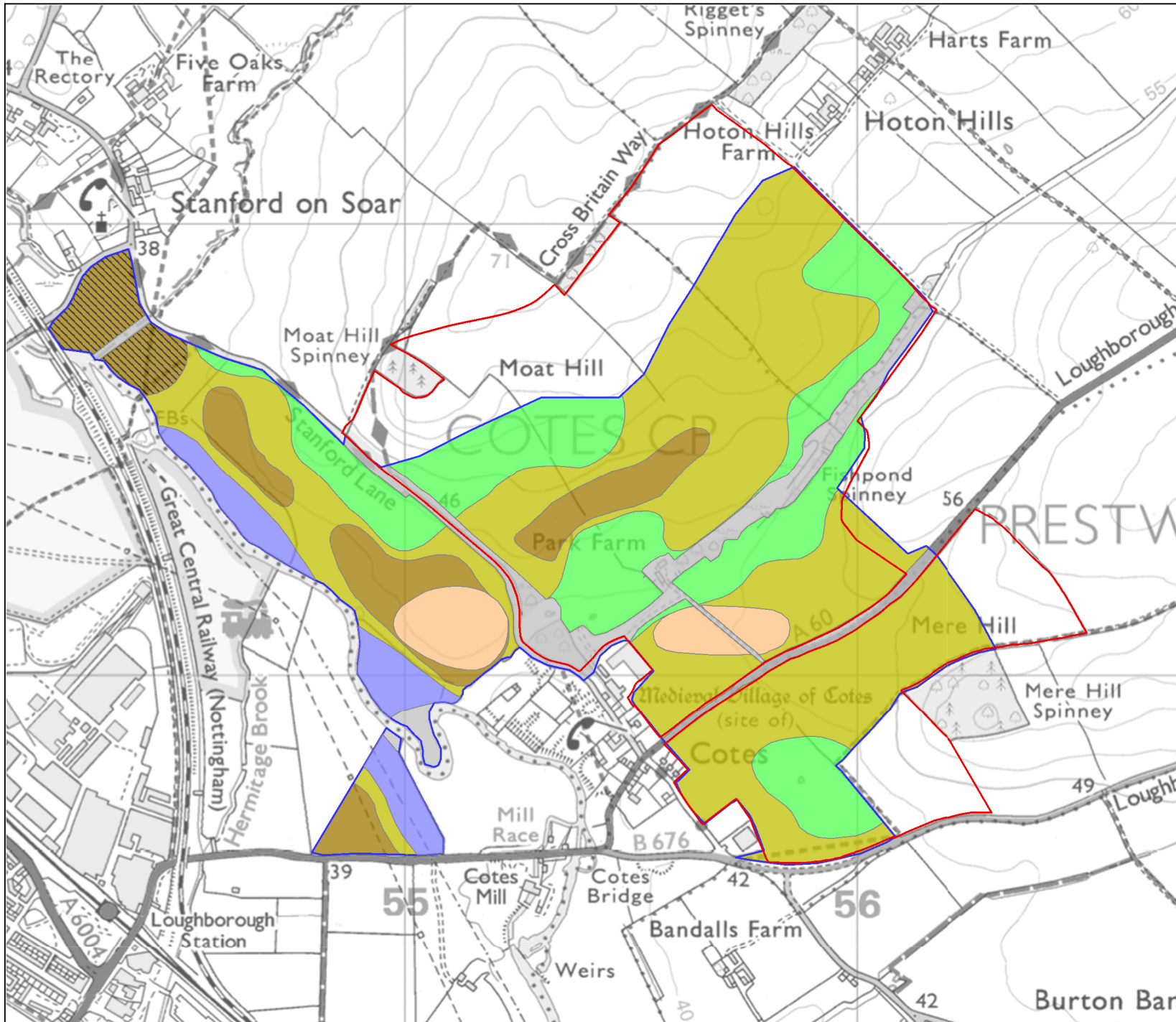
Map title:

MAP 1  
Observations



Date: 19/08/2021

Scale: 1:12,000



KEY

- Fine loams over clay
- Medium loams over clay
- Deep loams
- Disturbed loams
- Sands and gravels
- Alluvial clays
- Site boundary

Client:

**Jelson**

Site:

Cotes

Map title:

MAP 2  
Soil Types

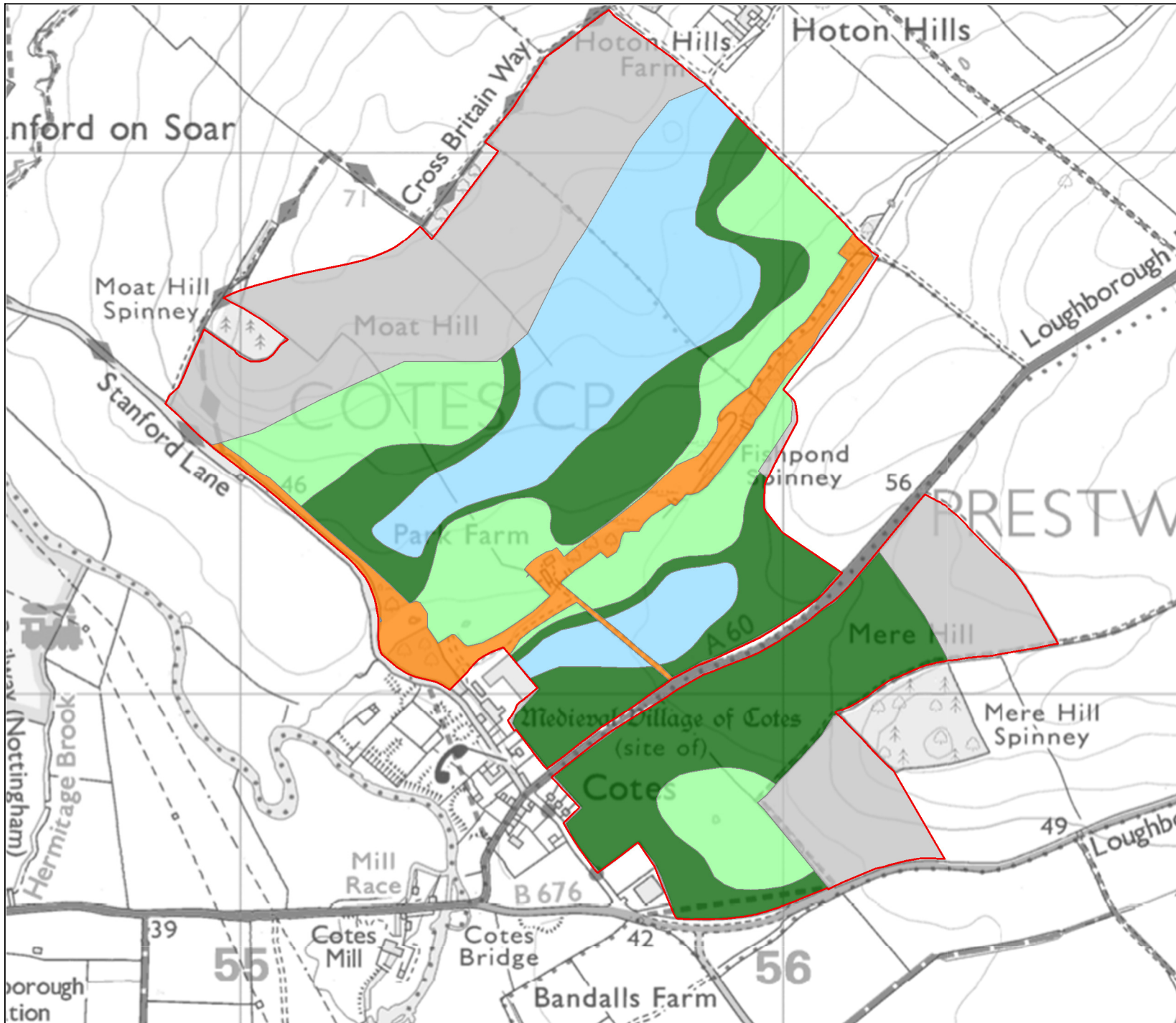
**Land  
Research**  
ASSOCIATES









www.lra.co.uk

Date: 19/08/2021

Scale: 1:12,000



KEY

|   |                 |
|---|-----------------|
|  | Grade 2         |
|  | Subgrade 3a     |
|  | Subgrade 3b     |
|  | Other land      |
|  | Site boundary   |
|  | Survey boundary |

Client:  


Site:  
 Cotes

Map title:  
 MAP 3  
 Agricultural Land  
 Classification

  
 www.lra.co.uk

Date: 19/08/2021

Scale: 1:10,000



# Appendix 8

## Heritage Assessment - RPS

# LAND AT RIGGETS GREEN, COTES, LEICS.

## Heritage Statement



JAC 27147  
Riggets Green, Cotes  
3  
7<sup>th</sup> June 2021

## REPORT

### Quality Management

| Version | Status | Authored by | Reviewed by | Approved by | Review date |
|---------|--------|-------------|-------------|-------------|-------------|
| 1       | Draft  | MD          |             |             | 4/5/21      |
| 2       | Draft  | MD          |             |             | 2/6/21      |
| 3       | Final  | MD          |             |             | 7/6/21      |

### Heritage

HER

2 March 2021

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Prepared by:

**RPS**

**Dr Michael Dawson**  
**Director**

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Prepared for:

**Jelson Homes**

## EXECUTIVE SUMMARY

*This Heritage Statement has been undertaken to demonstrate that, in relation to heritage matters, Riggets Green is a deliverable and sustainable proposition for residential development. The Heritage Statement has provided a review of previous heritage assessments, including an independent review commissioned by Charnwood Borough Council, noted the concerns expressed by Historic England (as English Heritage) that development constituted substantial harm to the historic environment, and reviewed the reasons for refusal of an application for 975 dwellings on land at Cotes (P/13/1842/2) in 2014. The latter concluded that in the planning balance the cumulative degree of heritage harm outweighed the planning benefits of the proposed scheme.*

*Since the refusal of P/13/1842/2 in 2014 no changes to the primary legislation have occurred. The NPPF, though has been revised and the courts and NPPG have clarified the obligations of the local authority to demonstrate that, in their decision making regarding listed buildings, they have had “special regard to the desirability of preserving the building or its setting”. In relation to ‘substantial harm’ the courts have established that this is equivalent to the loss of heritage significance comparable to the demolition of a listed building.*

*At a council level the current local plan policy in the Core Strategy (2015) policy CS 14 emphasises conservation in the historic environment and identifies specific areas at risk from development. Cotes, however, is not one of these.*

*Meanwhile Charnwood Borough Council in 2016 began to produce the emerging Local Plan (2019-2036), with a preferred options consultation taking place in 2019. The Regulation 19 pre-submission consultation however was delayed and this Heritage Statement is intended to contribute to that consultation.*

*This Heritage Statement is based on documentary, map search and a site inspection in March 2021, which recorded the current condition of the proposed allocation site and surrounding heritage assets. Site inspection confirmed the proposed development area is agricultural land. The landscape of the area, identified as a reasonable study area, extended to 1km from the development site and included heritage assets of national importance, dating, principally, from the Medieval and Post Medieval periods. These reflect the changing nature of the historic landscape and more recent development.*

*The Heritage Statement was divided into two parts. In the first the Statement assessed the potential of the proposed development area of Riggets Green to contain below ground heritage assets (archaeology) and provides an indication of its significance. In the second part the potential impact of development on above ground heritage assets (listed buildings, Scheduled Ancient Monuments and non-designated heritage assets) has been assessed.*

*With respect to below ground archaeology no evidence has been found in archive or published sources or during walkover survey to suggest that the development site will retain any archaeological evidence of greater than local significance (see table below). Should archaeology be identified at the site during evaluation provision for recording of any archaeology is likely to be requested by the local authority. The level of potential and the indicative nature of landscape patterning suggests that recording can, in due course, be secured by planning consent condition and that the potential impact on below ground archaeology will not be harmful for the purposes of the NPPF.*

*In relation to the impact of development within the settings of heritage assets, 7 assets or asset groups were reviewed and assessed. These comprised the upstanding remains of Old Park Hall (II) and the remains of the deserted medieval village of Cotes (SAM); the three Cotes bridges across the River Soar (II), Hall Farmhouse (II), Manor Farmhouse (II) and Stanford on Soar parish church of St John the Baptist. In addition the potential impact of development on two country houses Prestwold Hall and Stanford Hall and their registered parklands was reviewed (see table below).*

*In conclusion this Heritage Statement confirms the CgMs assessment of 2014 and the further assessment by CFA (2014) that there is no evidence of substantial harm due to the proposed allocation of Riggets Green. The potential impact of development on designated heritage assets due to development within their settings was considered through the prism of design and development principles set out by Historic England and the local plan. Development, when seen in the light of these principles, has not been found to be substantially harmful in its effect on any heritage asset. Where harm has been identified this is evidently less than substantial.*

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## Appendices

Appendix A Historic Environment Record Data

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# 1 INTRODUCTION AND SCOPE OF STUDY

1.1 This Heritage Statement has been prepared by Michael Dawson of RPS Group on behalf of Jelson Homes. The purpose of the Heritage Statement is to assess whether the proposal for “residential development of up to 1500 dwellings with associated retail centre, primary school, 5.5ha of employment land, sewage treatment facility, surface water balancing, landscaping, open space and highway works” at Riggets Green, Cotes is deliverable without substantial harm to the historic environment.

1.2 The subject of this assessment is arable farmland land known as Riggets Green, at Cotes (Fig 1).

## Scope of Study

1.3 The objectives of the report can be summarised as follows:

- To assess the potential impact of the proposed development on any archaeology below the ground within the proposed development area.
- To assess and evaluate the potential significance of that archaeology and determine whether this might be the subject of further evaluation.
- To assess the potential impact of the proposed development on the significance of heritage assets due to construction or development within their settings.

1.4 Evidence has been examined at archive sources including the Leicestershire Historic Environment Record and the Leicester Archives and Records Service,<sup>1</sup> the Nottinghamshire Historic Environment Record, together with records of previous investigations within the site, the National Heritage List, published and other material. The evidence from these sources has been interpreted to determine the pattern of historic development of the landscape and to establish the baseline from which to assess the visual and perceived impact of the proposed development.

1.5 The area within which the proposed development could be seen and experienced was assessed by Michael Dawson during field visits in March and April 2021. The local built environment, landscape, topography and vegetation were noted in relation to heritage assets in an assessment intended to gauge the potential impact of the proposed development on the landscape and heritage assets which make up the historic environment.

1.6 The development site boundaries and area are shown in red on the accompanying figures.

## Background to the Proposed Development: Previous Assessments, Consultee and Local Authority Responses.

1.7 **Previous Assessments:** In September 2013 the proposed development of land at Riggets Green, Cotes was subject to an Heritage Assessment by CgMs as part of development proposal for 975

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<sup>1</sup> This assessment was prepared during the Covid Pandemic when the public archives were closed, as a result data in this assessment is largely derived from on-line sources.

dwellings.<sup>2</sup> This reviewed the potential direct impact on below ground heritage assets (archaeology) and above ground heritage assets including Scheduled Ancient Monuments, Parks and Gardens and Listed Buildings. The assessment concluded that, in respect to below ground archaeology, although there was high potential for surviving archaeological evidence (NPPF 2012, paragraph 128) within the development area no significant or designated assets lay within the site boundary.

- 1.8 The Heritage Assessment went on to consider the impact of development within the settings of Cotes Deserted Medieval Village (SAM) and Old Hall (II) concluding that the impact of development would be **moderate adverse** defined as “Partial Loss or alteration of the assets or change in its setting leading to the partial loss or reduction in the significance of the asset.” The impact on Manor Farm (II) and Hall Farm (II) was also considered to be **moderately adverse**. Further consideration was given to Cotes bridges (II) concluding that the proposed development would constitute a distant change in their setting, a **slightly adverse** effect defined as a change in setting leading to the slight loss or reduction in significance. Further afield **no harm** was identified to either Prestwold Hall (II) or Stanford Hall (II) or their respective parklands.
- 1.9 Overall the CgMs Assessment concluded the impact of development would constitute less than substantial harm.
- 1.10 **Consultee Response:** In the meantime English Heritage (now Historic England) had responded as consultee on two occasions, 24/1/14, 17/4/14 concluding the proposals constituted **substantial harm**. In January 2014 the correspondent, Tim Allen, Inspector of Ancient Monuments, was explicit that *“We are concerned here with a landscape in which the closes, meadows, and field strips of peasants gave way with the desertion of the medieval village to grounds in a more singular relationship with Cotes Hall and its enclosed Park. Once the hall had been destroyed by fire the focus of the landscape re-formed around the present farmsteads and in the elaborated landscape context of Prestwold Hall.”*
- 1.11 To gain a second opinion Charnwood Borough Council commissioned an independent Cultural Heritage Assessment Review in April 2014 from CFA Archaeology to examine the impact of the proposal. CFA concluded that *“the change to the baseline setting of Cotes DMV would not, on our view, be sufficient to be considered to cause substantial harm to the significance of Cotes DMV”*.
- 1.12 Both CgMs and CFA were consistent in their assessment of less-than-substantial-harm to the heritage assets due to the proposed development.
- 1.13 **Local Authority:** On 22<sup>nd</sup> July 2014 the application for 975 dwellings on land at Cotes (P/13/1842/2) was refused planning permission by Charnwood Borough Council. In relation to heritage matters the decision Notice by the Council in reason 4 stated that *“the benefits secured by the additional supply of housing land does not outweigh the cumulative detrimental impacts of the development considered to be those to the setting of heritage assets known as Cotes Scheduled Ancient Monument, Cotes Old Hall, Manor Farmhouse and Hall Farm”*.<sup>3</sup>
- 1.14 In the Officers Report, para 8 page 47<sup>4</sup> the local authority had stated that *“The proposal would detrimentally impact historic buildings in Cotes”*. The buildings cited included Prestwold Hall (II) and Stanford Hall (II\*), though no specific impacts were identified in relation to these houses. Cotes Bridge (II) was considered to be **substantially affected** whilst the setting of Old Hall (II), perhaps associated with fishponds, was considered to be **severely harmed**. Widening the road

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<sup>2</sup> Dawson M 2013 *Heritage Assessment, Land at Cotes*, 16<sup>th</sup> September 2013 CgMs Report JAC14778

<sup>3</sup> Decision Notice P/13/1842/2, Charnwood Borough Council 22/7/14

<sup>4</sup> Officers report to Planning Committee P/13/1842/2



and providing the roundabout at Stanford was considered to **detrimentionally affect** the setting of Stanford Church (I).

- 1.15 In relation to the cumulative effect of the proposed development, the officer's report argued that: *"The landscape of interconnected features would be dissected and in part destroyed by the development. The close proximity of the development would constitute a harmful visual effect on the setting of the Scheduled Monument [Cotes Deserted Medieval Village SAM]. The historical setting has been agricultural use and would be changed to housing being in the background and the backdrop to the setting of the asset. This includes the areas where the football pitches are planned and up to Moat Hill and Mere Hill. The landscape would be irrevocably altered. The development would therefore infill the setting. The new roundabout would affect the setting of Stanford Church, a Grade 1 listed building."*

## 2 PLANNING BACKGROUND AND DEVELOPMENT PLAN FRAMEWORK: CHANGES IN POLICY AND GUIDANCE SINCE 2014

### Introduction

- 2.1 The reasons for refusal of P/13/1842/2 related entirely to the effect of the proposed development on the settings and, therefore, significance of heritage assets. The potential impact on below ground was not considered harmful. In the section which follows changes in policy and guidance since 2014 in relation to setting will be examined.
- 2.2 National legislation regarding archaeology, including scheduled monuments, remains unchanged and is contained in the Ancient Monuments and Archaeological Areas Act 1979, amended by the National Heritage Act 1983 and 2002, and updated in April 2014.
- 2.3 In March 2012, the government published the National Planning Policy Framework (NPPF), and it was last updated in February 2019. The NPPF is supported by the National Planning Practice Guidance (NPPG), which was published online 6th March 2014, with the guidance on Conserving and Enhancing the Historic Environment last updated 23<sup>rd</sup> July 2019 (<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>).
- 2.4 The NPPF and NPPG are additionally supported by three Good Practice Advice (GPA) documents published by Historic England: GPA 1: The Historic Environment in Local Plans; GPA 2: Managing Significance in Decision-Taking in the Historic Environment (both published March 2015). The second edition of GPA3: The Setting of Heritage Assets was published in December 2017.

### National Legislation

- 2.5 Legislation regarding buildings and areas of special architectural or historic interest is contained in the Planning (Listed buildings and Conservation Areas) Act 1990 (the 1990 Act).
- 2.6 Section 66 of the 1990 Act requires that:
- (1) In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*
- 2.7 Protection of the fabric of Scheduled Ancient Monuments is established by the Ancient Monuments and Archaeological Areas Act 1979, the protection of their setting is rendered material by policy guidance (NPPF 2019).

### National Planning Policy

- 2.8 Section 16 of the NPPF (2019), which replaces Section 12 of the NPPF (2012) entitled *Conserving and enhancing the historic environment* provides guidance for planning authorities, property owners, developers and others on the conservation and investigation of heritage assets. Overall, the objectives of Section 16 of the NPPF can be summarised as seeking the:
- Delivery of sustainable development;
  - Understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment;
  - Conservation of England's heritage assets in a manner appropriate to their significance; and
  - Recognition that heritage makes to our knowledge and understanding of the past.

- 2.9 Section 16 of the NPPF recognises that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. Paragraph 189 states that planning decisions should be based on the significance of the heritage asset and that level of detail supplied by an applicant should be proportionate to the importance of the asset and should be no more than sufficient to review the potential impact of the proposal upon the significance of that asset.
- 2.10 *Significance* in the 2019 NPPF remains the same as that in the 2012 version and is defined as: “*The value of a heritage asset to this and future generations because of its heritage interest. This interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.*” (Annex 2, page 71)
- 2.11 *Setting* in the 2019 NPPF similarly remains the same as the 2012 version and is defined as: “*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*”(Annex 2, page 71)
- 2.12 In short, government policy provides a framework which:
- Protects nationally important designated Heritage Assets;
  - Protects the settings of such designations;
  - In appropriate circumstances seeks adequate information (from desk-based assessment and field evaluation where necessary) to enable informed decisions.
- 2.13 Since April 2014 the courts have addressed the provisions of the NPPF in a series of cases.
- 2.14 **Setting:** In 2014 the Court of Appeal decision in relation to Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council [2014] EWCA Civ 137 confirmed that Section 66 of the 1990 Act requires the decision maker to give considerable importance and weight to the desirability of preserving the setting of listed buildings when balancing harm against benefit. The test is the weight that is put on this harm in the planning balance. The second key outcome from the Barnwell ruling is the importance of adequate articulation of how the assessment of harm has been arrived at. This should not be on such narrow grounds such as whether a reasonable observer would always be able to understand that or know that the latter was a modern addition to the landscape. The process required here is the staged approach to the assessment of the setting of a heritage asset as outlined in Historic England’s updated Setting of Heritage Assets (2017).
- 2.15 In Aidan Jones v (1) Jane Margaret Mordue (2) Secretary of State for Communities and Local Government (3) South Northamptonshire Council [2015] EWCA CIV v 1243 in the Court of Appeal Sales LJ though cautioned against taking an over-zealous approach to demonstrating compliance with section 66. As a general rule, a decision-maker who works through the relevant paragraphs in the NPPF in accordance with their terms will have done enough to demonstrate compliance with the statutory duty.
- 2.16 **Less Than Substantial Harm v Substantial Harm:** The Court recently handed down judgment in R.(oao James Hall and Company Limited) v City of Bradford Metropolitan District Council and Co-Operative Group Limited [2019] EWHC 2899 (Admin). Her Honour Judge Belcher made the following point. Firstly, that there are only three gradations of harm in heritage terms in the NPPF substantial harm, less than substantial harm and no harm. There are no other grades or categories of harm, and it is inevitable that each of the categories of substantial harm, and less than substantial harm will cover a broad range of harm ... The Court went on to say that even limited or negligible harm was enough to fall within the bracket of ‘less than substantial harm’:

*34.... It will be a matter of planning judgement as to the point at which a particular degree of harm moves from substantial to less than substantial, but it is equally the case that there will be a number of types of harm that will fall into less than substantial, including harm which might*

*otherwise be described as very much less than substantial. There is no intermediate bracket at the bottom end of the less than substantial category of harm for something which is limited, or even negligible, but nevertheless has a harmful impact. The fact that the harm may be limited or negligible will plainly go to the weight to be given to it as recognised in Paragraph 193 NPPF. However, in my judgment, minimal harm must fall to be considered within the category of less than substantial harm.*

- 2.17 This is an important clarification of the law. It is not uncommon for heritage experts to acknowledge a heritage impact but then to seek to discount it as being irrelevant on the basis that it is a ‘negligible harm’. This judgment clarifies that even this level of harm is sufficient to engage the heritage paragraphs within the NPPF.
- 2.18 The NPPF does not clearly draw a line between “substantial harm” and “less than substantial harm”. However, the PPG makes plain that the threshold of “substantial harm” is a high one (see NPPG 18a-017-20140306). Case law has clarified the distinction. In *Bedford Borough Council v SSCLG and Nuon UK Ltd* [2013] EWHC 2847 (Admin) Jay J observed that (at paragraph 25): “...in the context of physical harm, [substantial harm] would apply in the case of demolition or destruction, being a case of total loss. It would also apply to a case of serious damage to the structure of the building. In the context of non-physical or indirect harm, the yardstick was effectively the same. One was looking for an impact which would have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced.”<sup>5</sup>

## National Planning Policy Guidance (NPPG)

- 2.19 Since April 2014 the NPPG has clarified the position with regard to the identification of ‘non-designated heritage assets’:

*There are a number of processes through which non-designated heritage assets may be identified, including the local and neighbourhood plan-making processes and conservation area appraisals and reviews. Irrespective of how they are identified, it is important that the decisions to identify them as non-designated heritage assets are based on sound evidence.*

*Plan-making bodies should make clear and up to date information on non-designated heritage assets accessible to the public to provide greater clarity and certainty for developers and decision-makers. This includes information on the criteria used to select non-designated heritage assets and information about the location of existing assets.*

*It is important that all non-designated heritage assets are clearly identified as such. In this context, it can be helpful if local planning authorities keep a local list of non-designated heritage assets, incorporating any such assets which are identified by neighbourhood planning bodies. (Advice on local lists can be found on Historic England’s website.) They should also ensure that up to date information about non-designated heritage assets is included in the local historic environment record.*

*In some cases, local planning authorities may also identify non-designated heritage assets as part of the decision-making process on planning applications, for example, following archaeological investigations. It is helpful if plans note areas with potential for the discovery of non-designated*

*heritage assets with archaeological interest. The historic environment record will be a useful indicator of archaeological potential in the area.*

2.20 Paragraph: 040 Reference ID: 18a-040-20190723 Revision date: 23 07 2019

## Local Planning Policy

2.21 Riggets Green is located within the jurisdiction of **Charnwood Council**. The adopted Local Plan for Charnwood is made up of the Charnwood Local Plan 2011 to 2028, Core Strategy (2015) and the saved policies from the Borough of Charnwood Local Plan (2004).

2.22 The Charnwood Local Plan policy (Core Strategy) which deals with the historic environment is:

### *Policy CS 14 Heritage*

*We will conserve and enhance our historic assets for their own value and the community, environmental and economic contribution they make. We will do this by:*

- requiring development proposals to protect heritage assets and their setting;*
- supporting development which prioritises the refurbishment and re-use of disused or under used buildings of historic or architectural merit or incorporates them sensitively into regeneration schemes;*
- working with our partners to prepare Conservation Area Character Statements, Landscape Character Assessments and Village Design Statements;*
- supporting developments which have been informed by and reflect Conservation Area Character Appraisals, Landscape Character Appraisals and Village Design Statements;*
- supporting developments which incorporate Charnwood's distinctive local building materials and architectural details;*
- supporting the viable and sustainable use of heritage assets at risk of neglect or loss, providing such development is consistent with the significance of the heritage asset, especially where this supports tourism or business development;*
- securing improvements to the following 'at risk' heritage assets through our major developments:*
  - the Temple of Venus, Garendon Park, Ashby Road, Loughborough*
  - the Triumphal Arch, Garendon Park, Ashby Road, Loughborough*
  - Roman villa north of Hamilton Grounds Farm, Barkby Thorpe*
  - Garendon Park, Ashby Road, Loughborough*
  - Shepshed Conservation Area*
  - Taylor's Bell Foundry, Freehold Street, Loughborough*

## Planning Guidance

- 2.23 In December 2017 Historic England published *Historic Environment Good Practice Advice in Planning Note 3<sup>6</sup>The Setting of Heritage Assets (2<sup>nd</sup> edition)*. The guidance updated the 2011 and 2015 versions and proposes a five stage programme of assessment: (1) identifying the assets affected, (2) assessing the contribution setting makes to significance, (3) assessing the effect of the proposed development, (4) maximising enhancement and minimising harm, (5) making and monitoring the decision and outcomes.
- 2.24 The methodology<sup>7</sup> defines the extent of setting:
- that it is not fixed and may change according to new information or understanding
  - that it can include many assets (such listed buildings within a Conservation Area, which may have settings of their own).
  - that it may reflect the wider character of a townscape or landscape
  - that in urban areas it is linked to consideration of townscape and urban design.
- 2.25 The guidance reiterates the NPPF in stating that any harm to significance, should be weighed against the public benefits of the scheme.

## Conclusion

- 2.26 In conclusion changes to Planning Policy and the publication of revised Guidance by Historic England place emphasis on the express need for the local authority or decision maker to have 'special regard to the desirability of preserving [listed] building[s] or its setting...' though there is no specific pathway required to demonstrate compliance.
- 2.27 Secondly the courts have addressed the nature of harm, concluding that in the context of non-physical or indirect harm, the yardstick for 'substantial harm' was that it would be comparable to the demolition or destruction of a building or serious damage to the structure of the building such that it substantially eroded its significance.

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<sup>6</sup> PPS 5: *Historic Environment Planning Practice Guide (Communities and Local Government (DCLG), English Heritage, Department of Culture, Media and Sport (DCMS), March 2010 was withdrawn with effect from 27<sup>th</sup> March 2015.*

<sup>7</sup> Based originally on *The Setting of Heritage Assets (English Heritage, 2011)*

## 3 HERITAGE ASSETS – SIGNIFICANCE AND SETTING

### Introduction

- 3.1 In this section of the Heritage Statement the changes to the NPPF (2019), relevant court judgements and the present local plan policy, as well as the revised guidance have been taken into account in assessing the impact of the proposed allocation of Riggets Green.
- 3.2 To ensure that the study is up to date a new Historic Environment Record search has been undertaken for a study area up to 1km from the proposed allocation site. This search confirms that no significant new discoveries have been made within the proposed allocation area since 2014. Documentary search also confirms that no advances in scholarship have occurred which might increase the significance of heritage assets cited in the reasons for refusal (P/13/1842/2). This section of the report is founded on the principles of the NPPF. It summarises the sequence of documentary, survey and other evidence for historic and archaeological activity in a short descriptive section to determine its significance.

### Assessing the Significance of Heritage Assets – Direct Impact on Below Ground Archaeology

#### Geology and Topography

- 3.3 The British Geological Survey indicates that the solid geology of the proposed development area comprises Edwalton Member Mudstone, a sedimentary bedrock formed approximately 221 to 227 million years ago in the Triassic Period when the local environment was dominated by hot deserts. These rocks were formed in mainly hot dry environments where potential evaporation was greater than precipitation; often characterized by dunes, loess and evaporites.
- 3.4 The drift geology comprises superficial deposits of the Wanlip Member, sand and gravel. These are deposits formed up to 2 million years ago in the Quaternary Period when the local environment was dominated by rivers. These rocks were formed from rivers depositing mainly sand and gravel detrital material in channels to form river terrace deposits, with fine silt and clay from overbank floods forming floodplain alluvium, and some bogs depositing peat.<sup>8</sup>
- 3.5 The surface disturbance of the area is limited and the soil types are generally clays, alluvial silts and lighter tilth (Middleton 1976).
- 3.6 **NCA Profile: 74 Leicestershire and Nottinghamshire Wolds**  
The site is located in undulating ground east of the village of Cotes in the Leicestershire and Nottinghamshire Wolds which *“form part of a belt of Wold landscapes formed by gently dipping Jurassic rocks which stretch from the Cotswolds to Lincolnshire. The character area extends eastwards between Nottingham and Leicester and includes the large market town of Melton Mowbray. Further south, Rutland Water is a significant feature in this rural, open, mixed farmland landscape with long views from the summits of undulating hills. The Wolds form a watershed between the rivers Wreake, Soar and Trent with streams draining from the central elevated land to each of these rivers. There is a major inland reservoir at Rutland Water which is a major source of*

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<sup>8</sup> [http://mapapps.bgs.ac.uk/geologyofbritain/home.html?&\\_ga=2.34598817.1688830879.1607595017-546395105.1550827293](http://mapapps.bgs.ac.uk/geologyofbritain/home.html?&_ga=2.34598817.1688830879.1607595017-546395105.1550827293) accessed 10/12/20

*urban water supply to the region; a wetland of international importance and is designated an SPA and Ramsar site supporting internationally important populations of golden plover”<sup>9</sup>*

3.7 The Historic Landscape Assessment<sup>10</sup> for the development area describes it as ‘Very Large Post War Fields.’

### Timescales used in this report

#### Prehistoric

|              |           |           |
|--------------|-----------|-----------|
| Palaeolithic | 900,000 - | 12,000 BC |
| Mesolithic   | 12,000 -  | 4,000 BC  |
| Neolithic    | 4,000 -   | 1,800 BC  |
| Bronze Age   | 1,800 -   | 600 BC    |
| Iron Age     | 600 -     | AD 43     |

#### Historic

|                      |           |         |
|----------------------|-----------|---------|
| Roman                | AD 43 -   | 410     |
| Saxon/Early Medieval | AD 410 -  | 1066    |
| Medieval             | AD 1066 - | 1485    |
| Post Medieval        | AD 1486 - | 1799    |
| Modern               | AD 1800 - | Present |

### Previous Archaeological Work

3.8 This section reviews the available archaeological evidence for the study site and the archaeological/historical background of the general area, and, in accordance with NPPF, considers the potential for any as yet to be discovered archaeological evidence on the study site.

3.9 What follows comprises a review of known archaeological assets within a 1km radius of the study site (Figs. 1-5 ) also referred to as the study area, held on the Leicestershire Historic Environment Record (HER), together with a historic map regression exercise charting the development of the study area from the early 19<sup>th</sup> century until the present day.

3.10 Evidence of archaeological interest in the region of the proposed development site is not extensive with some 6 heritage related ‘events’ noted by the HER. This reflects development in the area and where archaeological and historic evidence has been recorded by the Historic Environment Record from investigations which have taken place nearby, the results of these events have been taken into account in assessing the potential survival of archaeology at the development site. However, it is not the purpose of this document to create a detailed archaeology or history of the area, noting every sherd of pottery or lithic flake, but to provide an assessment of the area’s history and archaeology, and to document known resources on the application site and predict the potential for as yet to be discovered resources.

### Early Prehistoric (Palaeolithic to Mesolithic)

3.11 The hamlet of Cotes lies on the first terrace of the River Soar east of Loughborough. The development area includes both river valley and higher ground to the east through which a small

<sup>9</sup> <http://publications.naturalengland.org.uk/publication/5007752023769088?category=587130> accessed 30/3/21

<sup>10</sup> The Leicestershire, Leicester and Rutland historic Landscape Characterisation Project 2006 -2009 Robinson J R



tributary stream flows westwards towards its confluence with the River Soar. It is an area where the evidence of early prehistoric activity comprises lithic assemblages found during field artefact collection.

- 3.12 A single prehistoric flint scraper was found within the development site area (MLE17148) in 1998.
- 3.13 In the wider historic landscape the earliest evidence is Mesolithic flint. These assemblages suggest short stay hunter gatherer groups moving through the landscape (MLE8646).
- 3.14 The pattern of Mesolithic and other lithic material in the landscape suggests there is a high potential that some lithic material of this date will be found within the proposed development area. The nature of the evidence suggest that it is unlikely that significant early prehistoric archaeology will survive at the application site and, if found, would be of local significance.

### Later Prehistoric

- 3.15 No later Prehistoric evidence has been found within the proposed development area.
- 3.16 In the wider study area Neolithic and Bronze Age flint material suggests a more settled period when sedentary farming began to emerge in the region (MLE7408, 8646, 7409). From the study area, but outside the proposed development area, is a single ring ditch located on the flood plain of the River Soar (MLE663). This is a typical burial monument of the Bronze Age and suggests the possibility of settlement on the nearby hill slope, perhaps close to Stanford on Soar. A second ring ditch lies to the south of the development area (MLE519) on higher ground.
- 3.17 The topographical location of the proposed development area, in addition to the evidence noted above, suggests that the proposed development area has the potential to contain, as yet undiscovered, archaeology, particularly on the higher ground, above, and to the east of the River Soar. Consequently it is considered that there is a high potential for prehistoric archaeology, of Bronze Age date within the proposed development area due to its topographical situation.
- 3.18 There is no evidence of Iron Age activity either within the proposed development area or from the wider study area. This is surprising given the pattern of settlement which developed during this period in Leicestershire and the East Midlands generally (Cooper 2006, Knight 2012). Consequently the proposed development area has medium potential for evidence of Later Prehistoric (Iron Age) date.

### Roman Period

- 3.19 No evidence of Roman period activity has been found within the proposed development area.
- 3.20 From the wider study area a Roman period a coin hoard dating to c250-400 AD was recovered close to Burton Bandalls Farm. The hoard was discovered in 1802 but the exact location is not known (MLE 7744). Regionally the principal settlement focus during the Roman period probably lay around Mountsorrel and Barrow Upon Soar. Mountsorrel lies close to the Fosse way and possibly on the line of a Roman Road (MLE 8764<sup>11</sup>). A Roman small town may have been established here, close to the river, near a possible river crossing (MLE 8775, including MLE 832, 823<sup>12</sup>). Roman finds have been found there, spread along the river and the lower ground to the east of the modern town, and on slightly higher ground (SMR 7754, 8768). Closer to the proposed development area is the Roman villa site at Stanford on Soar. Situated in what is now the church

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<sup>11</sup> Beyond the search area to the south, not illustrated.

<sup>12</sup> Beyond the search area to the south, not illustrated.

yard of St John the Baptist, the villa was discovered when a tessellated pavement was exposed during grave digging in 1902 (NSMR19)<sup>13</sup>.

- 3.21 Given the topographical location of the proposed development site there is medium potential that the site will contain Roman period evidence.

### Saxon - Early Medieval

- 3.22 In the post-Roman period between approximately AD450 and 850AD settlers from northern Europe began to occupy areas of the East Midlands (Stafford 1985, Fig 30; Vince 2006). Initially incoming groups of Anglian settlers may have occupied marginal lands in this area<sup>14</sup> possibly close to the rivers. There is therefore low potential for some isolated or marginal early medieval settlement along the river valley. To the north the county and parish boundary with Stanford on Soar suggests low potential for early Saxon period activity on marginal land in this liminal zone.
- 3.23 No Saxon or Early Medieval evidence has been found within the proposed development area.
- 3.24 Slightly later in the early Medieval period (9<sup>th</sup> -10<sup>th</sup> century AD) Loughborough and the surrounding region was included in the Danelaw, which had been divided into five boroughs, or administrative units, based originally on armies (Stafford 1985, fig 47). Whilst no Saxon or early medieval archaeology has been identified within the proposed development area, place name evidence suggests an origin for the hamlet of Cotes in the early medieval period. The name *Cotes* means either cottage in Old English or sheep pen *cot(e)* in Middle English. The name was first recorded in the 12<sup>th</sup> century in the Danelaw charters (Ekwall 1980, 124). The location of the proposed development site east of the known core of the medieval village suggests only low potential for evidence of this period.

### The Medieval Landscape

- 3.25 When the Domesday Survey was written in 1086, the proposed development area was probably agricultural land between the settlements of Loughborough and Burton on the Wolds, some of which was held by earl Hugh of Chester (Page 1907, 336).
- 3.26 Historically the hamlet of Cotes is situated in East Goscote Hundred and the outline history in Nichols charts the ownership of the manor of Prestwold and Cotes. Seized by the Conqueror it was tenanted at first by Robert Fitz Geoffrey, later by the abbey of Burton, the Duke of Norfolk in the 14<sup>th</sup> century, and Henry Skipwith in 1589. From the 12<sup>th</sup> century onwards the village was probably the location of a river crossing, perhaps a causeway and bridge, on the route between Nottingham and Loughborough (Shaw 2002). A fragment of stone medieval arch survives beneath the modern bridge (Pevsner 2003, 141). Of the early historic fabric of the hamlet some evidence survives, in the hamlet of Cotes there are house platforms (MLE561) and the remains of the medieval manor house, The Hall, together with its walled gardens (MLE556). The manor house at Cotes 'commonly called Cotes Park-house' is where Sir Henry Skipwith entertained King Charles on 28<sup>th</sup> May 1645 as the Royalist army advanced on Leicester (Foard 1995, 110). After the Restoration it was bought by Christopher Pack who died there in 1683. The house was subsequently burnt down when occupied by his grandson Clifton (Nichols 1804, 368).
- 3.27 Some indication of the agricultural landscape during the medieval period can be gained from the plot of ridge and furrow published by Hartley in 1989 and it is possible that the fishponds (MLE554)

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<sup>13</sup> Nottinghamshire Historic Environment Record

<sup>14</sup> The location of the proposed development area on the later parish boundary (which runs down the River Soar) between Charnwood and Burton on the Wolds raises the possibility of settlement focused on this boundary as it was further south in Bedfordshire (Bilikowska 1980). To the north the county and parish boundary with Stanford on soar has a similar potential.

are of medieval date<sup>15</sup>. A short stretch of medieval holloway, a rural roadway, can be seen at (MLE552).

- 3.28 To the north is the hamlet of Stanford on Soar situated just over the Nottinghamshire - Leicestershire boundary. The oldest building is the parish church of St John the Baptist, (NHER19) which dates from at least the 13<sup>th</sup> century (Pevsner 1951, 173-4). The county boundary which runs along the Kings Brook eastwards towards Rempstone, before turning south to cross the Rempstone Road (modern A60) north of Hoton, is also the historic boundary between East Goscote and Rushcliffe hundreds. Stanford on Soar, once close to a crossing of the River Soar, now stands some distance away due to a shift in the river channel associated with the construction of the Great Central Railway. The former bridge over the river lies in over a backwater near the parish church and is listed (MLE 13396 & 2/100).
- 3.29 The potential for medieval archaeology within the proposed development area is limited. The earthwork remains of the village of Cotes are scheduled and outside the development area; the standing walls of the Cotes Parkhouse are listed (MLE556), similarly outside the proposed development area.
- 3.30 Within the proposed development area are house platforms (MLE561) associated with Cotes village whilst Moat Hill (MLE 553), which lies outside the proposed development area, may be a medieval moated site. The moated site has been described as "A moated site has been recognised on Moat Hill possibly the remains of an early defended site with a significant earthwork complex on Moat Hill. The area rises above the Soar flood plain and is now wooded and known as Moat Hill Spinney".<sup>16</sup> However this significance is questioned by the entry in the Leicestershire Historic Environment Record (MLE553) where the location is described as "Possible site of a medieval moat, Moat Hill...Moat Hill is a prominent spur north of Cotes. The D-shaped spinney here is not marked on the 1735 estate map of Cotes. Survey work in the 1980s reported that there were some traces of a ditched enclosure, possibly connected with landscaping in the area around Cotes Hall in the 17th century". The description which follows states that: "Moat Hill is a prominent spur N of Cotes. The grid reference is to a D-shaped spinney, which is NOT marked on the 1735 estate map of Cotes. This may conceal - or have concealed - an earthwork. MWH says 'possible double moat' for unknown reasons. (PL 06/03/86). On the 1735 map the word 'motte' is shown twice (at SK 552 212 and 555 210) and R F Hartley suggests that there may have been a name transference to the Hill. (PL 06/03/86). The HER concludes that "On Moat Hill are some traces of a ditched enclosure. This seems likely to be connected with the landscaping of the area around Cotes Hall in the seventeenth century."
- 3.31 To the north earthworks associated with the now shrunken medieval village of Stanford on Soar do not extend into the proposed development area.
- 3.32 The majority of the proposed development area lies in what were almost certainly the open fields of Cotes hamlet where activity was probably limited to features, such as ridge and furrow, associated with agriculture. The potential for significant evidence of medieval activity within the development area, therefore, is low.

### Post Medieval Landscape

- 3.33 The map evidence for the proposed development area from the post-medieval period is good. An estate map of 1735 shows the Manor of Prestwold, and maps of the estates of Charles Pack Esq

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<sup>15</sup> The fishponds are designated medieval in the Leicestershire County Historic Environment Record (MLE554) but are not illustrated on the estate map of 1735, nor are they shown on the OSD 1815. They area however shown on the estate map of 1829 and on the 1<sup>st</sup> edition OS.

<sup>16</sup> <https://www.burtoncotesprestwoldparishcouncil.org.uk/uploads/heritage-assets-illustrated-amended.pdf> accessed 6/5/21

show the land divided between rectangular fields close to the hamlet of Cotes in what was probably the former parkland of Cotes Park-house and the strip fields of Hoton. Many of the boundaries extant today within the western part of the development area, therefore, clearly predate the 1730s and attest an early period of enclosure. The field names from the 1730s are predominantly descriptive. Old Park for instance, Hoton Bridle Gate Close and Corn Close all indicate current or former use. Windmill Hill north of Manor Farm confirms the location of a windmill first mentioned in 1610 (MLE563) below Moat Hill. Hoton was enclosed in 1770 when the strip fields to the east were turned to pasture (Middleton 1976).

- 3.34 In 1815 the Ordnance Surveyors Drawings (OSD) show the landscape of the development area subdivided into rectangular fields. The 1829 plan of the estate belonging to C J Pack Esq also shows the land to the east is now configured as a series of rectangular fields which reflect the former strip field layout and survive today in the modern field boundaries.
- 3.35 It has been suggested by Historic England (as English Heritage) quoted in the Officers Report<sup>17</sup> that fishponds located in the shallow valley north of Park Farm may be medieval in origin or were created in the 18<sup>th</sup> century (MLE554). They are, however, not illustrated on the 1735 estate map, nor on the Ordnance Surveyors Drawings of 1815, and make their first appearance in 1829 on an estate map of Packes C J (Ma/256/1). This suggests the fishponds are a 19<sup>th</sup> century feature.
- 3.36 Throughout the medieval period development of the village of Cotes was influenced by its proximity to the River Soar. A water mill is known from early charters (MLE 654) and it is likely that the present Cotes Lower Mill is its modern successor (MLE 655). Two further mills are known within the study area, but outside the proposed development area (MLE652, 653). The road to Nottingham was turnpiked in 1735, perhaps the earliest in the country, and the bridge improved in 1795 with later improvements in 1880 and by the army in the mid-20<sup>th</sup> century.
- 3.37 To the north the hamlet of Stanford on Soar also provided a crossing point over the River Soar. A packhorse bridge of late 18<sup>th</sup> century date indicates an earlier channel of the river which was diverted in the 19<sup>th</sup> century. During the later medieval period Stanford on Soar declined and by the late 18<sup>th</sup> century had been reduced to 15 dwellings in the ownership of Charles Vere Dashwood. The manor had been subject to early enclosure (Thoroton 1790, 7) and the landscape to the north reflects both this aspect of landscape development and the creation of Stanford Hall park in late 18<sup>th</sup> century. Stanford Hall presently the Co-operative College was built in 1774 on the site of an earlier house for Charles Vere Dashwood. The 18<sup>th</sup> century parkland extended southwards down to the Kings Brook where a lake was created below the house. The distant views of the proposed development area, which is situated on the southern slopes of the Hoton hills, will not impact on the setting of either Stanford or its parkland.<sup>18</sup>
- 3.38 The draft Masterplan shows the area of the fishponds (MLE554) excluded from development whilst the remaining development area has only low potential for below ground archaeology of local significance.

### **The Modern Landscape**

- 3.39 Throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries the landscape of the proposed development site has remained agricultural and the map evidence confirms the survival of the pattern of field boundaries from the early 19<sup>th</sup> century. The first editions of the ordnance survey (Fig #.OS 25" 1883 XVIII 1; XVIII 2) show the limited extent of development prior to the beginning of the 20<sup>th</sup> century. On the

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<sup>17</sup> Officers report to Committee P/13/1842/2

<sup>18</sup> The level of impact is addressed in section 4 of this Heritage Statement.

northern boundary of the proposed site the hamlet of Stanford on Soar was largely reconstructed in the 1830s ‘the houses in little gabled groups’ (Pevsner 1951, 174)<sup>19</sup>.

3.40 The 2<sup>nd</sup> edition OS map shows further development in the region beyond the Master Plan area and on the periphery of the study area to the west in Loughborough where the Falcon works was built. In the east Wymeswold airfield was built during 1942 as an Operational Training Unit and is presently in part-industrial, part-recreational use (Osbourne 2003, 21-25).

3.41 There is no potential for significant archaeology of the Modern period within the development area.

## The Significance of the Evidence and Policy – Direct Impacts on Below Ground Archaeology

3.42 The NPPF in Section 16 ‘*Conserving and Enhancing the Historic Environment*’ employs the concept of significance as the basis for assessing impact on the historic environment (para 189). Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local authorities should require developers to submit an appropriate desk-based assessment and where necessary, a field evaluation.

3.43 The survey in Section 3 above has set out the known evidence in relation to the site and within its hinterland. The absence of evidence at the site correlates with the evidence for agricultural activity at the site and indicates that there is no potential for archaeology of such significance that it would preclude development.

| Period:                  | Identified Archaeological Potential  | Identified Archaeological Significance |
|--------------------------|--|--|
| Early Prehistoric        | Low potential for archaeology of any significance  | Low (Local)                            |
| Later Prehistoric        | Low potential for archaeology of any significance  | Low (Local)                            |
| Roman                    | Low potential for archaeology of any significance  | Low (local)                            |
| Saxon and Early Medieval | Low potential for archaeology of any significance  | Low (local)                            |
| Medieval                 | High Potential for house platforms (MLE561) associated with Cotes village along the southern boundary of the site area | High (local/regional)                  |
| Post Medieval            | Low potential for archaeology of any significance (the area of the fishponds MLE554 is excluded from development)      | Low (local)                            |
| Modern                   | No potential for archaeology of any significance   | None                                   |

3.44 The absence of evidence for below ground archaeology at the proposed development site, though, does not indicate definitively the absence of evidence for activity. Although the site has no potential to yield archaeology of greater than local/regional significance, in accordance with current practice further evaluation of the site will be necessary to understand its full archaeological potential.

<sup>19</sup> Two groups of these houses are now listed together with the barns of Village Farm.

## 4 ASSESSING THE IMPLICATIONS OF DEVELOPMENT – SIGNIFICANCE AND SETTING

- 4.1 Existing national policy guidance for the historic environment (the NPPF as referenced in section 2 above) enshrines the concept of the ‘significance’ of heritage assets. Significance as defined in the NPPF centres on the value of an archaeological or historic asset for its ‘heritage interest’ and for the contribution setting makes to significance for this or future generations.
- 4.2 In this part of the Heritage Statement the changes to the NPPF (2019), relevant court judgements and the present local plan policy, as well as the revised guidance by Historic England on *The Setting of Heritage Assets* (2017) have been taken into account in assessing the impact of the proposed allocation of Riggets Green.
- 4.3 The following assessment of impact on the significance of heritage assets is founded on the baseline appraisal of data held by English Heritage (National Heritage List) and Leicestershire HER (Fig 2) shows the disposition of listed buildings and the scheduled ancient monument at Cotes. All of these are within visual range of the development and may be visible in tandem views over the heritage assets or from beyond the development. In addition to the assets shown below Historic England (as English Heritage) drew attention to the potential impact of the development on the setting of St John the Baptist, Stanford on Soar, Stanford Hall and parkland, and Prestwold Hall and parkland. However, in the reasons for refusal Charnwood District Council accepted that there would be no harmful impact on the two halls and parkland due to the development proposal in 2014.

### Assessment of Impact on the special interest (significance) of Designated Assets

- 4.4 In the section which follows the report is cognizant of the Local Plan policies which emphasise the protection and enhancement of the historic environment, whilst also acknowledging that NPPF Sec 16 has noted the need for careful consideration of the benefits of the scheme with respect to any potential harm.
- 4.5 In relation to the historic environment, some or all of the following factors may influence what will make the scale, height, massing, alignment, materials and proposed use of new development successful in its context:<sup>20</sup>
- The history of the place
  - The relationship of the proposal to its specific site
  - The significance of nearby assets and the contribution of their setting, recognising that this is a dynamic concept
  - The general character and distinctiveness of the area in its widest sense, including the general character of local buildings, spaces, public realm and the landscape, the grain of the surroundings, which includes, for example the street pattern and plot size
  - The size and density of the proposal related to that of the existing and neighbouring uses
  - Landmarks and other built or landscape features which are key to a sense of place
  - The diversity or uniformity in style, construction, materials, colour, detailing, decoration and period of existing buildings and spaces

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<sup>20</sup> Historic England, 2015, GPA 2, para 53

- The topography
- Views into, through and from the site and its surroundings
- Landscape design
- The current and historic uses in the area and the urban grain
- The quality of the materials

### Scheduled Ancient Monuments

- 4.6 The proposed development site occupies rising ground east of Cotes and there are no Scheduled Ancient Monuments within the proposed development area.
- 4.7 West of the proposed development area lies the Scheduled Ancient Monument of Cotes deserted medieval village (HER 555) and the remains of walls which were part of the gardens and house of the Old Hall which are both listed and scheduled (HER 557). The development falls within the setting of these two heritage assets as they may be experienced from the edge of the proposed development area which runs along Stanford Lane.

### Listed Buildings

- 4.8 The proposed development site lies on farmland east of Cotes hamlet. In addition there are the two listed buildings Hall Farmhouse (II) (HER 14541), Manor Farmhouse (II) (HER 14452) and the three listed bridges (II) (HER 560, 13905, 13414). These assets are within visual range of the proposed development and may be adversely affected by the proposed development. A third listed buildings Cotes Mill (HER 654), is situated on the southern side of the A6, Nottingham Road. Its setting is the river bank and it is heavily wooded. Today Cotes Mill is a public house and its historic significance and setting will not be significantly affected by the proposed development due to distance and the enclosing effect of its present setting. To the north east lies the registered parkland and listed buildings of Stanford Hall and to the east lies the parkland and buildings of Prestwold Hall. The impact of development on the two registered parks will be assessed below.

### Locally Listed Buildings/Non-designated heritage assets

- 4.9 Charnwood Borough Council has produced a list of locally listed buildings.<sup>21</sup> However there are no buildings within the parish of Cotes or nearby within this list.<sup>22</sup> In the absence of formally attributed

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<sup>21</sup> Charnwood Borough Council. [https://www.charnwood.gov.uk/listed\\_buildings/search?location\\_type=settlement&listed-building\\_settlement=Cotes&listed-building\\_parish=&listed-building\\_ward=&listed-building\\_category=Locally+Listed+Building&listed-building\\_grade=Locally+Listed&go=](https://www.charnwood.gov.uk/listed_buildings/search?location_type=settlement&listed-building_settlement=Cotes&listed-building_parish=&listed-building_ward=&listed-building_category=Locally+Listed+Building&listed-building_grade=Locally+Listed&go=) accessed 7/5/21

<sup>22</sup> <https://www.burtoncotesprestwoldparishcouncil.org.uk/uploads/heritage-assets-illustrated-amended.pdf> accessed 7/5/21 In addition Prestwold, Barrow and Cotes Parish Council's have posted a list of 'Locally Listed Buildings'. The status of this list is unknown. This list includes the fishponds (MLE554) and the possible moated site on Moat Hill (MLE553). The fishponds are described as: 30 "In Fishpond Spinney at grid reference SK 557 213 where a small tributary stream flows south to the river Soar, there are two large fishponds, one with water and one dry. Historic England reference MLE 554 (The number referred to is not that of Historic England but the Leicestershire Historic Environment Record). Evidence from Hartley and others points to the ponds and adjacent earthworks to the west of the spinney as Medieval or early post Medieval in origin constructed as part of the estate of the Manor House or the later Cotes Park House, built about 1580." However the description does not refer to the absence of the fishponds on early estate maps nor that their first appearance is on 1829 estate map of Packes C J (Ma/256/1).

There is one further locally listed building, the moated site on Moat Hill described as 29 "possibly the remains of an early defended site with a significant earthwork complex on Moat Hill. The area rises above the Soar flood plain and is now wooded and known as Moat Hill Spinney Leicestershire and Rutland HER reference MLE553". The moat as an earthwork within woodland cannot be experienced from the development site which therefore does not fall within its setting.

non-designated or locally listed buildings no further assessment of this class of heritage assets has been undertaken.

## Cotes Deserted Medieval Village (SAM) together with walls at Old Hall (LB)

- 4.10 **Significance and Special Interest:** The historic significance of the deserted medieval village derives from several published sources including Nichols (1800) and a recent survey by Hartley (1989). The medieval village of Cotes was situated in East Goscote Hundred at Domesday in AD 1086. The name *Cotes* means, in Old English cottage or manor, in Middle English a shelter for sheep and in Old English can indicate the presence of a manor. The village may have originated as early as the 8<sup>th</sup> century. At the Conquest the manor of Cotes was seized by William the Conqueror and it was tenanted by Robert Fitz Geoffrey, later by the abbey of Burton, followed by the Duke of Norfolk in the 14<sup>th</sup> century, and Henry Skipwith in 1589. From the 12<sup>th</sup> century onwards the village was probably the location of a river crossing, perhaps a causeway and bridge, on the route between Nottingham and Loughborough (Shaw 2002). A fragment of stone medieval arch survives beneath the modern bridge (Pevsner 2003, 141). Of the early historic fabric of the township some evidence survives, a moated site has been recognized on Moat Hill and is possibly the remains of an early defended site (MLE553).<sup>23</sup> In the hamlet of Cotes there are house platforms (MLE561) and the remains of the medieval manor house, called 'The Hall', together with remains of its walled gardens (MLE556). The lands at Cotes were acquired by Sir William Skipwith in 1585 and he was probably responsible for building Cotes Park House (Old Hall) and laying out the large garden which surrounded it. The house later passed to the Pack family and burnt down in c.1700. (Hartley 1989, 9, Nichols 1800, 365-8).
- 4.11 Recent historic fabric assessment<sup>24</sup> of the walls of the Old Hall at Cotes has suggested that the Hall lay on the south western side of the SAM in the location proposed by Hartley. Nichols refers to Cotes Park-house which Smith and Hayward suggest reflects 16<sup>th</sup> century usage to indicate high status and association with a deer park for which the high walls at Coates were appropriate. It is probable that the land to the north, described as Old Park on the 1735 estate map (Fig 5) indicates parkland extending to the north east of Cotes Park-house. Smith and Hayward also draw attention to the proximity of the house to the river which, they suggest led to the construction of dock, river-gate and prospect building in the mid-17<sup>th</sup> century associated with Thomas Skipwith.<sup>25</sup> Hartley has suggested, without supporting evidence, that 'two large fishponds, with a bypass channel on the south side, can probably be related to Cotes Park-house and that on moat hill some traces of a ditched enclosure ...are likely to be connected with the landscaping of the area around Cotes Park-house in the 17<sup>th</sup> century. However, the map of 1735 shows the fish ponds had not been constructed by the early 18<sup>th</sup> century, by which time Cotes Park-house had been destroyed by fire.'<sup>26</sup>
- 4.12 The evidential significance of the deserted medieval village relates to its survival as a series of earthworks which have the potential to yield evidence of early and late Saxon occupation as well

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<sup>23</sup> It has also been interpreted as an eye-catcher and part of the post medieval parkland associated with Cotes Park-house (Old Hall) by Smith and Hayward 2013

<sup>24</sup> Smith and Hayward 2013, figs 3 & 4, Zone B.

<sup>25</sup> Smith and Hayward 2013, citing Temple Patterson, 1951

<sup>26</sup> It is possible that the two ponds described on the 1<sup>st</sup> edition OS as 'Old Fishponds' represent either late 18<sup>th</sup> or 19<sup>th</sup> century fishponds, perhaps related to the Prestwold estate or an attempt to create a mill at Park Farm. As the 1<sup>st</sup> Ed OS shows the stream course has been diverted from its original channel north of the farm to one controlled by a weir, following a more angular channel to the south which runs past the gable of the farmhouse.



as that of the medieval period. The visible earthworks (Hartley 1989, Fig 11) may represent the remains of abandoned closes and house platforms and the site of a chapel at the south end.

- 4.13 The evidential significance of the listed walls of the house and garden relate to the information they hold in respect to 17<sup>th</sup> century architecture and gardens, together with the evidence of below ground archaeology for the garden related features and the remains of The Hall (Cantor and Squires, 1997, 43). It is not clear how quickly after the fire which destroyed Cotes Park-house the gardens were let-out for use as market gardens. The walls of the gardens would have been an important element of such an activity and Nichols in 1800 notes that the grounds *'for some time has been let to a gardener of the name of Stephenson'*. The gardens remained in use for horticulture until 1957 and it is likely that this activity will have eroded some of the archaeological deposits associated with the medieval and post-medieval settlement.
- 4.14 The aesthetic significance of the village site and the remains of the walls are limited. There are no surviving illustrations of Cotes Park-house (Old Hall), or of the suggested parkland, and none of the village of Coates. The earliest representation appears to be the estate map of 1735 (Fig 5), though the earthworks are not easy to decipher without prior knowledge. Nor is the wall clearly recognizable as a related part of the earthworks until the viewer/visitor has closely inspected the site with the benefit of a survey plan (for instance Hartley 1989). The value of the earthworks and the wall seems to lie in the knowledge that there may once have been part of a prominent range of buildings in the midst of a shrunken medieval village.
- 4.15 The communal significance of the two heritage assets is moderate. They are part of a well-known group of medieval and post medieval monuments. Information is accessible in current literature, but they area on private land though a footpath crosses the site. The landscape is easily legible in general and some sense of a former village is evident from the character of the Scheduled Monument area. The walls indicate a walled garden and the remains of a substantial house, but yield no detail. There are no reconstructions available and interpretation relies on the viewer's imagination and access to published plans, in particular, by Hartley. There are plans by the current owners to consolidate the fabric of the remaining walls of Cotes SAM.<sup>27</sup>
- 4.16 **Setting.** The contemporary setting of the Cotes earthworks (SAM) and the walls (LB) is a complex of modern and historic buildings, farmland and infrastructure. The topography in which they lie is flat, part of a wide terrace within the valley of the River Soar. The terrace overlooks the river to the west. On the western margin of the Scheduled Area is the sinuous course of the River Soar. Here the river has created a meander, west of the village, with a steep bank where the water course has eroded the first terrace on which the village is situated. To the south the Scheduled Area is bounded by the A60 trunk road and the modern premises of Hall Farm. The farm includes both the listed building (Hall Farmhouse) and two ranges of large sheds and areas of vehicle parking. The eastern boundary is Stanford Lane which separates the Scheduled Site from Manor Farm and a large tree plantation. Manor Farm also comprises the listed farmhouse (Manor Farmhouse) and two ranges of large agricultural sheds. To the north lies an almost rectangular arable field, with fields beyond, along the River Soar valley, towards Stanford village.
- 4.17 The intermediate setting of the village and walls extends, perhaps, to the open pasture fields, River Soar and arable farmland. In this respect the site is not visible from the east where trees and Manor Farm restrict the view. From the south west, however, on the A60 Nottingham Road, the village is evident on the terrace overlooking the river. The distant setting comprises the largely arable farmland surrounding Cotes village, the River Soar valley and the gently sloping ground rising to the east. Views out of the village are limited by the low-lying site, by the topography, so that the sky line close to Hoton Hills Farm and the low ground of the Kings Brook are effectively

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<sup>27</sup> Smith and Hayward 2013

the visual limits of the setting to the north and east. To the west views extend as far as the engineering works on the west bank of the River Soar and the town of Loughborough.

- 4.18 The original intention of those who established the village site may have been to provide a flood free location within an area of open farmland. In this location it was possible to exploit a river crossing and, presumably, the summer pasture of the flood plain. The location which may have been prominent in views when approached from the west was probably also prominent when approached from the north. It is likely that it was this aspect of the location that led to the creation of the Old Hall and its walled garden. (Cantor and Squires 1997, ills 41)
- 4.19 Today the contemporary setting is also marked by the presence of traffic along the A6 to the south.
- 4.20 **Setting and Significance:** The village site lies in open farmland. It is associated, through documentary research, with the present village of Cotes and with remains of Cotes Park-house (Old Hall) - house and the walled gardens. It is not clear, from ground inspection, that Cotes settlement extended beyond the Scheduled Area, though clearly both Manor Farm and Hall Farm seem to have been peripheral developments. The survey of the area by Hartley, published in 1989, shows the village area (Fig 4)<sup>28</sup> with extensive ridge and furrow in the setting of the village.<sup>29</sup> However, ground inspection, contemporary aerial photography and the current Historic Environment Record shows that the ridge and furrow have been entirely eroded by contemporary farming. Key aspects of the relationship between the village site and the landscape setting may be considered to include the following: (1) the location of the village site in a visually prominent position in the River Soar valley, (2) the visual and spatial relationship between the river crossing, Manor Farm and Hall Farm; (3) the nature of approaches to Cotes where the observer first sees the surviving walls and village earthworks when approaching across or along the valley, (4) an implied spatial relationship with an agricultural hinterland and the river crossing, (5) evidence of the wider parkland setting of Cotes Park-house (Old Hall).
- 4.21 Such associative relationships provide the basis for the assessment of impact of development on the heritage values of the moated site and, in particular, the impact on the spatial relationships between the Scheduled Monument and the visual effect of the proposed Master Plan Development.
- 4.22 **Impact Assessment:** The potential impact of the proposed Master Plan is to introduce a new area of settlement to the east of the Scheduled Area. The new settlement area will extend from Stanford road, eastwards and upslope towards Hoton Hills Farm. The housing areas will occupy the south facing slopes of the shallow valley which is presently occupied by Fishponds Spinney and Park Farm. The proposed development will also extend into the field to the north of the Scheduled Area with the provision of sports fields. Further areas of housing will occupy fields to the east of Cotes village. In addition to the housing proposals, the development also includes a new pedestrian and cycle bridge over the River Soar, beyond the north west corner of the Scheduled Area. The impact of the proposed Master Plan on the key attributes of the setting of the village and Old Hall will be due to its spatial extent, rather than mass or scale of individual buildings, its proximity and, potentially, the noise and movement of traffic. This must be seen, however, in the context of its present setting.
- 4.23 *(1) the location of the village site in a visually prominent position in the River Soar valley:* The historic relationship of the village to the topography of the River Soar valley will be affected, in

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<sup>28</sup> Hartley 1989, map 3, page 36

<sup>29</sup> Hartley's interpretation is based on aerial photographs which were initially plotted at a scale of 1:10,560. These photographs Hartley notes, were taken less than forty years ago by the RAF and record a landscape that has changed enormously. The maps produced by Hartley are interpretations of an historic past rather than a contemporary view. Hartley 1989, 2-3.

views from the west and the north, by the new development. This is because, today, the principal approach to the Scheduled Monument and the walls (Listed Building) is along the A6 Nottingham Road or when viewed from the footpath around Moat Hill. These views will still retain the village's sense of location in an open area of flatlands, but the development will remove the sense of an enclosing agricultural hinterland. The SAM and walls will retain the sense of a prominent location in the river valley, but even in tandem views from the north, where the roof tops of the new development may be visible amongst the trees the sense of separation will be eroded.

- 4.24 In distant views from the ridge on the track to Hoton Hills Farm the foreground will be occupied by a new neighbourhood settlement. This will act to separate and emphasize the preservation of the village as a monument amongst and on the margins of the new neighbourhood.
- 4.25 *(2) the visual spatial relationship between the river crossing, Manor Farm and Hall Farm:* the intermediate setting of the village, which suggests to the observer the extent to which the village has contracted and how the peripheral farms have survived, will be emphasized by the new development. It will appear to enclose the historic site within the new development. This will be especially apparent from the west looking across the site towards the higher ground and northwards along the River Soar valley towards the new playing fields. The historic relationship between the three elements, farms, village and river crossing will also be affected by the creation of a new bridge to the north west. The design of this bridge, a shallow arch, single span 'Monet' bridge will be a readily identifiable modern crossing. The bridge will be somewhat masked by the trees east of the crossing.
- 4.26 *(3) the nature of approaches to Cotes where the observer first sees the house and village when approaching across or along the valley:* The approach to a village and manor house, historically, was probably suffused by an appreciation of authority, local power and anticipation. Today that sense of power is obscured by the condition of the monument, its location, the earthwork remains of the contracted village and the context in which the site is seen amongst modern farmland and farms. There is no approach across open countryside from the west due to the River and in distant views from the south along Nottingham Road, the village earthworks are almost impossible to identify in detail. Once again, the impact of the development on this perception will be to create a sense of enclosure, within a larger settlement. Today, rather than a sense of power, the monument engenders a sense of decay, degeneration, and failure. In contrast to other surviving manorial houses, of which there are several in Leicestershire, Cotes' relationship to authority is evident principally through the potential evidence of its below ground archaeology and documentary sources. Modern day perceptions of manorial authority at Cotes require prior knowledge, but they can be imagined when looking across the monument principally to the east and north.
- 4.27 *(4) an implied spatial relationship with an agricultural hinterland and the river crossing:* A significant part of the relationship of the village site and Old Hall to its setting is encapsulated by the perceptions of contraction in settlement area and decay engendered by approaching an area of earthworks and ruinous walls across open farmland. The impact on these perceptions has been considered above. The location of the village and walls, even today, implies an association with the surrounding countryside based on ownership and perhaps jurisdiction. Without prior knowledge or documentary research this relationship remains speculative. It is, nevertheless, explicit in the location of the remains of the walled garden. The impact of the proposed development will be to extend the settlement area of the modern village, further separating the earthworks and walls from their agricultural hinterland. This effect will be tempered by landscape planting, the distance of the development from the earthworks of the village, and the low profile of the proposed housing and bridge.
- 4.28 The effect of the proposed development on the relationship between the village, walls and their setting is to reduce the isolation of the monument. However, the effect of the proposed development is such that it would not impair an observer's ability, from the south west quadrant, to appreciate the relationship of the village and river crossing. The impact would be even less from Stanford Road and Loughborough Road.

- 4.29 (5) *evidence of the wider parkland setting of Cotes Park-house*: the effect of the proposed development on the possible remnants of a 17<sup>th</sup> century parkland is complex. In simple terms the proposed development will not affect the visual relationship between moat hill and the remains of Coates Park-house. Nor is there a visual relationship between the remains of Coates Park-house the fishponds and parkland, due to the intervening tree plantation and topography. Account must also be taken of the uncertainty in attributing fishponds and moat hill to a post medieval parkland. Although shown as Old Park on the map of 1735 neither fishponds nor moat are illustrated. Today the character of the outer park on the eastern side has reverted to agriculture so that the fringe of the park in this area has little visual association or link with the appearance of the inner park and its walled enclosures. On the eastern side, in contrast to the development of ancillary buildings and the adaptation of the walled garden, the establishment of arable agriculture has led to a falling away of the quality of the parkland. This is an important consideration in an assessment of the effects of proposed development to the east because it indicates a lessening of the sensitivity of the receptor in an area proposed for development.
- 4.30 **Mitigation** Overall the views *from* the village earthworks and walls of Cotes Park-house are those in which the proposed Master Plan will be screened and hidden by the proposed planting, existing agricultural facility and existing tree cover. When approaching the earthworks and walls from the east the proposed earthworks will be obscured by the existing tree plantations. The Master Plan neighbourhood is designed to be enclosed within green corridors and, through the low profile of housing, to sit within the landscape rather than dominate the topography or create a visual landmark. To help mitigate the visual impact further planting is proposed and an earth bund/structural landscaping will surround the employment area.
- 4.31 **Conclusion** The earthwork remains of Cotes village (SAM) and walls (LB) are nationally important heritage assets, dating from the medieval and post medieval period. The landscape setting encompasses land in all directions from the SAM, but is constrained to the east by Manor Farm and Stanford Lane, to the south by Hall Farm and Loughborough Road. Within the setting to the north and west the open landscape of the River Soar valley will be retained and unaffected. The perimeter of the site will be emphasized by landscape planting in the east. The setting of the village and the walls contains many features which have created a landscape whose history from the medieval period onwards is, in general, highly legible. This is not an unaltered setting from a previous age. The proposed development will not significantly impact on the broad legibility of this landscape.
- 4.32 The impact of the proposed Master Plan will be in areas related to the visual character of the village earthworks, the intervisibility of the monument and surrounding fields and the modern village. In these areas the Master Plan proposals will constitute the development of a large, though not visually dominant area of settlement east of the monument. It will add to the visual presence of the existing village and will be visible in tandem views across the monument from the north, from the west and from the south. It will not, however, change the agri-industrial character of the area and immediate setting. The new facility is likely to add noise and movement to the environment which presently constitutes a significant sensory aspect of the setting. There will be no changes to public access except for the provision of a new pedestrian cycleway to the north.
- 4.33 The impact of the scale and massing of the proposed development on understanding and appreciation of the monument must be seen in the context of the present setting. It will affect appreciation of the monument. Its scale will be extensive rather than prominent in comparison to the present agricultural landscape. However, the new development will not lead to total loss of significance to the designated heritage assets through impact on its setting. It will not impair appreciation from within the immediate setting of the monument from all points of the compass. The greatest effect will be on more distant views from the south and west where the views over the monument will appear to affect the historic legibility of the relationship between village, farms, agricultural land and river crossing.

- 4.34 In summary the proposed development will constitute a change in the setting of Cotes (SAM) and the walls of Old Hall (LB), comparable with a moderately adverse change in its setting leading to the partial loss or reduction in the significance of the asset. When considered in the context of the designation this constitutes less than substantial harm for the purposes of the NPPF.

## Cotes the three listed bridges (II) (1307344), (HER 13905 - 1074530), (HER 13414- 1320344).

- 4.35 **Significance:** The historic significance of the three bridges derives from their association with the river crossing, perhaps a causeway and bridge, on the route between Nottingham and Loughborough (Shaw 2002). A fragment of stone medieval arch survives beneath the modern bridge (Pevsner 2003, 141). The earliest bridge may have been built by the 14<sup>th</sup> century and at an inquisition held at Nottingham the court found that the villages of Stanford, Rempston and Cotes, together with Garendon Abbey, were responsible for its upkeep. At this time the 'bridges of Cotes were said to be the wonders of travelers' (Cook 1934) and were part of the principal medieval route between Loughborough and Nottingham.
- 4.36 During the Civil War there was small battle at Cotes Bridge, possibly when the King visited the Old Hall and his supporter Sir Henry Skipwith on May 28<sup>th</sup> 1645. (Nichols 1804)
- 4.37 The present bridges were substantially repaired in stone in the 17<sup>th</sup> century, illustrated by Nichols in 1804. However, the stone bridge may have been replaced in 1795, in part by brick. During the 19<sup>th</sup> century upkeep of the bridges was the responsibility of the Turnpike Commissioners until 1880 and after 1888 the County Council. During the 20<sup>th</sup> century the military raised the deck of the bridges significantly so that stone portions are now well below the present road level. The parapets have been substantially re-built since 2002.
- 4.38 The evidential significance of the listed bridges lies in their fabric and their relationship to documentary evidence held in the Loughborough Local Record Office. The bridges have attracted significant historical commentary summarised by Shaw (Shaw 2002, Shaw 1996) and have generated a full history of development, repair and restoration. The documentary evidence includes Nichols 1804 illustration, in addition to the physical evidence from the bridges themselves.
- 4.39 The aesthetic significance of the bridges is limited. The early bridge attracted the attention of Nichols whose published view has already been noted. The brick bridges have attracted less attention, they were noted by Pevsner who alluded only to the 14<sup>th</sup> century arch within the modern structure.
- 4.40 The communal significance of the bridges in heritage terms is moderate. They are part of the modern infrastructure and are known to contain elements of the medieval fabric. Short histories of the bridges are easily accessible on the internet<sup>30</sup> and there are illustrations of both modern and historic elements. The bridges area easily accessible to the public and easily legible. There are no plans by the highway authority to improve access for heritage purposes.
- 4.41 **Setting:** The contemporary setting of the bridges is a combination of modern infrastructure and buildings, the river valley and river course, farmland, and village. The topography in which they lie is part of the flood plain of the valley of the River Soar. The bridges lie south west of the village of Cotes. On the southern side of the carriageway is Cotes Mill (Grade II). The sinuous course of the River Soar has created a meander west of the village and the bridges are located where the river curves gently towards another more open meander to the south. The immediate setting of the bridges is arable farmland within the river floodplain, although the wider setting encompasses the Great Central Railway line and Midland Mainline to the west together with the works of Brush Transformers.
- 4.42 The original intention of those who established the bridges is clearly legible and was evidently to provide a route across the river valley though this has not always been free of flooding. The

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<sup>30</sup> <http://www.hoap.co.uk/who/cotes02.htm> accessed 3rd July 2013

location is only prominent in views along the valley when approaching from north or south. Today the contemporary setting is also marked by the presence of traffic along the A6.

- 4.43 **Setting and Significance:** The bridges lie in the open river valley associated, through documentary research, with the present village of Cotes, with other nearby villages and the former Garendon Abbey. Key aspects of the relationship between the bridges and their landscape setting may be considered to include the following: (1) the location of the bridges at a geographically suitable river crossing, (2) the visual relationship between the river crossing and Cotes village, (3) the historic importance of this river crossing.
- 4.44 Such associative relationships provide the basis for the assessment of impact of development on the heritage values of the bridges and, in particular, the impact on the spatial relationships between the bridges and the visual effect of the proposed Master Plan Development.
- 4.45 **Impact Assessment:** The potential impact of the proposed Master Plan is to introduce increased traffic flow providing access to the new development. Such changes will only be evident in long distance views from the bridges or in tandem views across the river crossing from the south. Views from the river valley towards the bridges are low-lying from where structural landscaping and planting will almost certainly mean that there is only minimal visual impact on the bridges and their settings. The additional traffic and, potentially, the noise and movement of traffic must be seen, however, in the context of the present setting.
- 4.46 *(1) the location of the bridges at geographically suitable river crossing:* The historic relationship between the bridges and the river will not be affected by the new development. This is because, today, the principal approach to the bridges is along the A6 Nottingham Road or when viewed from the footpath across the earthworks of Cotes (SAM). Views from the river flood plain will not be compromised by the scale or proximity of the development and a viewer's ability to appreciate the relationship between architecture and the function of the bridges will not be impaired.
- 4.47 There are no clear, distant views of the bridges. When approaching by road. From the higher ground in the east the bridges are obscured by hedgerows and the topography and are not visible until *leaving* the village of Cotes. In distant views when approaching from the west the bridges are obscure, the first, westernmost bridge (Bridge HER 13414), evident only from its parapet and the second coming into view when passing the entrance to Cotes Mill.
- 4.48 *(2) the visual relationship between the river crossing and Cotes village;* the spatial relationship between the village (SAM) and the bridge is best appreciated from the SAM itself when looking south west wards across the River Soar towards the bridge. This is a view which will not be significantly affected by the proposed development. When viewing the earthworks and the bridge from the river valley, west of the SAM, a vista afforded by the low-lying valley, the proposed development will be only distantly visible. This will be due to landscape planting and will have not have an appreciable affect ion the legibility of the relationship between the historic village and the river crossing. The historic relationship between the three elements, farms, village, and river crossing will not be affected by the creation of a new bridge (the Monet bridge) to the north west, due to distance and the obscuring effect of existing planting.



An example of the 'Monet' Bridge

- 4.49 *(3) the historic importance of this river crossing when approaching across or along the valley:* Appreciation of the historic importance of the bridges and the river crossing is implied by nature of the bridges' survival. However, the implication of their survival is that the former importance of the crossing is less significant today. The distance of the proposed development will not affect the visual character of the crossing as a viewer approaches along the valley bottom from north or south. The bridges will remain framed by the topography and the distant views of the proposed development will be largely obscured by distance and topography as well as landscape planting.
- 4.50 The historic importance of the crossing also relies on some prior knowledge. This can be gleaned from the internet and from published sources and appreciation of this level of significance will not be affected by the development due to distance and scale. There are no lines of intervisibility such as that between the bridges and the village which will be affected by the development.
- 4.51 **Mitigation** Overall the views of the village and earthworks (SAM) and wall (LB) are those in which the proposed Master Plan will be screened and hidden by the proposed planting, existing agricultural facilities and existing tree cover. When approaching the bridges along the road sympathetic material and carriageway improvements will improve and help to sustain the historic fabric of the bridges.<sup>31</sup> The proposed new neighbourhood is designed to be enclosed within green corridors and, through the low profile of housing, to sit within the landscape rather than dominate the topography or create a visual landmark.
- 4.52 **Conclusion** The bridges of Cotes (LB) are nationally important heritage assets, dating from the medieval and post medieval period. Their landscape setting encompasses the river valley and agricultural land, but is visually constrained by the topography, existing tree plantations around Manor Farm and the sheds of Hall Farm. Within their setting to the north and south the open landscape of the River Soar valley will be retained and unaffected. The legibility of the current landscape will be retained in terms of the bridges and their setting.
- 4.53 In summary the proposed development will constitute a distant change in the setting of Cotes' bridges, comparable with a slightly adverse change in their setting leading to the slight loss or reduction in the significance of the asset. When considered in the context of the designation this constitutes Harm for the purposes of the NPPF, but not substantial harm.

## Cotes Manor Farm (II) and Hall Farm (II), Cotes (LB)

- 4.54 **Significance and Special Interest:** The historic significance of the two farmhouses lies in their surviving architecture. Hall Farm probably originated in the 17<sup>th</sup> century - part of a timber framed house is visible in 1<sup>st</sup> floor partition walls. It was refaced with a new façade in the mid-18<sup>th</sup> century and extended to the north east. The house has replacement windows and a concrete tiled roof. Manor Farm dates to the start of the 19<sup>th</sup> century, it is brick built with a Swithland slate roof. The main north west range has three bays and the south wing, two bays with an axial chimney stack. There are some replaced windows and the roof appears original. Neither farmhouse is mentioned by Pevsner.
- 4.55 The evidential significance of the two houses reflects their architecture and association with the development of Cotes. At Hall Farm although the wall plate of the earliest house is visible in the south east wall the principal evidence of the structure is within the building, the exterior is rendered and whitewashed and has an otherwise modern aspect. Manor Farm is a later, but substantially complete, house of the early 19<sup>th</sup> century. The evidential value of this building is visible in the external elevations.

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<sup>31</sup> Any developments which affect the fabric of the listed bridges will be the subject of separate discussions with the Highways Authority



- 4.56 The evidential significance of the listed buildings relate both to their architecture and their spatial relationship to the village, in the context of the known documentary history of the village. (Shaw 2002 and references, Nichols 1804).
- 4.57 The aesthetic significance of the two farmhouses is limited. They constitute two significant buildings in the village of Cotes on Stanford Lane. As substantial farms they hint at the historic development of the Post-Medieval village of Cotes as it grew around the farms developing on the periphery of the earlier medieval core. The modern roofing and rendering of Hall Farm, however, detracts from its visual appeal as an historic building. The aesthetic value of the farms seems to lie in the knowledge that these are significant survivals on the periphery of a shrunken medieval village.
- 4.58 The communal significance of the farms is also moderate. They are part of a group of historic monuments which include the medieval earthworks, Post Medieval Walls of the Old Hall and garden, and the bridges of Cotes. Information about the farms is not easily accessible in current literature. They are on private land and in private ownership though their historic character is easily legible from the public highway. There are no plans by the current owners to improve access or to display them further to the public.
- 4.59 **Setting:** The contemporary setting of the listed buildings of Hall Farm and Manor Farm is a complex of modern and historic farm buildings, farmland and modern infrastructure. They both front Stanford Lane though on opposite sides. Manor Farm is on the periphery of the modern village, whilst Hall Farm is situated between the remains of the medieval settlement and the core of the modern village at the junction of Stanford Lane and Loughborough Road. Their topographical location is the flat, wide first terrace of the valley of the River Soar. Hall Farm is located on the northern side of two ranges of large sheds and areas of vehicle parking. Manor Farm is similarly located but on the southern side of a range of farm buildings and large sheds. It is bounded to the north by a tree plantation and fronts onto Stanford Lane. Manor Farm overlooks the earthworks of Cotes (SAM).
- 4.60 **Setting and Significance:** The farms lie within the village of Cotes. They are clearly part of the Post Medieval development peripheral to the medieval village core, though both buildings may both successors to earlier farms in the same locations. The names Hall and Manor Farm indicate their potential historical context. Both *Manor* Farm and *Hall* Farm embody earlier, medieval, relationships within the village community. Key aspects of the relationship between the farms and their setting may be considered to include the following: (1) the location of the farms on the periphery of the medieval village core, (2) the visual contribution the houses make to the village-scape.
- 4.61 Such associative relationships provide the basis for the assessment of impact of development on the heritage values of the farm houses.
- 4.62 **Impact Assessment:** The potential impact of the proposed Master Plan is to introduce a new area of settlement to the east of the two houses. The new settlement area will extend from Stanford road, eastwards and upslope towards Hoton Hills Farm. It will be screened behind structural planting and landscaping and will be screened by the large sheds of Manor Farm. The housing areas will occupy the south facing slopes of the shallow valley which is presently occupied by Fishponds Spinney and Park Farm and will also extend into the field to the east of Manor Farm. Here the development will be screened from Hall Farm by houses along Stanford Road. The impact of the proposed Master Plan on the key attributes of the setting of the farm houses will be due, as in the case of the earthworks (SAM) and Walls (LB), to its spatial extent rather than mass or scale of individual buildings, its proximity and potentially the noise and movement of traffic. This must be seen, however, in the context of its present setting.
- 4.63 (1) *the location of the farms on the periphery of the medieval village core:* The historic relationship of the farms to the village of Cotes and to the topography of the River Soar valley, will not be affected, in close views from the properties or within their immediate settings. Views from the

footpath across the earthworks (SAM) will be affected by the visibility of the development above and to the east of Manor Farm, though the development will be almost invisible in tandem views when looking towards Hall Farm from this location. Hall Farmhouse is almost indistinguishable from this footpath amongst the farm buildings.

- 4.64 There are no views of the farms from the east beyond the immediate garden areas of the two houses. The principal views of the farms will still retain their sense of position within the village and although in wider views from the west the development will remove the sense of an enclosing agricultural hinterland, this will not significantly affect perceptions of the relationship between the farms and the village.
- 4.65 (2) *the visual contribution the houses make to the village-scape*: the visual contribution the farmhouses make to the village-scape is a feature of their immediate setting. They characterize the village of Cotes on Stanford Lane and illustrate the historic development of the village. This setting will not be affected by the development proposals. The street frontage and individual buildings will not change, though there will be some change in traffic flows along Loughborough Road. The latter will be the beneficial closing of roads through Cotes thereby reducing traffic passing to the north of the SAM.
- 4.66 **Mitigation:** Overall the views *from* the village towards the farmhouses are those which the proposed Master Plan indicates will be screened and hidden by the proposed planting, existing agricultural facilities and existing tree cover. When approaching the houses from the west the proposed development will be enclosed within green corridors and through the low profile of housing sit within the landscape rather than dominate the topography or create a visual landmark. To help mitigate the visual impact further planting is proposed and structural landscaping will surround the employment area. Traffic will be diverted away from the western end of Loughborough Road.
- 4.67 **Conclusion:** Hall Farmhouse and Manor Farmhouse (LB) are nationally important heritage assets, dating from the post-medieval and modern periods. The landscape setting of both houses is narrow and limited by existing buildings and tree plantations. Neither houses enjoy long distance views towards the proposed development or can be easily seen in tandem views which take in the proposed development area. The houses will continue to contribute to the historic character of the village and inform a landscape whose history from the medieval period onwards is, in general terms, highly legible. Theirs is not an unaltered setting from a previous age and the development proposals will not significantly impact on their significance.
- 4.68 The proposed Master Plan will not impact on the intervisibility of the houses and the earthworks of the SAM though it will affect the surrounding fields. In these areas the Master Plan proposals will constitute the development of a large, though not visually dominant area of settlement east of the houses. It will add to the visual presence of the existing village and will be visible in tandem views across the earthworks from the west. It will not, however, change the agri-industrial character of the area and immediate setting. The new facility is not likely to add noise and movement to the immediate environment which presently constitutes a significant sensory aspect of their setting. There will be no changes to public access.
- 4.69 The impact of the scale and massing of the proposed development on understanding and appreciation of the houses must be seen in the context of their present setting. It will not affect appreciation of their scale. The new development will not lead to a loss of significance to these designated heritage assets through impact on appreciation of their architecture, nor affect the historic legibility of the relationship between village, farms, agricultural land and river crossing.
- 4.70 However, the scale of development will constitute a change in the setting of Manor Farm and Hall Farm (LB), increasing the sense of enclosure due to the residential character of the proposals. Although only moderately adverse such a change in their setting will lead to a slight loss or reduction in their significance. When considered in the context of the designation this constitutes considerably less than substantial harm.

## Prestwold Hall (II) and Parkland (LB and RPG)

- 4.71 **Significance and Special Interest:** The historic significance of Prestwold Hall lies in its architecture. The Hall probably originated with a Jacobean house extended and re-modelled in the mid-18<sup>th</sup> century as an H-plan house which was extended by Wilkins in 1805. The architect of the current house, William Burn enlarged the original and made it fashionably Italianate. The exterior is entirely Burn's design for C W Packe in 1842. In addition to its architectural value the Hall is of interest as one of Burn's earlier English commissions and for its collection of portraits that date from the time of the earliest owner, Sir Christopher Packe. A Cromwellian Peer, supporter and financial backer of Oliver Cromwell, he was knighted when Mayor of London. The evidential value of the Hall lies in its relationship to the hamlet of Prestwold, in the fabric of the earlier houses incorporated within the structure of the 19<sup>th</sup> century Mansion and in its interior decoration.<sup>32</sup> The communal value of the Hall lies in its protection by designation as a listed building whilst its aesthetic value is evident in interior 'synthesis of classical and picturesque principles of planning that was to be frequently used by the Victorians when they wanted to produce an impressive effect both in classical and Gothic houses'.<sup>33</sup> This is a factor no doubt influential in the present day function of Prestwold Hall as a venue for weddings and as a film location. The setting of Prestwold Hall is its parkland.
- 4.72 The park at Prestwold comprise formal gardens, largely of c.1842 by William Burn, and a landscape park of c.1770 associated with the earlier country house remodeled by Burn. The parkland has been described by Cantor and Squires as 'another good example of Victorian remodeling'.<sup>34</sup> Its kitchen garden has been described as a good example of the walled garden by the same authors.
- 4.73 The evidential significance of the parkland lies in its association with the 18<sup>th</sup> century garden described by Nichols<sup>35</sup> and its influence on the emerging character of Victorian gardens.
- 4.74 **Setting:** The contemporary setting of Prestwold Hall and Park is described by the register of parks and gardens: Prestwold Hall and church stand within Prestwold Park 5km east of Loughborough on the western extremity of the Leicestershire wolds. In fact here the wolds are so low as to be almost imperceptible, and from the Hall the only views are south, across the gently rising parkland. To west and south the park is bounded by roads (Prestwold Lane and Loughborough Road respectively). To the east the outer boundary of Old Wood adjoins fields east of Burton on the Wolds, while to the north there is a track running along the edge of Wymeswold, a disused Second World War airfield. The area here registered is c.80ha.
- 4.75 **Setting and Significance:** The setting of the parkland and hall at Prestwold clearly comprises a combination of modern arable farmland and the former World War Two aerodrome, presently used for car trials and other displays. The encircling landscape is clearly modern and largely reflects contemporary agricultural practice. The significance of the parkland and its listed buildings lies in two areas, their group value and their association with the architect Burns. All the associated listed and other estate buildings are functionally subordinate to the main house. Topographically the setting of the park does not provide views to the west towards Cotes. In this area the historic setting of the parkland and its constituent buildings is characterised by rising, open arable land and the tree lined skyline which includes Big Ling Spinney.

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<sup>32</sup> Girouard 1979, 140

<sup>33</sup> Girouard 1979, 140

<sup>34</sup> Cantor and Squires 1997, 64

<sup>35</sup> Nichols J 1800 History and Antiquities of Leicester Vol 3, pt i (1800), 354-5

- 4.76 Long distance views, vistas and the avenues are not important aspects of the parkland. The southern view is deliberately focused on the shallow valley which separates Prestwold from Burton on the Wolds. The location of the parkland within the agricultural landscape and the industrialised environment of the former Wymeswold airfield serves to emphasize its different and, implied, historic character. This is especially evident when viewed from the south along the Hoton Road. Views from the parkland are largely obscured by the trees which flank the western boundary along this road.
- 4.77 Prestwold Hall is a building of outstanding importance, set within a registered park and associated with other nearby listed buildings. The immediate setting of the Hall is concentrated in the central part of the park amongst ornamental gardens. A dense area of tree plantation occupies the ground to the west of the Hall obscuring views out of the park and into the parkland. The parkland itself constitutes the wider setting but even from the high ground close to Ling Spinney the views towards the hall are obscured by trees and distance.
- 4.78 The associative relationships which characterise the contribution the setting makes to the significance of the parkland and hall are (1) the enclosing effect of the boundaries and tree clouds which indicates the historic shift towards the Victorian emphasis on the private and intimate and (2) the creation of a landscape which expresses the power relationship between the owners of Prestwold and its encircling estate through exclusion. Together these relationships provide the basis for assessing the impact of development on the heritage values of the farm houses.
- 4.79 **Impact Assessment:** The parkland boundary lies 1km (999.98m and 1004m) from the eastern edge of the proposed development area. The potential impact of the proposed Master Plan is to introduce a new area of settlement to the west of the house and parkland. The new development will impinge on the parkland through planting which reinforces the existing planting on the skyline south of Big Ling Spinney. The housing south west of Hoton hills Farm will not be visible on the skyline. The development will be screened behind structural planting and landscaping. The impact of the proposed Master Plan on the key attributes of the setting of the parkland, therefore, will be due to its spatial extent (rather than mass or scale of individual buildings), and its proximity. This must be seen, however, in the context of its present setting and assessed in terms of the contribution setting makes to Prestwold Park.
- 4.80 (1) the enclosing effect of the boundaries and tree clouds which indicates the historic shift towards the Victorian emphasis on the private and intimate: The historic relationship of the farmland and the topography of the western hinterland of Prestwold Park, will not be affected visibly, in close or long distant views. The impact on the parkland will be the visible strengthening of planting on the skyline which will serve to enhance the sense of the private and intimate character of Prestwold.
- 4.81 (2) the creation of a landscape which expresses the power relationship between the owners of Prestwold and its encircling estate through exclusion: the contribution the parkland at Prestwold makes to the landscape is to set aside a tree shrouded area excluded from the agriculture of the surrounding estate. In common with the sense of intimacy and privacy engendered by the character of the park the impact of the proposed Master Plan on perceptions of power and ownership will only be reinforced by increased planting on the higher ground to the west. The effect of approaching the parkland and hall through the new development has the potential to generate a sense of increasing suburbanization in the area. But as the Masterplan demonstrates, there is no direct route to the parkland and improvements to Loughborough Road will not affect perceptions of the parkland and its relationship to its agrarian setting.
- 4.82 **Mitigation:** Overall the views *from* the hall towards the proposed development are those which the proposed Masterplan indicates will be screened by the proposed planting, in addition to the screening effect of existing trees within the park. When approaching the parkland from the west the proposed development will be enclosed within green corridors and through the low profile of housing sit within the landscape rather than dominate the topography or create a visual landmark. To help mitigate the visual impact further planting is proposed and structural landscaping will

surround the employment area. Consequently the approaches to the parkland should not adversely affect perceptions of ownership, power and authority implied by the exclusive nature of the park boundary.

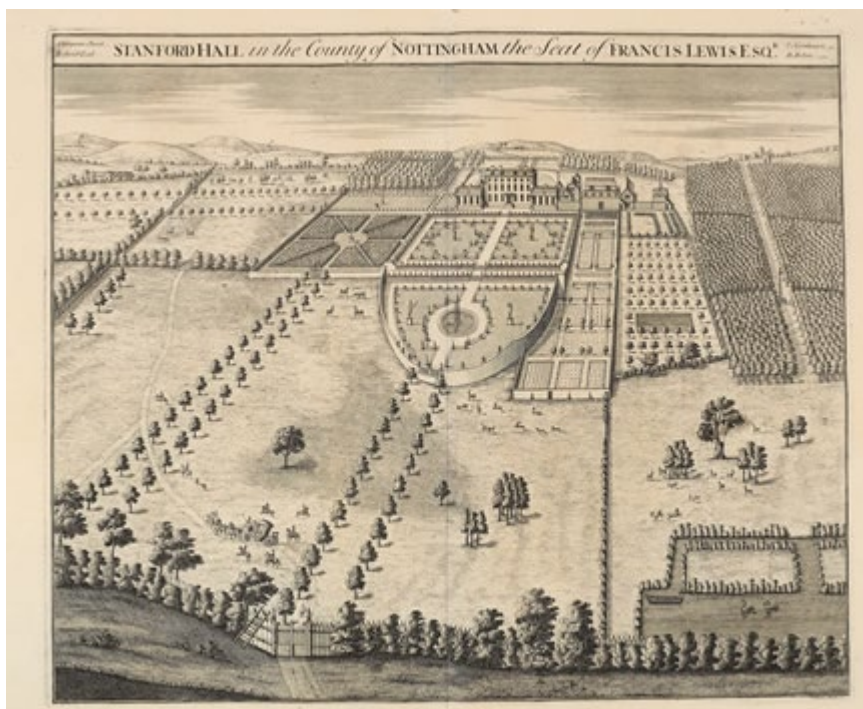
- 4.83 **Conclusion:** Prestwold Hall and its parkland are nationally important heritage assets, dating from the post-medieval and modern periods. The landscape setting of both the house and parkland is a combination of modern agriculture and industrialised airfield. Neither the house nor the parkland enjoy long distance views towards the proposed development or can be easily seen in tandem views which take in the proposed development area. The parkland will continue to contribute to the historic character of the hall and inform a landscape whose history from the post-medieval period onwards is, in general terms, highly legible. This is not an unaltered setting from a previous age and the development proposals will not significantly impact on their significance.
- 4.84 The proposed Master Plan will not impact on the intervisibility of the house features in its setting nor will it affect features within the setting of the parkland.
- 4.85 The impact of the scale and massing of the proposed development on understanding and appreciation of the house and parkland must be seen in the context of their present setting. It will not affect appreciation of their scale. The new development will not lead to a loss of significance to these designated heritage assets through impact on their setting. It will not impair appreciation of their architecture, nor affect the historic legibility of the relationship between estate, hall and surrounding landscape.
- 4.86 In summary the proposed development will constitute a slight change in the setting of Prestwold Hall, comparable with a negligible change in its setting leading to the partial loss or reduction in the significance of the asset. When considered in the context of the designation this equates to No Harm for the purposes of the NPPF.

## Stanford Hall, Stanford on Soar (LB and RPG)

- 4.87 **Significance and Special Interest:** The historic significance of Stanford Hall lies in its architecture. The Hall originated as country house dating to the early 18<sup>th</sup> century. It was re-built in 1771-4 by Henderson of Loughborough for Charles Vere Dashwood, altered and extended c.1892 by W. H. Fletcher, with further alterations and extensions in the late 1930s by Messrs. Allom for Sir Julian Cahn. The Hall stands within an extensive, registered, parkland which includes within it several listed garden structures: Tennis Pavilion (8/79), Game House (8/84), walled garden (8/85) swimming pool (8/83), pavilion (8/82) and sea lion pool (8/81). The evidential value of the Hall lies in its relationship to the parkland and in the fabric of the earlier houses below the present structure as well as the fabric of the 18<sup>th</sup> and 19<sup>th</sup> century mansion. The communal value of the Hall lies in its 20<sup>th</sup> century history as the Co-operative College and in the recent consent to create the Defence National Rehabilitation Centre (DNRC). The project is the initiative of the Duke of Westminster and involves the establishment in the Midlands of a rehabilitation centre which has at its core a Defence establishment providing a military rehabilitation environment, replacing Headley Court in Surrey. This core provides the catalyst for a national resource where there are opportunities in the fields of research and disability in sport.<sup>36</sup>

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<sup>36</sup> At a meeting of its Development Control Committee (13 June 2013), Rushcliffe Borough Council (RBC) resolved to grant planning permission (subject to a Section 106 Agreement) for the redevelopment of the Stanford Hall estate as the potential site for the DNRC. The final decision to proceed lies with the Government and is likely to be made in early 2014.



*Stanford Hall in 1739 from Vitruvius Britannicus*

- 4.88 An engraving of the Estate published in 1739, shows a 7 bay central block flanked by two rectangular pavilions set in formal parterres and gardens complete with fountains and statuary. To the east was a service courtyard and beyond was a walled garden. It was probably Dashwood who had the grounds laid out in the fashionable parkland style in the late 18<sup>th</sup> century at the same time that the house was re-built. The park at Stanford today comprises an irregular expanse of open ground, largely grazing pasture divided into paddocks by timber stock fencing.<sup>37</sup>
- 4.89 The evidential significance of the parkland lies in its association with the 18<sup>th</sup> century garden described by Throsby<sup>38</sup> and its association with Sir Julien Cahn.<sup>39</sup>
- 4.90 **Setting:** The contemporary setting of Stanford Hall is its parkland. This setting of the park is described as "The 121ha site is located c 1.5km west of Rempstone and c. 1.5km north-north-east of Stanford on Soar. To the north the irregular site is bounded by Melton Road and to the west by Leake Lane and King's Brook Court, a small residential development incorporating converted farm buildings. To the south, north-east, and south-east the grounds adjoin farmland. A public footpath leading south-east from Melton Road runs adjacent to the north-east boundary which is marked for c 500m by a c 1.4m high brick wall, probably dating from the C19. Elsewhere boundaries are generally marked by timber fencing and hedges. The land to the north and north-west of the Hall is relatively level, rising very slightly to the north-west. To the south and south-east the grounds, which occupy the north-west slope of the King's Brook valley, fall sharply and then more gently to the south-east where two ponds are situated within the narrow, level valley bottom. Beyond the south-east boundary and the King's Brook the ground rises steeply, with the head of the south-east valley side forming a line of enclosure to views to the south and south-east. To the south-west the valley sides decline, giving views out over farmland at a lower level and the town of

<sup>37</sup> Parks and Gardens Register entry for Stanford Hall

<sup>38</sup> Throsby J 1790 Thoroton's History of Nottinghamshire republished with large additions, Leicester

<sup>39</sup> Rijks M 2009 The Eccentric Entrepreneur: A Biography of Sir Julien Cahn Bt. (1882-1944), The History Press

Loughborough. The surrounding area is in mixed agricultural use. Home Farm is situated immediately to the north of Melton Road and Rempstone Hall, on the same road, c 1.1km to the east outside the registered area”.

- 4.91 **Setting and Significance:** The setting of the parkland and hall at Stanford clearly comprises modern farmland a combination of arable and pasture. The significance of the parkland and its listed buildings lies in two areas, their group value and their association within the late 19<sup>th</sup> century park with its 20<sup>th</sup> century additions. The principal entrance to the park is to the north from the Melton Road. This entrance is late 19<sup>th</sup> century with the entrance and Lodge first indicated on the 1921 OS map. A curving approach, indicated on the 1884 OS, leads to the main entrance front of the Hall with views of the Hall obscured by groups of mature trees until the final curve some 140m to the north. This approach may date from the building of the Hall in the late 18<sup>th</sup> century.
- 4.92 A second entrance lies on the western boundary with Leake Lane, from which a gently curving tree-lined drive, flanked by low hedges, leads north-east to Middle Lodge which adjoins the drive to the north. This entrance and the drive appear to be late 19<sup>th</sup> century features. Topographically the setting of the park provides views to the south-east from the north-west slope of the King's Brook valley, to the two ponds situated in the narrow, valley bottom. 'Beyond the south-east boundary and the King's Brook the ground rises steeply, with the head of the south-east valley side forming a line of enclosure to views to the south and south-east'.<sup>40</sup> To the south-west the valley sides decline, giving views out over farmland at a lower level and the town of Loughborough.
- 4.93 Long distance views, vistas and the avenues to the south and towards the proposed development area are not important aspects of the parkland. The southern view is deliberately focused on the valley of the Kings Brook. The location of the parkland within the agricultural landscape and the character of the park on the south eastern side which has been returned to agriculture can be used to emphasise how the fringe of the park in this area has little visual association or link with the appearance of the parkland closer to the Hall. Here the falling away of the quality of the parkland is an important consideration in an assessment of the effects of proposed development to the west, because it indicates a lessening of the sensitivity of the receptor.
- 4.94 Stanford Hall is a building of outstanding importance, set within a registered park and associated with other nearby listed buildings. The immediate setting of the Hall is concentrated in the central part of the park amongst the remnants of former ornamental gardens and estate buildings. A slight hill, occupied by Dog Kennel Wood, lies to the west of the Hall obscuring views both out of the park and into the parkland. In particular this obscures views from the house towards the proposed development.
- 4.95 The associative relationships which characterise the contribution the setting makes to the significance of the parkland and hall are (1) the enclosing effect of the agricultural landscape together with the tree lined boundaries and late 19<sup>th</sup> century lodges signify the location of a substantial parkland and (2) through the late design of the lodges and gateways indicates the maintenance of an estate landscape during the late 19<sup>th</sup> and early 20<sup>th</sup> century. Together these relationships provide the basis for assessing the impact of development on the heritage values of the parkland and Stanford Hall.
- 4.96 **Impact Assessment:** The parkland boundary lies 1.55km (1,555m Kings Brook pond and 1260m Dog Kennel Wood) from the northern edge of the proposed development area and the potential impact of the proposed Masterplan is to introduce a new area of settlement to the south of the house and parkland. The new development will impinge on the parkland through planting which reinforces the existing planting on the skyline south of the parkland. The housing south west of

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<sup>40</sup> Parks and Gardens Register entry for Stanford Hall

Hoton Hills Farm will not be visible on the skyline. The development will be screened behind structural planting and landscaping. The impact of the proposed Master Plan on the key attributes of the setting of the parkland, therefore, will be due to its spatial extent (rather than mass or scale of individual buildings), and its proximity. This must be seen, however, in the context of its present setting and assessed in terms of the contribution setting makes to Stanford Hall.

- 4.97 (1) the enclosing effect of the agricultural landscape together with the tree lined boundaries and late 19<sup>th</sup> century lodges signify the location of a substantial parkland: The historic relationship of the farmland and the topography of the southern hinterland of Stanford Park, will not be affected visibly, in close or long distant views. The impact on the parkland will be the visible strengthening of planting on the skyline which will serve to enhance the sense of the place engendered by the parkland of Stanford Hall.
- 4.98 (2) the late design of the lodges and gateways which indicates the maintenance of an estate landscape during the late 19<sup>th</sup> and early 20<sup>th</sup> century: the contribution the setting makes to the landscape is to set apart the parkland from the agriculture of the surrounding estate, although this distinction has been degraded by the return to agriculture of parts of the parkland. The impact of the proposed Masterplan on perceptions of late 19<sup>th</sup> and 20<sup>th</sup> century estate survival and enhancement will, in common with Prestwold, only be reinforced by increased planting on the higher ground to the south. The effect of approaching the parkland and hall through the new development has the potential to generate a sense of increasing suburbanization in the area. But as the masterplan demonstrates, there is no direct route to the parkland and improvements to Loughborough Road will not affect perceptions of the parkland and its relationship to its agrarian setting.
- 4.99 Mitigation Overall the views *from* the hall towards the proposed development are those which the proposed Masterplan indicates will be screened by the proposed planting, and which the topography indicates will ensure the proposed development cannot be seen from the hall. When approaching the parkland from the west the proposed development will be enclosed within green corridors and through the low profile of housing sit within the landscape rather than dominate the topography or create a visual landmark. The western approach from Stanford on Soar is such that the development will lie beyond the ridgeline to the south and will not be visible. Consequently the approach to the parkland should not be adversely affected by perceptions of increasing suburbanisation.
- 4.100 **Conclusion** Stanford Hall and its parkland are nationally important heritage assets, dating from the post-medieval and modern periods. The landscape setting of both the house and parkland is a modern agricultural landscape. Neither the house nor the parkland enjoy long distance views towards the proposed development or can be easily seen in tandem views which take in the proposed development area. The parkland will continue to contribute to the historic character of Stanford Hall and inform a landscape whose history from the post-medieval period onwards is, in general terms, highly legible. This is not an unaltered setting from a previous age and the development proposals will not significantly impact on their significance.
- 4.101 The proposed Masterplan will not impact on the intervisibility of the house features in its setting nor will it affect features within the setting of the parkland.
- 4.102 The impact of the scale and massing of the proposed development on understanding and appreciation of the house and parkland must be seen in the context of their present setting. It will not affect appreciation of their scale. The new development will not lead to a loss of significance to these designated heritage assets through impact on their setting. It will not impair appreciation of their architecture, nor affect the historic legibility of the relationship between estate, hall and surrounding landscape.
- 4.103 In summary the proposed development will constitute a change in the setting of Stanford Hall, comparable with a negligible change in its setting leading to the partial loss or reduction in the



significance of the asset. When considered in the context of the designation this equates to No Harm for the purposes of the NPPF.

## Church of St John the Baptist, Stanford on Soar (I)

- 4.104 **Significance and Special Interest:** The architectural and historic interest of the Church of St John the Baptist restored 1893-4 by W. S. Weatherley is described by the list description in detail. Built of dressed coursed rubble and ashlar it has lead roofs. It has a tower, nave, aisles, north organ chamber, north vestry, south porch and chancel. The diagonal buttressed tower has 3 stages on a moulded plinth and with single corner gargoyles. The west side has a moulded arched doorway with Tudor hood mould and label stops, the spandrels decorated with single trefoils containing blind shields...The buttressed north aisle is on a chamfered plinth and has in the west wall a single 14<sup>th</sup> century pair of trefoil arched lights. The north wall has a moulded blocked doorway now with a single 19th century arched 2 light window. The heavily restored chancel is set on a chamfered plinth... The south chancel with single 14th century gargoyle has a single arched and restored 14th century 2-light window. To the left is the 19th century porch with moulded arched entrance.
- 4.105 Interior comprises a 3 bay nave, triple chamfered tower arch. Chamfered arched doorway to vestry. Moulded arched tomb recess with a damaged 14th century reclining effigy of a knight holding his heart in his hands. South wall of south aisle with arched and cusped piscina surmounted by single small arched piscina. Built into the vestry walls are fragments of 13th century decorative carvings. East wall of nave decoratively painted. Chancel has a 15th century floor slab with 2 incised carved figures. There is a good c.1400 brass of a priest. South aisle south wall with memorial to Francis Lewis, 1743. Further memorial to Carolus Lewis, 1763. West wall of south aisle with good memorial to Thomas Lewes, 1694. Under is a memorial to Charles Vere Dashwood, 1821 by J. Bacon, London. On the north wall is a memorial to Caroline Dashwood, 1840, by E. Gaffin, London. On the north wall of the nave is a memorial to Edith Elizabeth Dashwood, 1911.
- 4.106 The church is also described, though in less detail by Pevsner (2003, 334-5).
- 4.107 The Nottinghamshire HER (NHER 19) adds that a Roman villa was rediscovered in the churchyard.
- 4.108 **Setting:** The church is located on a slight knoll at the southern end of Stanford on Soar and is surrounded by a small churchyard and trees. To the east across Main Street are the listed cottages "6, 7, 8 and 9, Main Street" (II) while to the south is Meadow Lane and agricultural fields. The wider setting of the church includes the River Soar and the Great Central Railway (MLE16092) and the Brush works (MLE8694) to the west of the River Soar on the outskirts of Loughborough.
- 4.109 **Setting and Significance:** The prominent location of the church in respect to the hamlet of Stanford on Soar is indicative of its former role as religious focus and its importance to the settlement. The visibility of the church in relation to the village is an important aspect of its significance as is its architectural presence on the edge of the settlement. The location of the church, its close relationship to the hamlet of Stanford on Soar and its visibility from the Main Street suggest this is the key element of its historic and associative significance.
- 4.110 Historic England (as English Heritage) noted in 2013/4 that "*The tower of the Church of St John the Baptist, Stanford-on-Soar (Grade I Listed Building 1242187) is a prominent landmark in views to the north, particularly from Cotes Bridge. The visual relationship between, and separation between, these two associated villages [as a result of the intervening agricultural land] is stated to be an important component of the setting of each.*" However, the independent review by CFA

Archaeology Ltd (2014)<sup>41</sup> noted that “During our site visit we could find no location within Cotes DMV or the modern village of Cotes from which the Church of St John the Baptist could be described as forming a prominent landmark.”

- 4.111 The separation between Cotes DMV and Stanford-on-Soar would be maintained; with the exception of road infrastructure, there is no development proposed within a c.850m buffer extending from the southern extent of Stanford-on-Soar. Similarly, the separation between Cotes DMV and Loughborough would be maintained, as no development is proposed in the area to the east of Loughborough and the west of Cotes DMV
- 4.112 **Impact Assessment:** The church lies some 730m from the red line boundary of the proposed development area, though 940m north west of the area on the Masterplan proposed for residential development. The potential impact of the proposed Masterplan is to introduce a new area of settlement to the south of the church and will impinge on tandem views through planting which will reinforces the existing hedgerows and tree belts along Stanford Road and the rising ground towards Moat Hill. The housing south west of Moat Hill will not be visible on the skyline as the development will be screened behind structural planting and landscaping. The impact of the proposed Master Plan on the key attributes of the setting of the church, therefore, will be due to its distant spatial extent (rather than mass or scale of individual buildings). This should be seen in the context of the setting of the church.
- 4.113 (1) The location of the church and its relationship to the hamlet of Stanford on Soar signify its historic and current prominence in the religious life of the village. The historic relationship of the church to the village and farmland and the topography of the river valley will not be affected visibly, by the development in close or long distant views. The impact on the church will be the visible strengthening of planting on the skyline to the south west which will serve to enhance the sense of the place engendered by the existing tree belts and hedgerows.
- 4.114 (2) The separation between Cotes DMV and the church, highlighted by Historic England, would be maintained. There is no development proposed within a c.730m buffer extending from the southern extent of Stanford-on-Soar. Similarly, the separation between Stanford on Soar and Loughborough would be maintained, as no development is proposed in the area to the east of Loughborough and the west of either Cotes or Stanford. The church would therefore retain its prominence in the landscape and in its relationship to the village.
- 4.115 (3) Improvements to the road infrastructure, in particular the proposed roundabout at the junction of Stanford Lane and Meadow Lane would introduce a modern feature replacing the current junction on a bend. Although modern the roundabout is quite separate from the development site and replacing an existing junction should be seen as adversely affecting the historic character of the church or appreciation of its architecture.
- 4.116 **Mitigation:** Overall the views from the church towards the proposed development are those which the proposed Masterplan indicates will be screened by the proposed planting, and which the topography indicates will ensure the proposed development cannot be seen from the church. When approaching the parkland from the west the proposed development will be enclosed within green corridors and through the low profile of housing sit within the landscape rather than dominate the topography or create a visual landmark. The western approach to Stanford on Soar is such that the development will lie beyond the ridgeline to the south east will not be visible. Consequently the approach to the church should not be adversely affected by perceptions of increasing suburbanisation.

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<sup>41</sup> Commissioned by Charnwood Borough Council

- 4.117 **Conclusion:** The church of St John the Baptist is a nationally important heritage asset, dating from the 14<sup>th</sup> century. The landscape setting of the church is the contemporary agricultural landscape of large fields and the hamlet of Stanford on Soar. Neither the church nor the village enjoy long distance views towards the proposed development or can be easily seen in tandem views which take in the proposed development area. The church will continue to contribute to the historic character of Stanford on Soar and inform a landscape whose history is, in general terms, highly legible. This is not an unaltered setting from a previous age and the development proposals will not significantly impact on their significance.
- 4.118 In summary the proposed development will constitute a change in the setting of St Johns, comparable with a negligible change in its setting leading to the partial loss or reduction in the significance of the asset. When considered in the context of the designation this equates to no harm for the purposes of the NPPF.

## 5 SUMMARY AND CONCLUSIONS

- 5.1 This Heritage Statement has been undertaken to demonstrate that, in relation to heritage matters, Riggets Green is a deliverable and sustainable proposition for residential development. The Heritage Statement has provided a review of previous heritage assessments, including an independent review commissioned by Charnwood Borough Council, noted the concerns expressed by Historic England (as English Heritage) that development constituted substantial harm to the historic environment, and reviewed the reasons for refusal of an application for 975 dwellings on land at Cotes (P/13/1842/2) in 2014. The latter concluded that in the planning balance the *cumulative* degree of heritage harm outweighed the planning benefits of the proposed scheme.
- 5.2 Since the refusal of P/13/1842/2 in 2014 no changes to the primary legislation have occurred. The NPPF, though has been revised and the courts and NPPG have clarified the obligations of the local authority to demonstrate that, in their decision making regarding listed buildings, they have had “special regard to the desirability of preserving the building or its setting”. In relation to ‘substantial harm’ the courts have established that this is equivalent to the loss of heritage significance comparable to the demolition of a listed building.
- 5.3 At a council level the current local plan policy in the Core Strategy (2015) policy CS 14 emphasises conservation in the historic environment and identifies specific areas at risk from development. Cotes, however, is not one of these.
- 5.4 Meanwhile Charnwood Borough Council in 2016 began to produce the emerging Local Plan (2019-2036), with a preferred options consultation taking place in 2019. The Regulation 19 pre-submission consultation however was delayed and this Heritage Statement is intended to contribute to that consultation.
- 5.5 This Heritage Statement is based on documentary, map search and a site inspection in March 2021, which recorded the current condition of the proposed allocation site and surrounding heritage assets. Site inspection confirmed the proposed development area is agricultural land. The landscape of the area, identified as a reasonable study area, extended to 1km from the development site and included heritage assets of national importance, dating, principally, from the Medieval and Post Medieval periods. These reflect the changing nature of the historic landscape and more recent development.
- 5.6 The Heritage Statement was divided into two parts. In the first the Statement assessed the potential of the proposed development area of Riggets Green to contain below ground heritage assets (archaeology) and provides an indication of its significance. In the second part the potential impact of development on above ground heritage assets (listed buildings, Scheduled Ancient Monuments and non-designated heritage assets) has been assessed.
- 5.7 With respect to below ground archaeology no evidence has been found in archive or published sources or during walkover survey to suggest that the development site will retain any archaeological evidence of greater than local significance (see table below). Should archaeology be identified at the site during evaluation provision for recording of any archaeology is likely to be requested by the local authority. The level of potential and the indicative nature of landscape patterning suggests that recording can, in due course, be secured by planning consent condition and that the potential impact on below ground archaeology will not be harmful for the purposes of the NPPF.
- 5.8 In relation to the impact of development within the settings of heritage assets, 7 assets or asset groups were reviewed and assessed. These comprised the upstanding remains of Old Park Hall (II) and the remains of the deserted medieval village of Cotes (SAM); the three Cotes bridges across the River Soar (II), Hall Farmhouse (II), Manor Farmhouse (II) and Stanford on Soar parish church of St John the Baptist. In addition the potential impact of development on two country

houses Prestwold Hall and Stanford Hall and their registered parklands was reviewed (see table below).

5.9 In conclusion this Heritage Statement confirms the CgMs assessment of 2014 and the further assessment by CFA (2014) that there is no evidence of substantial harm due to the proposed allocation of Riggets Green. The potential impact of development on designated heritage assets due to development within their settings was considered through the prism of design and development principles set out by Historic England and the local plan. Development, when seen in the light of these principles, has not been found to be substantially harmful in its effect on any heritage asset. Where harm has been identified this is evidently less than substantial.

| Heritage Assets<br>Archaeology | Archaeological Potential   | Mitigation                   | Impact  |
|--------------------------------|--|------------------------------|---------|
| Early Prehistoric              | Low potential for archaeology of any significance  | Evaluation and Investigation | No Harm |
| Later Prehistoric              | Low potential for archaeology of any significance  | Evaluation and Investigation | No harm |
| Roman                          | Low potential for archaeology of any significance  | Evaluation and Investigation | No Harm |
| Saxon & Early Medieval         | Low potential for archaeology of any significance  | Evaluation and Investigation | No Harm |
| Medieval                       | High Potential for house platforms (MLE561) associated with Cotes village along the southern boundary of the site area | Evaluation and Investigation | No Harm |
| Post Medieval                  | Low potential for archaeology of any significance (the area of the fishponds MLE554 is excluded from development)      | Evaluation and Investigation | No Harm |
| Modern                         | No potential for archaeology of any significance   | Evaluation and Investigation | No Harm |

| Listed buildings, Scheduled Ancient Monuments; RPG | Nature of Impact             | Scale of Impact            | Mitigation         | Scale of Impact after Mitigation            |
|--|------------------------------|----------------------------|--------------------|---|
| Cotes DMV and Old Park Hall                        | Development within Setting   | Less than Substantial Harm | Landscape Planting | Reduced level of Less than Substantial Harm |
| Cotes Bridges                                      | Development within Setting - | Less than Substantial Harm | Landscape Planting | Reduced level of Less than Substantial Harm |
| Manor Farm   | Development within Setting   | Less than Substantial Harm | Landscape Planting | Reduced level of Less than Substantial Harm |
| Hall Farm  | Development within Setting   | Less than Substantial Harm | Landscape Planting | Reduced level of Less than Substantial Harm |
| Prestwold Hall                                     | Development within Setting   | No Harm                    | Landscape Planting | No Harm                                     |
| Stanford Hall                                      | Development within Setting   | No harm                    | Landscape Planting | No harm                                     |

## REPORT

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|                            |                            |         |                    |         |
|----------------------------|----------------------------|---------|--------------------|---------|
| St John the Baptist church | Development within Setting | No Harm | Landscape Planting | No Harm |
|----------------------------|----------------------------|---------|--------------------|---------|

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## Sources Consulted

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Leicestershire Archives and Records Service  
Nottinghamshire Historic Environment Record

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British History Online – <http://www.british-history.ac.uk/>  
Domesday Online – <http://www.domesdaybook.co.uk/>  
Historic England: The National Heritage List for England – <http://www.historicengland.org.uk/listing/the-list/>

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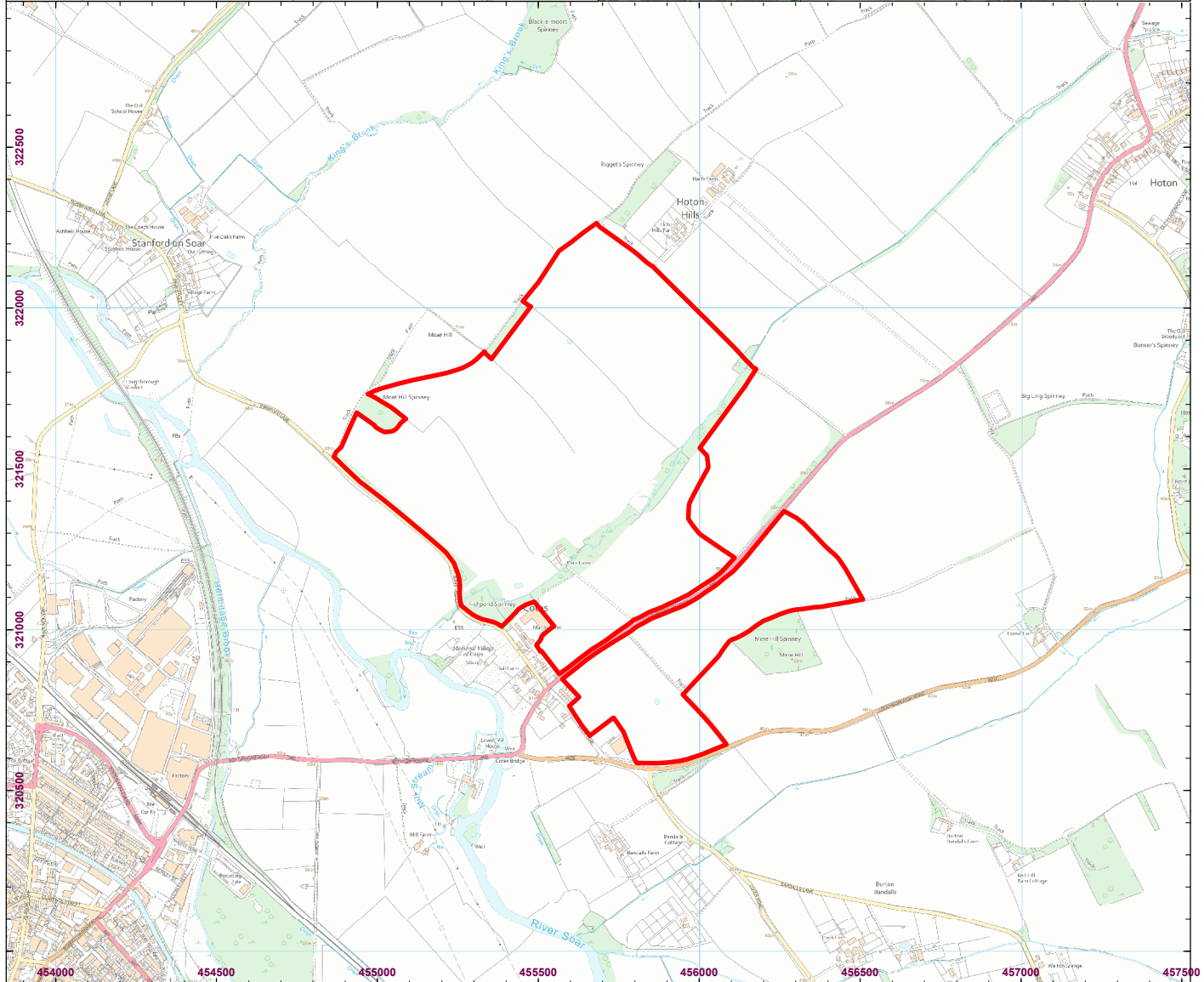
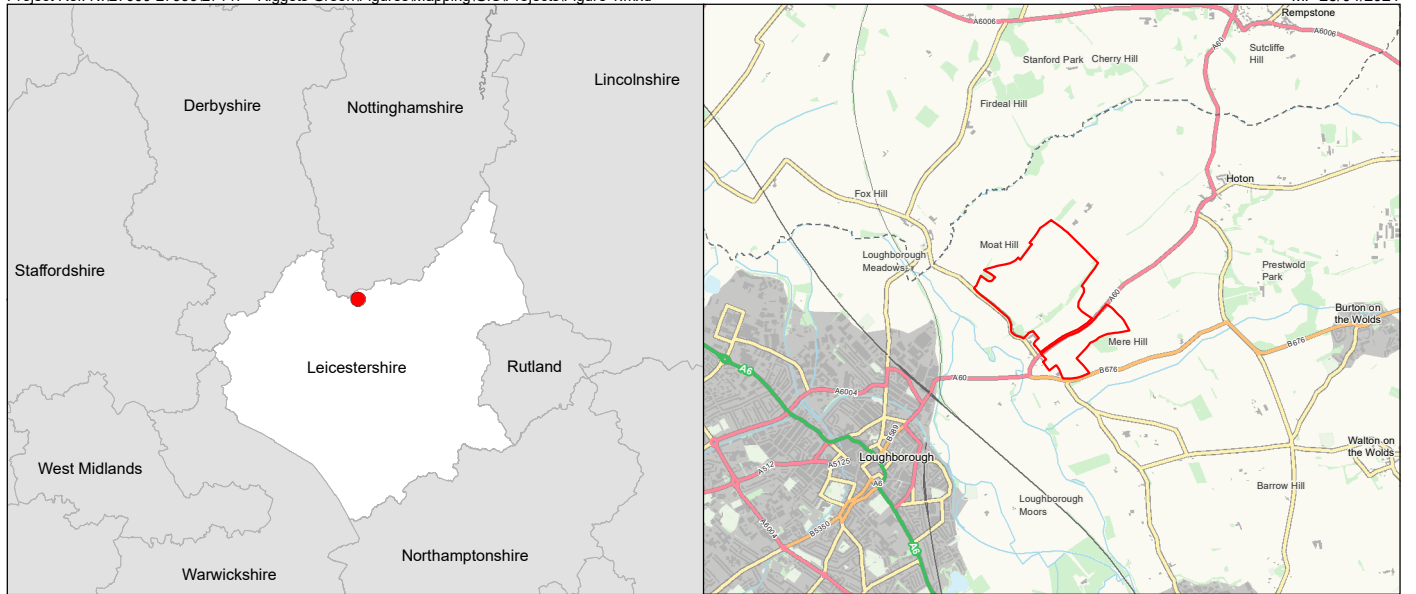
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## Cartographic

### Ordnance Survey 1:10,560 & 1:10,000 series

|                 |                    |
|-----------------|--------------------|
| <b>1:10,560</b> | <b>1883 - 1887</b> |
| <b>1:10,560</b> | <b>1885</b>        |
| <b>1:10,560</b> | <b>1901 - 1902</b> |
| <b>1:10,560</b> | <b>1927</b>        |
| <b>1:10,560</b> | <b>1938 - 1952</b> |
| <b>1:10,560</b> | <b>1938</b>        |
| <b>1:10,560</b> | <b>1947</b>        |
| <b>1:10,560</b> | <b>1950</b>        |
| <b>1:10,000</b> | <b>1960</b>        |
| <b>1:10,000</b> | <b>1982</b>        |
| <b>1:10,000</b> | <b>1990</b>        |
| <b>1:10,000</b> | <b>1999</b>        |
| <b>1:10,000</b> | <b>2006</b>        |
| <b>1:10,000</b> | <b>2019</b>        |



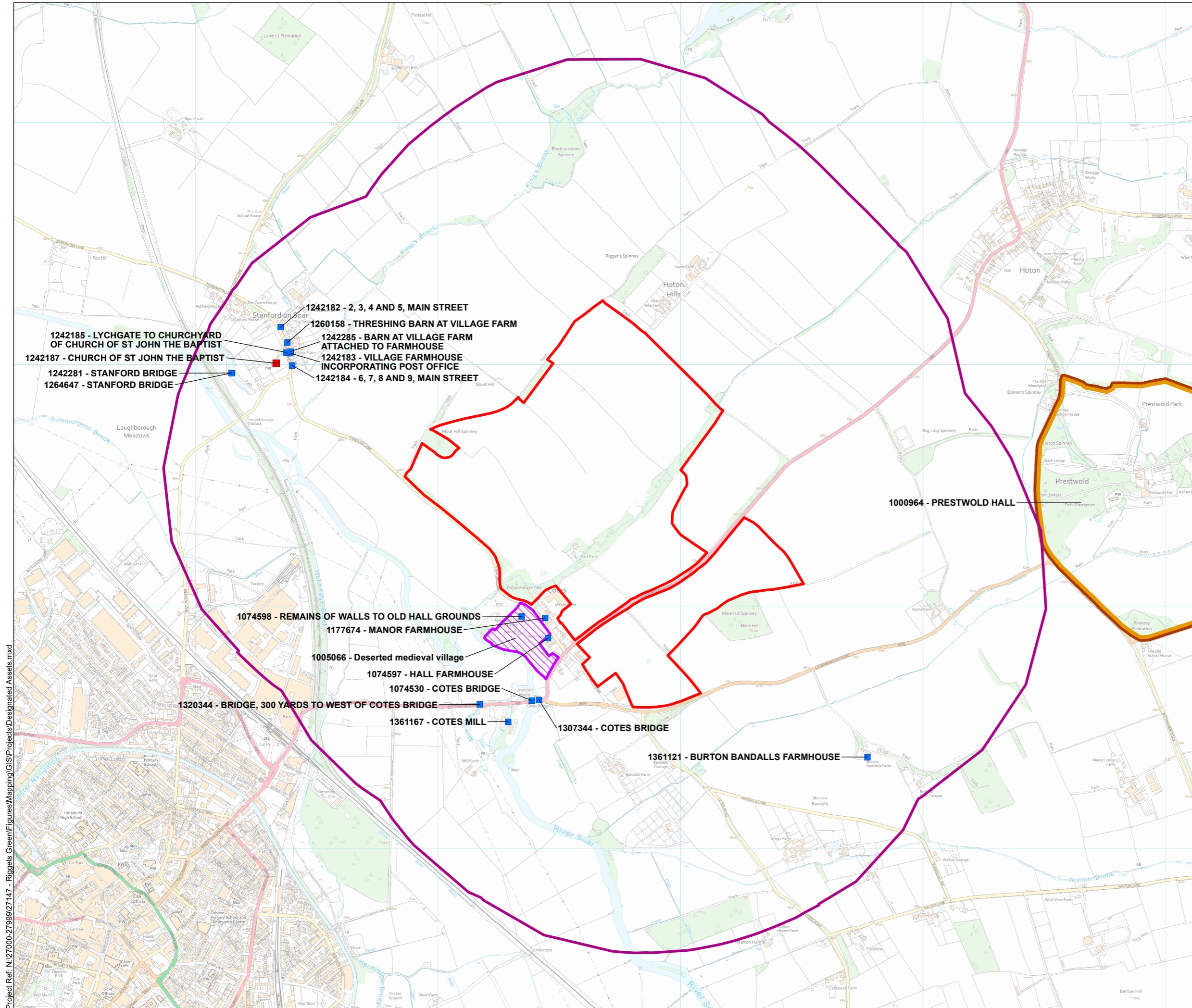
 Site Boundary



0 200 400m  
Scale at A4: 1:20,000



Figure 1  
Site Location



**Legend**

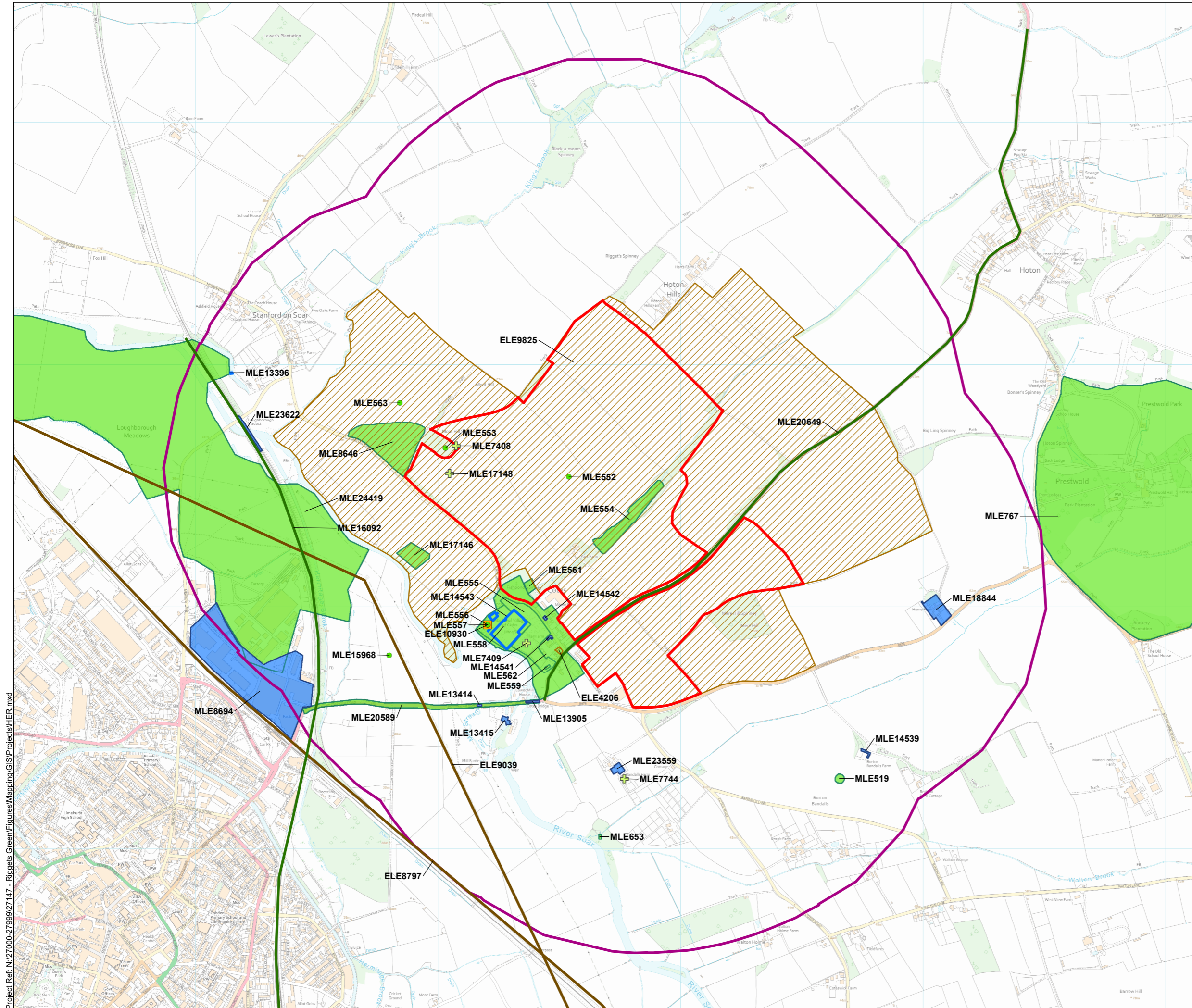
- Site Boundary
  - 1km Buffer
- Designated Heritage Assets:**
- Grade I Listed Building
  - Grade II Listed Building
  - Scheduled Monument
  - Registered Park & Garden

N  
 0 100 200m  
 Scale at A3: 1:15,000



Figure 2  
 Designated Assets

Project Ref: N:\27000-27999\27147 - Rigglets Green\Figures\Maping\GIS\Projects\Designated Assets.mxd



**Legend**

- Site Boundary
- 1km Buffer

**Non-designated Heritage Assets:**

**HER Record (Point)**

- Find Spot
- Monument

**HER Record (Line)**

- Monument
- Building

**HER Record (Polygon)**

- Monument
- Building

**Previous Archaeological Work:**

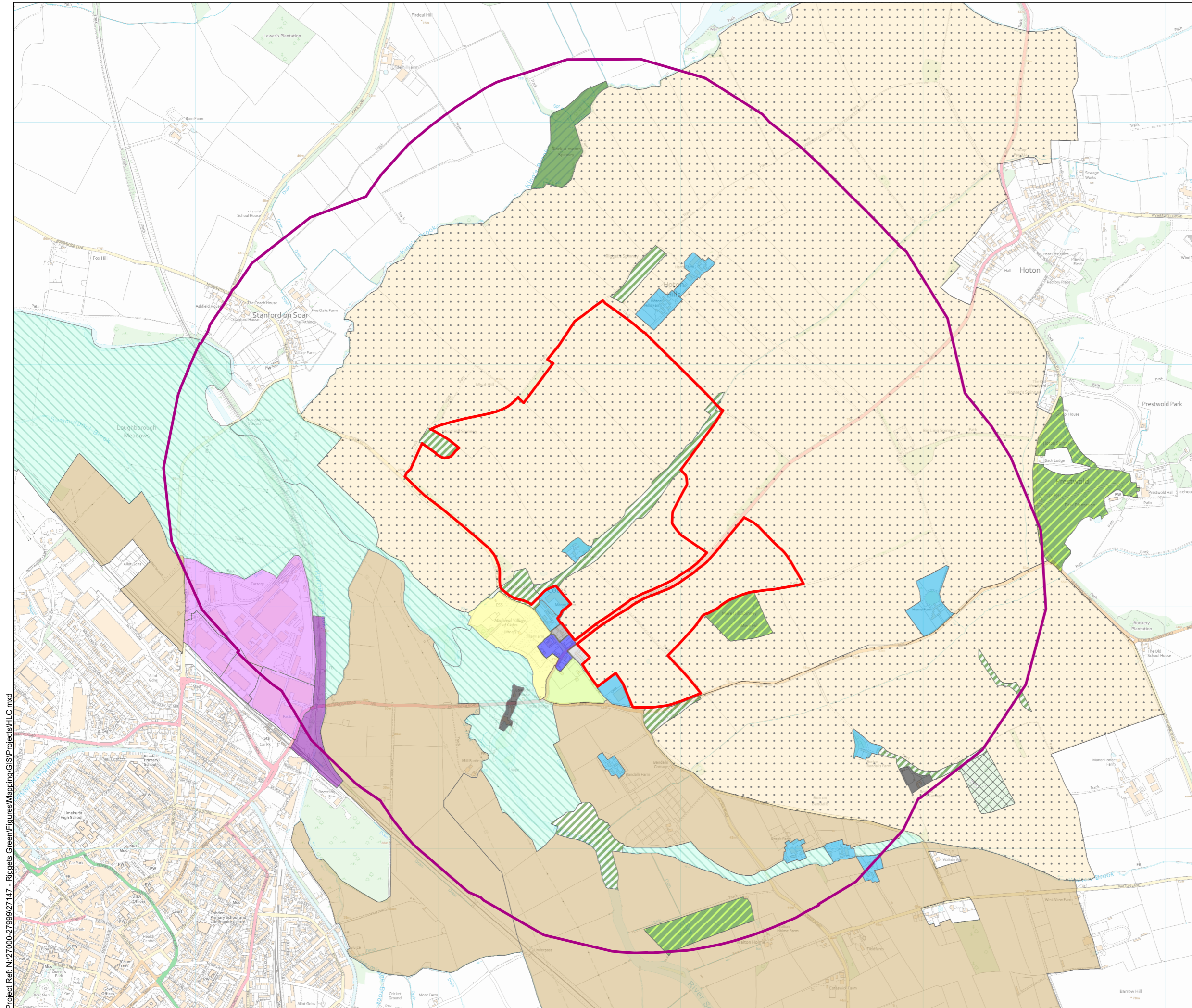
- HER Event (Point)
- HER Event (Line)
- HER Event (Polygon)

N  
0 100 200m  
Scale at A3: 1:15,000



Figure 3  
HER Plot

Project Ref: N127000-27999/27147 - Rigglets Green Figures Mapping (GIS) Project as HER.mxd



**Legend**

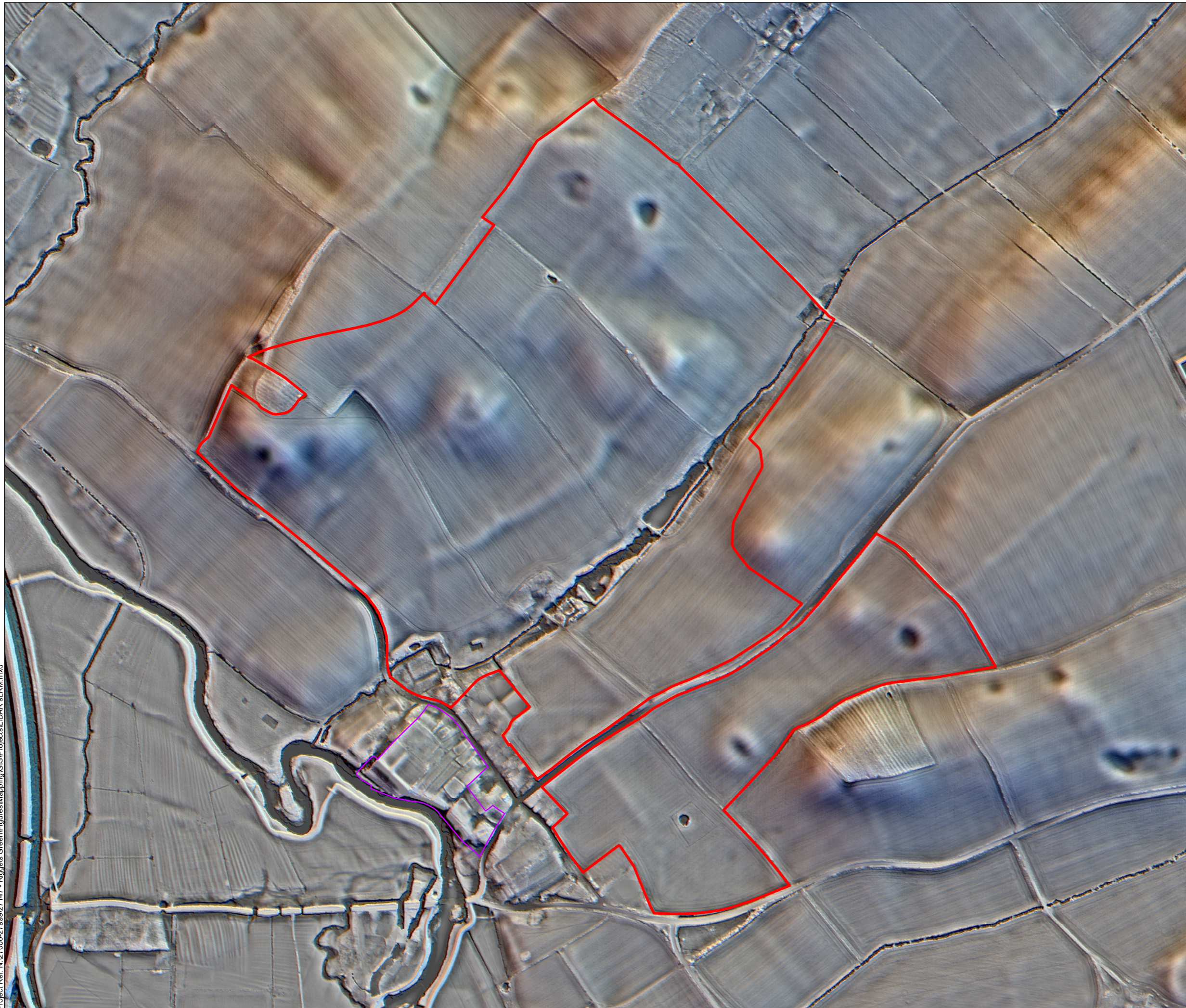
- Site Boundary
- 1km Buffer
- Historic Landscape Characterisation:**
- Broadleaved Ancient Woodland
- Broadleaved Plantation
- Other Plantation
- Farm Complex
- Historic Settlement Core
- Pre-1880s Settlement Detached
- Post 1970s Residential Development
- Settlement Post-1970s Semi Detached
- Post-1880s Industrial Complex
- Miscellaneous Floodplain Fields
- Paddocks and Closes
- Small Irregular Fields
- Planned Enclosure
- Very Large Post-War Fields
- Train Stations/Sidings/Cuttings
- Derelict Industrial Land

N  
 0 100 200m  
 Scale at A3: 1:15,000



**Figure 4**  
**Historic Landscape Characterisation**

Project Ref: N:\27000-27999\27147 - Rigglets Green\Figures\Mapping\CIS\Projects\HLC.mxd



**Legend**

- Site Boundary
- Scheduled Monument

**LiDAR DATA**

Source:  
Environment Agency NLP

Data Type: DTM

Resolution: 1m

Date Captured:  
Jan - Feb 2018

Processing:  
Multi-direction Hillshade overlaid on  
simple Local Relief Model

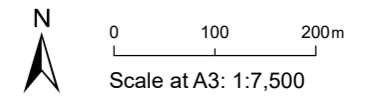
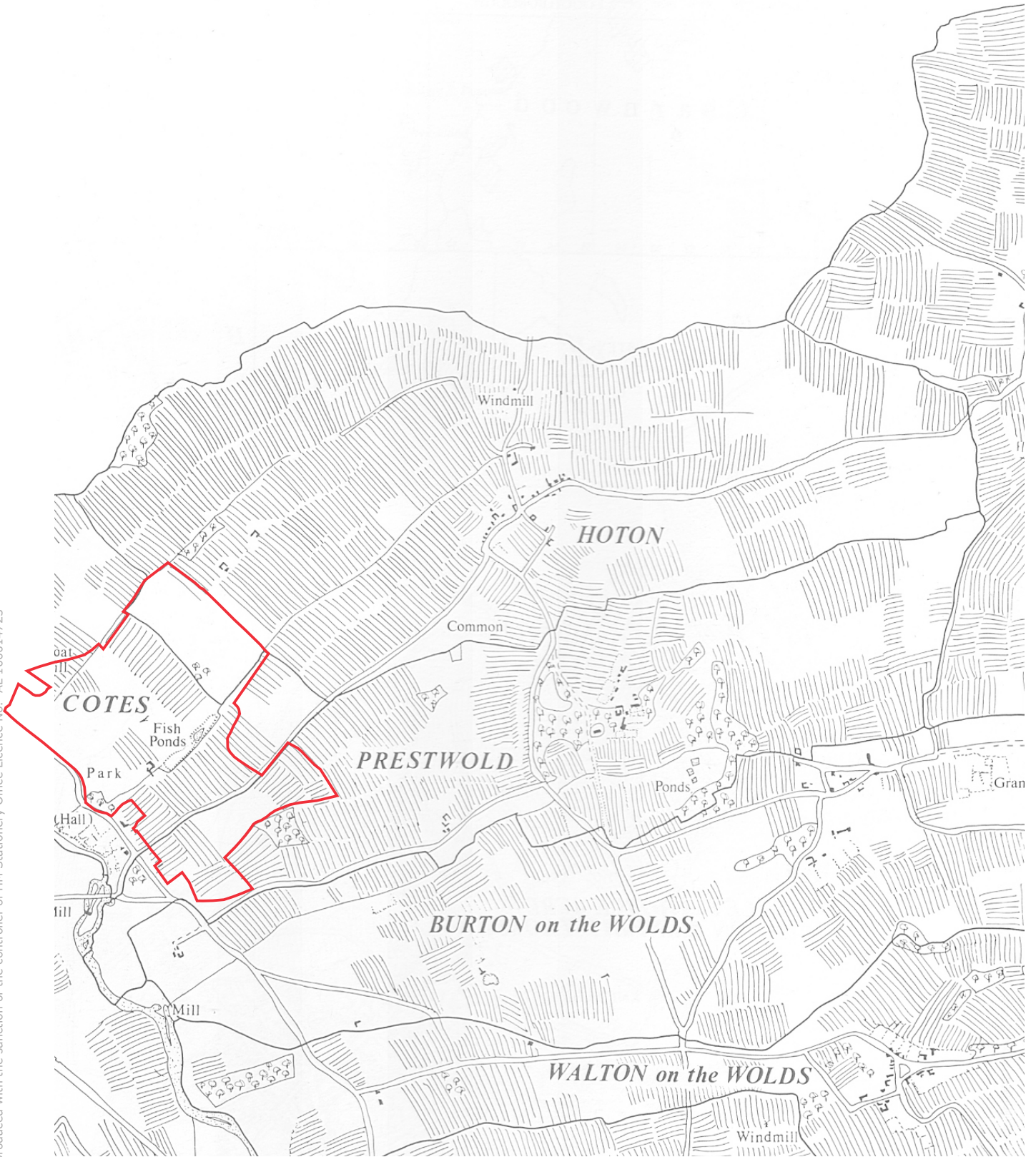


Figure 5  
LiDAR Plot



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Figure 6 Medieval cultivation - ridge and furrow (interpreted by Hartley 1989)

Proposed development site



Cotes, Leics

Not to scale  
Illustrative only

Date printed:  
5/5/21

Drawn by: MD  
Checked by:



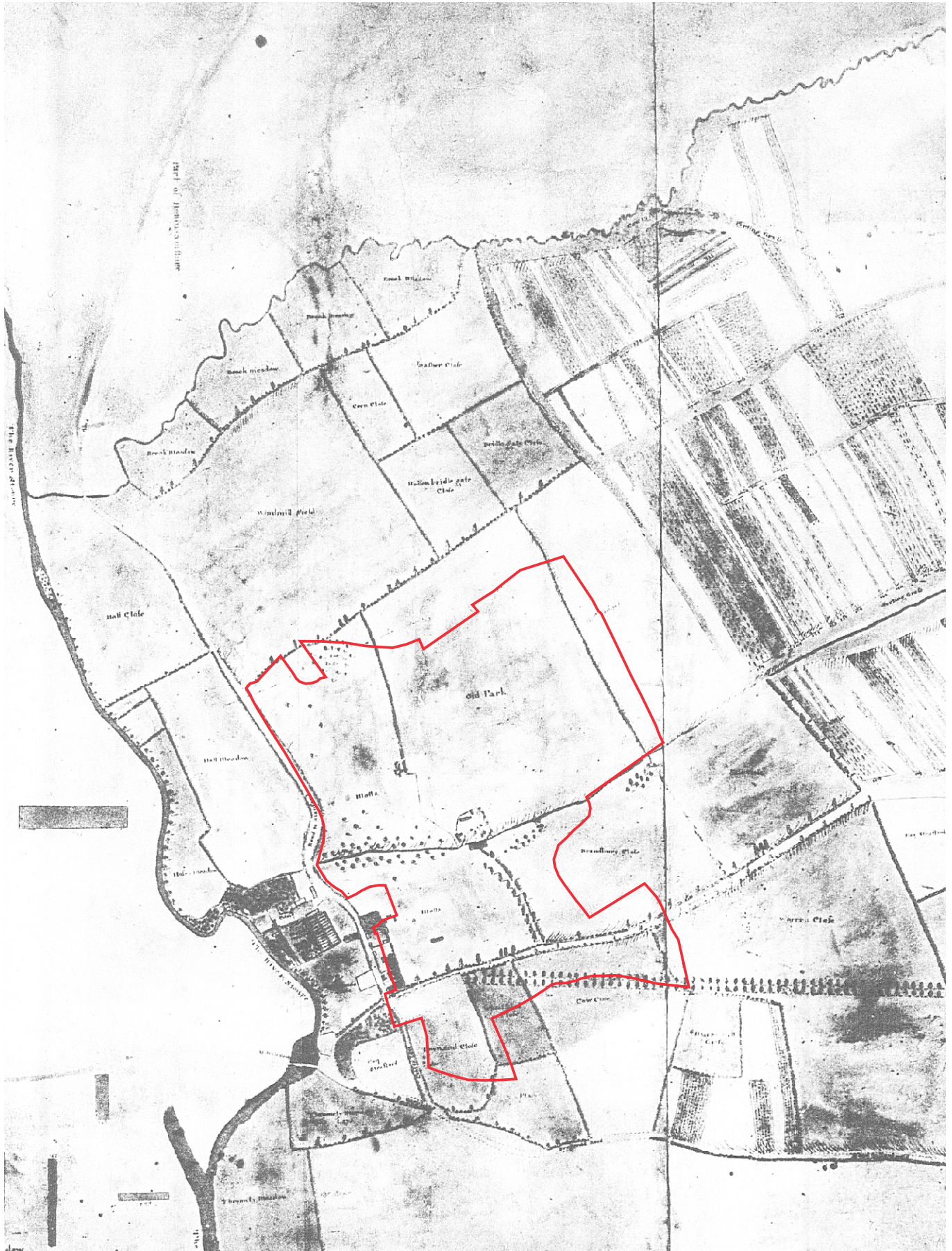


Figure 7 Cotes in 1735 showing the open rectangular fields of the former Cotes Park-house in 1735 (from the Estate of J C Packes). Note the absence of fishponds east of Cotes.

|                                   |                             |
|-----------------------------------|-----------------------------|
| Cotes, Leics                      |                             |
| Not to scale<br>Illustrative only |                             |
| Date printed:<br>5/5/21           | Drawn by: MD<br>Checked by: |







Figure 8  
Ordnance Surveyors  
Drawing (OSD 264)  
Henry Stephens  
1815



|                                   |              |
|-----------------------------------|--------------|
| Not to scale<br>Illustrative only |              |
| Date printed:<br>4/4/21           | Drawn by: MD |
|                                   | Checked by:  |

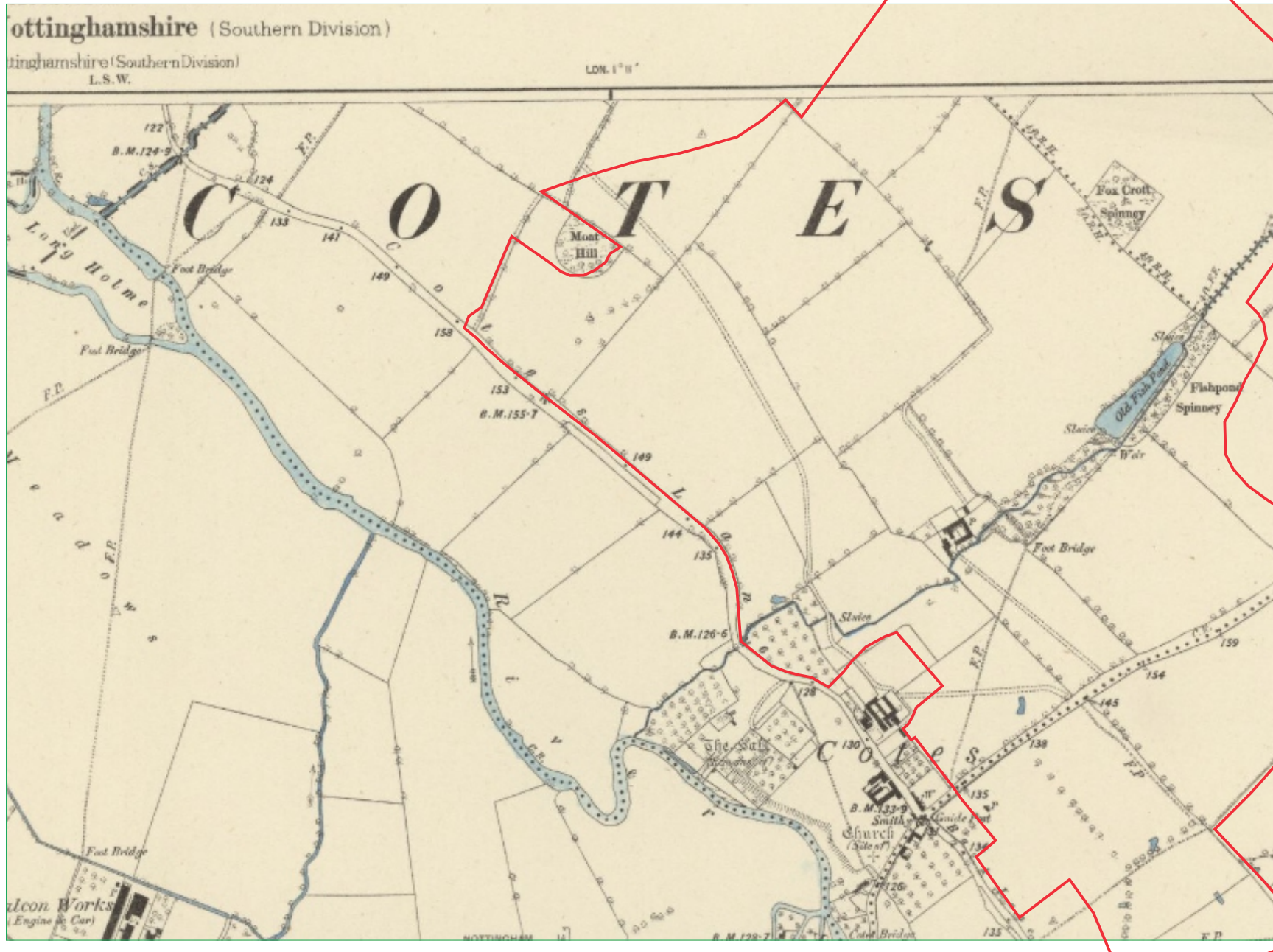


Figure 9  
Ordnance Survey  
1st Ed 1883  
showing the relationship  
to the fishponds and  
Cotes village



|                                   |              |
|-----------------------------------|--------------|
| Not to scale<br>Illustrative only |              |
| Date printed:<br>4/4/21           | Drawn by: MD |
|                                   | Checked by:  |



Fig 10 Upper - The earthworks of Cotes Deserted Medieval Village (SAM).  
 Lower - The walls of the formal garden at Old Park House, Cotes (II).

Cotes

Not to scale  
 Illustrative only

Date printed:  
 5/5/21

Drawn by: MD  
 Checked by:





Figure 11  
Cotes village from the air showing the arable environment and the setting of the SAM. Note the absence of ridge and furrow (Google Earth 2019 ©)




|   |                             |
|---|-----------------------------|
|  |                             |
| Not to scale<br>Illustrative only   |                             |
| Date printed:<br>4/4/21   | Drawn by: MD<br>Checked by: |



Fig 12 Upper - Bridge (HER 13414) (© Mr Brian R Vollar LRPS)  
 Lower - Bridge HER 13905) (© Mr Peter M Small)

|                                   |                             |
|-----------------------------------|-----------------------------|
| Cotes                             |                             |
| Not to scale<br>Illustrative only |                             |
| Date printed:<br>5/5/21           | Drawn by: MD<br>Checked by: |



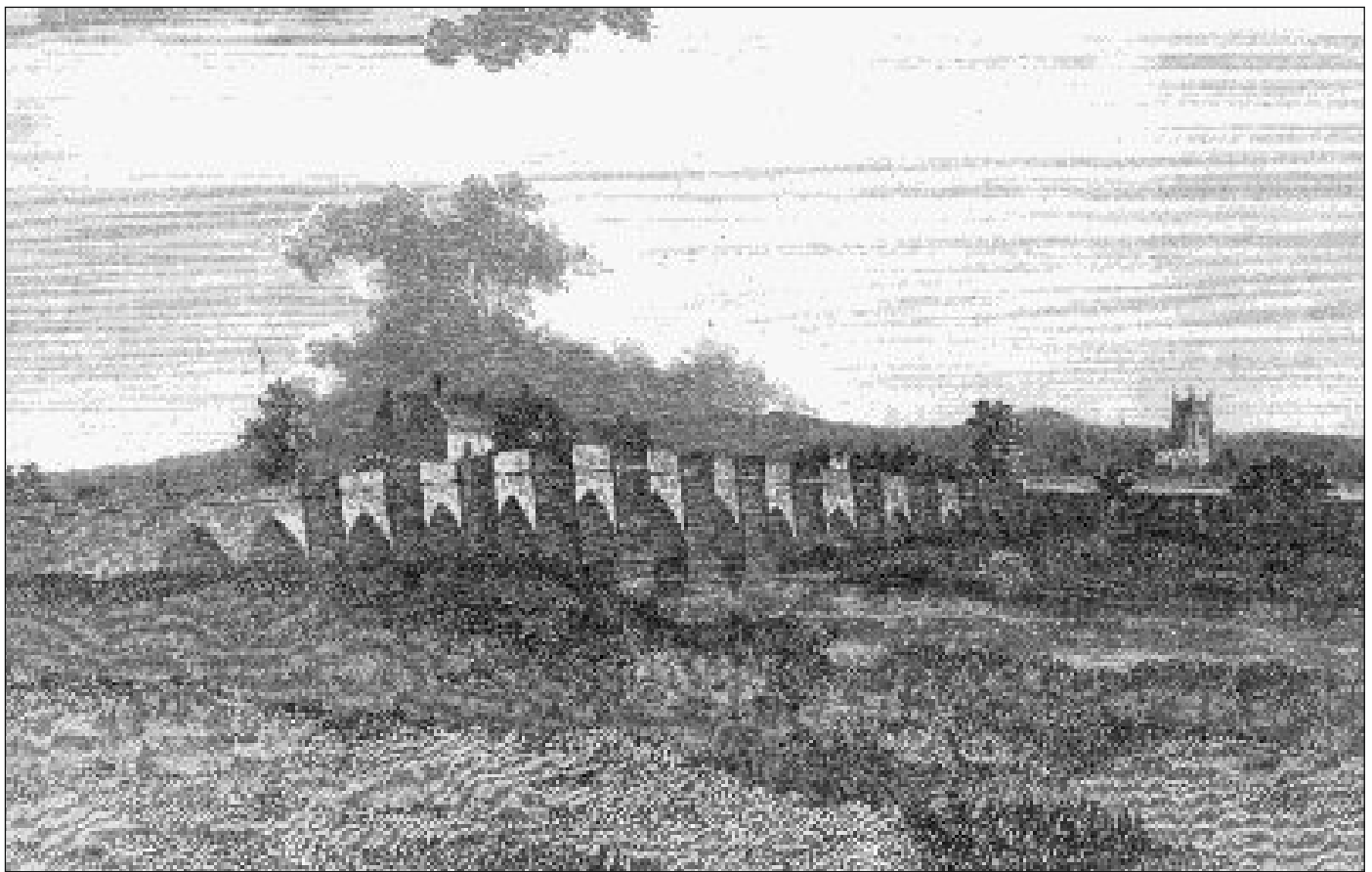


Fig 13 Upper - Bridge (HER 560) (© Mr Brian R Vollar LRPS)  
 Lower - Cotes bridge, illustrated by John Nichols 1804

Cotes

Not to scale  
 Illustrative only

Date printed:  
 5/5/21

Drawn by: MD  
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Fig 14 Upper - Hall Farmhouse, Cotes (II).  
 Lower - Manor Farmhouse, Cotes (II)

Cotes

Not to scale  
 Illustrative only

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 5/5/21

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Fig 15 Upper - Preswold Hall (II).  
Lower - Stanford Hall (II)

Cotes

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Illustrative only

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Figure 16  
Stanford Hall Park  
in 2019



Not to scale  
Illustrative only

|                         |              |
|-------------------------|--------------|
| Date printed:<br>4/4/21 | Drawn by: MD |
|                         | Checked by:  |



Figure 17  
Prestwold Hall Park  
in 2019



Not to scale  
Illustrative only

|                         |                             |
|-------------------------|-----------------------------|
| Date printed:<br>4/4/21 | Drawn by: MD<br>Checked by: |
|-------------------------|-----------------------------|



Fig 18 St John the Baptist, Stanford on Soar (I)

Cotes

Not to scale  
Illustrative only

Date printed:  
5/5/21

Drawn by: MD  
Checked by:





**APPENDICES**

## Appendix A

## Historic Environment Record Data

| <b>ID</b>                | <b>Name</b>   |
|--------------------------|---|
| <a href="#">MLE519</a>   | Bronze Age ring ditch south of Burton Bandalls Farm     |
| <a href="#">MLE552</a>   | Earthworks west of Fishpond Spinney                     |
| <a href="#">MLE553</a>   | Possible site of a medieval moat, Moat Hill             |
| <a href="#">MLE554</a>   | Possible post-medieval fishponds, Fishpond Spinney      |
| <a href="#">MLE555</a>   | Medieval village earthworks, Cotes                      |
| <a href="#">MLE556</a>   | Possible site of Manor House, The Hall                  |
| <a href="#">MLE557</a>   | Early post-medieval hall, The Hall                      |
| <a href="#">MLE558</a>   | Formal gardens, The Hall                                |
| <a href="#">MLE559</a>   | Medieval Chapel, Cotes                                  |
| <a href="#">MLE561</a>   | Earthworks west of Parks Farm                           |
| <a href="#">MLE562</a>   | Historic settlement core of Cotes                       |
| <a href="#">MLE563</a>   | Post-medieval windmill, Windmill Field                  |
| <a href="#">MLE653</a>   | Upper Mill post-medieval watermill                      |
| <a href="#">MLE767</a>   | Prestwold Park  |
| <a href="#">MLE7408</a>  | Prehistoric scraper from Moat Hill                      |
| <a href="#">MLE7409</a>  | Flint blades from Cotes                                 |
| <a href="#">MLE7744</a>  | Roman coin hoard, possibly from near Burton Bandalls    |
| <a href="#">MLE8646</a>  | Prehistoric flints from north of Stanford Lane          |
| <a href="#">MLE8694</a>  | FALCON BUILDING, BRUSH WORKS, NOTTINGHAM ROAD           |
| <a href="#">MLE13396</a> | STANFORD BRIDGE, LOUGHBOROUGH ROAD (North Side)         |
| <a href="#">MLE13414</a> | BRIDGE, 300YDS TO WEST OF COTES BRIDGE, NOTTINGHAM ROAD |
| <a href="#">MLE13415</a> | COTES MILL, NOTTINGHAM ROAD (SOUTH SIDE)                |
| <a href="#">MLE13905</a> | COTES BRIDGE, NOTTINGHAM ROAD                           |
| <a href="#">MLE14539</a> | BURTON BANDALLS FARMHOUSE, LOUGHBOROUGH ROAD (off)      |
| <a href="#">MLE14541</a> | HALL FARMHOUSE, STANFORD LANE                           |
| <a href="#">MLE14542</a> | MANOR FARMHOUSE, STANFORD LANE                          |
| <a href="#">MLE14543</a> | REMAINS OF WALLS TO OLD HALL GROUNDS, STANFORD LANE     |
| <a href="#">MLE15968</a> | Loughborough Meadows Airfield                           |
| <a href="#">MLE16092</a> | Great Central Railway                                   |
| <a href="#">MLE17146</a> | Cropmark north-west of Cotes                            |
| <a href="#">MLE17148</a> | Prehistoric scraper, The Moat Field                     |
| <a href="#">MLE18844</a> | Home Farm, Loughborough Road, Prestwold                 |
| <a href="#">MLE20589</a> | Cotes to Loughborough Causeway, Nottingham Road         |
| <a href="#">MLE20649</a> | Turnpike Road, Nottingham to Cotes Bridge               |
| <a href="#">MLE23559</a> | BANDALLS FARM, COTES ROAD                               |
| <a href="#">MLE23622</a> | LOUGHBOROUGH VIADUCT, MEADOW LANE                       |
| <a href="#">MLE24419</a> | Loughborough Meadows, floodplain meadow                 |

## Appendix B Historic Mapping

# Historical Mapping Legends

## Ordnance Survey County Series 1:10,560

|  |   |  |                             |  |               |
|--|---|--|-----------------------------|--|---------------|
|  | Gravel Pit                                    |  | Sand Pit                    |  | Other Pits    |
|  | Quarry  |  | Shingle                     |  | Orchard       |
|  | Osiers  |  | Reeds                       |  | Marsh         |
|  | Mixed Wood                                    |  | Deciduous                   |  | Brushwood     |
|  | Fir   |  | Furze                       |  | Rough Pasture |
|  | Arrow denotes flow of water                   |  | Trigonometrical Station     |  |               |
|  | Site of Antiquities                           |  | Bench Mark                  |  |               |
|  | Pump, Guide Post, Signal Post                 |  | Well, Spring, Boundary Post |  |               |
|  | •285 Surface Level                            |  |                             |  |               |
|  | Sketched Contour                              |  | Instrumental Contour        |  |               |
|  | Main Roads                                    |  | Minor Roads                 |  |               |
|  | Sunken Road                                   |  | Raised Road                 |  |               |
|  | Road over Railway                             |  | Railway over River          |  |               |
|  | Railway over Road                             |  | Level Crossing              |  |               |
|  | Road over River or Canal                      |  | Road over Stream            |  |               |
|  | Road over Stream                              |  |                             |  |               |
|  | County Boundary (Geographical)                |  |                             |  |               |
|  | County & Civil Parish Boundary                |  |                             |  |               |
|  | Administrative County & Civil Parish Boundary |  |                             |  |               |
|  | County Borough Boundary (England)             |  |                             |  |               |
|  | County Burgh Boundary (Scotland)              |  |                             |  |               |
|  | Rural District Boundary                       |  |                             |  |               |
|  | Civil Parish Boundary                         |  |                             |  |               |

## Ordnance Survey Plan 1:10,000

|  |   |  |                             |
|--|---|--|-----------------------------|
|  | Chalk Pit, Clay Pit or Quarry   |  | Gravel Pit                  |
|  | Sand Pit  |  | Disused Pit or Quarry       |
|  | Refuse or Slag Heap   |  | Lake, Loch or Pond          |
|  | Dunes   |  | Boulders                    |
|  | Coniferous Trees  |  | Non-Coniferous Trees        |
|  | Orchard   |  | Scrub                       |
|  | Coppice   |  | Bracken                     |
|  | Heath   |  | Rough Grassland             |
|  | Marsh   |  | Reeds                       |
|  | Saltings  |  |                             |
|  | Building  |  | Glasshouse                  |
|  | Sloping Masonry   |  | Pylon                       |
|  | Electricity Transmission Line   |  | Pole                        |
|  | Cutting   |  | Embankment                  |
|  | Standard Gauge Multiple Track   |  | Standard Gauge Single Track |
|  | Siding, Tramway or Mineral Line   |  | Narrow Gauge                |
|  | Geographical County   |  |                             |
|  | Administrative County, County Borough or County of City                                       |  |                             |
|  | Municipal Borough, Urban or Rural District, Burgh or District Council                         |  |                             |
|  | Borough, Burgh or County Constituency<br>Shown only when not coincident with other boundaries |  |                             |
|  | Civil Parish<br>Shown alternately when coincidence of boundaries occurs                       |  |                             |
|  | BP, BS Boundary Post or Stone   |  | Pol Sta Police Station      |
|  | Ch Church   |  | PO Post Office              |
|  | CH Club House   |  | PC Public Convenience       |
|  | F E Sta Fire Engine Station   |  | PH Public House             |
|  | FB Foot Bridge  |  | SB Signal Box               |
|  | Fn Fountain   |  | Spr Spring                  |
|  | GP Guide Post   |  | TCB Telephone Call Box      |
|  | MP Mile Post  |  | TCP Telephone Call Post     |
|  | MS Mile Stone   |  | W Well                      |

## 1:10,000 Raster Mapping

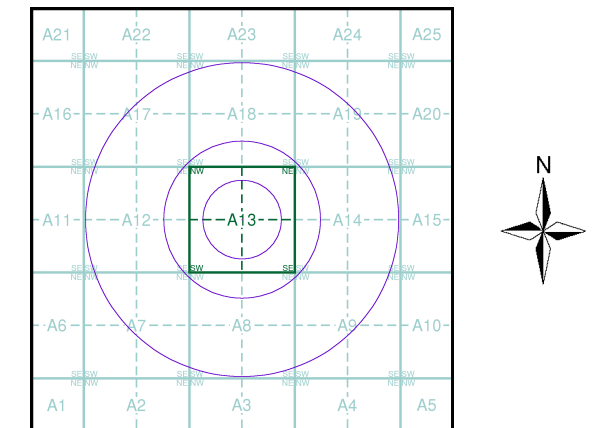
|  |  |  |  |
|--|--|--|--|
|  | Gravel Pit   |  | Refuse tip or slag heap                    |
|  | Rock   |  | Rock (scattered)                           |
|  | Boulders   |  | Boulders (scattered)                       |
|  | Shingle  |  | Mud  |
|  | Sand   |  | Sand Pit                                   |
|  | Slopes   |  | Top of cliff                               |
|  | General detail   |  | Underground detail                         |
|  | Overhead detail  |  | Narrow gauge railway                       |
|  | Multi-track railway                                      |  | Single track railway                       |
|  | County boundary (England only)                           |  | Civil, parish or community boundary        |
|  | District, Unitary, Metropolitan, London Borough boundary |  | Constituency boundary                      |
|  | Area of wooded vegetation                                |  | Non-coniferous trees                       |
|  | Non-coniferous trees (scattered)                         |  | Coniferous trees                           |
|  | Coniferous trees (scattered)                             |  | Positioned tree                            |
|  | Orchard  |  | Coppice or Osiers                          |
|  | Rough Grassland  |  | Heath                                      |
|  | Scrub  |  | Marsh, Salt Marsh or Reeds                 |
|  | Water feature  |  | Flow arrows                                |
|  | MHW(S) Mean high water (springs)                         |  | MLW(S) Mean low water (springs)            |
|  | Telephone line (where shown)                             |  | Electricity transmission line (with poles) |
|  | Bench mark (where shown)                                 |  | Triangulation station                      |
|  | Point feature (e.g. Guide Post or Mile Stone)            |  | Pylon, flare stack or lighting tower       |
|  | Site of (antiquity)                                      |  | Glasshouse                                 |
|  | General Building   |  | Important Building                         |



## Historical Mapping & Photography included:

| Mapping Type         | Scale    | Date        | Pg |
|----------------------|----------|-------------|----|
| Nottinghamshire      | 1:10,560 | 1883 - 1884 | 2  |
| Leicestershire       | 1:10,560 | 1884        | 3  |
| Nottinghamshire      | 1:10,560 | 1901        | 4  |
| Leicestershire       | 1:10,560 | 1904 - 1905 | 5  |
| Leicestershire       | 1:10,560 | 1922        | 6  |
| Leicestershire       | 1:10,560 | 1938 - 1952 | 7  |
| Leicestershire       | 1:10,560 | 1952        | 8  |
| Ordnance Survey Plan | 1:10,000 | 1955        | 9  |
| Ordnance Survey Plan | 1:10,000 | 1973 - 1974 | 10 |
| Ordnance Survey Plan | 1:10,000 | 1983        | 11 |
| Ordnance Survey Plan | 1:10,000 | 1994 - 1995 | 12 |
| 10K Raster Mapping   | 1:10,000 | 2000        | 13 |
| 10K Raster Mapping   | 1:10,000 | 2006        | 14 |
| VectorMap Local      | 1:10,000 | 2021        | 15 |

## Historical Map - Slice A



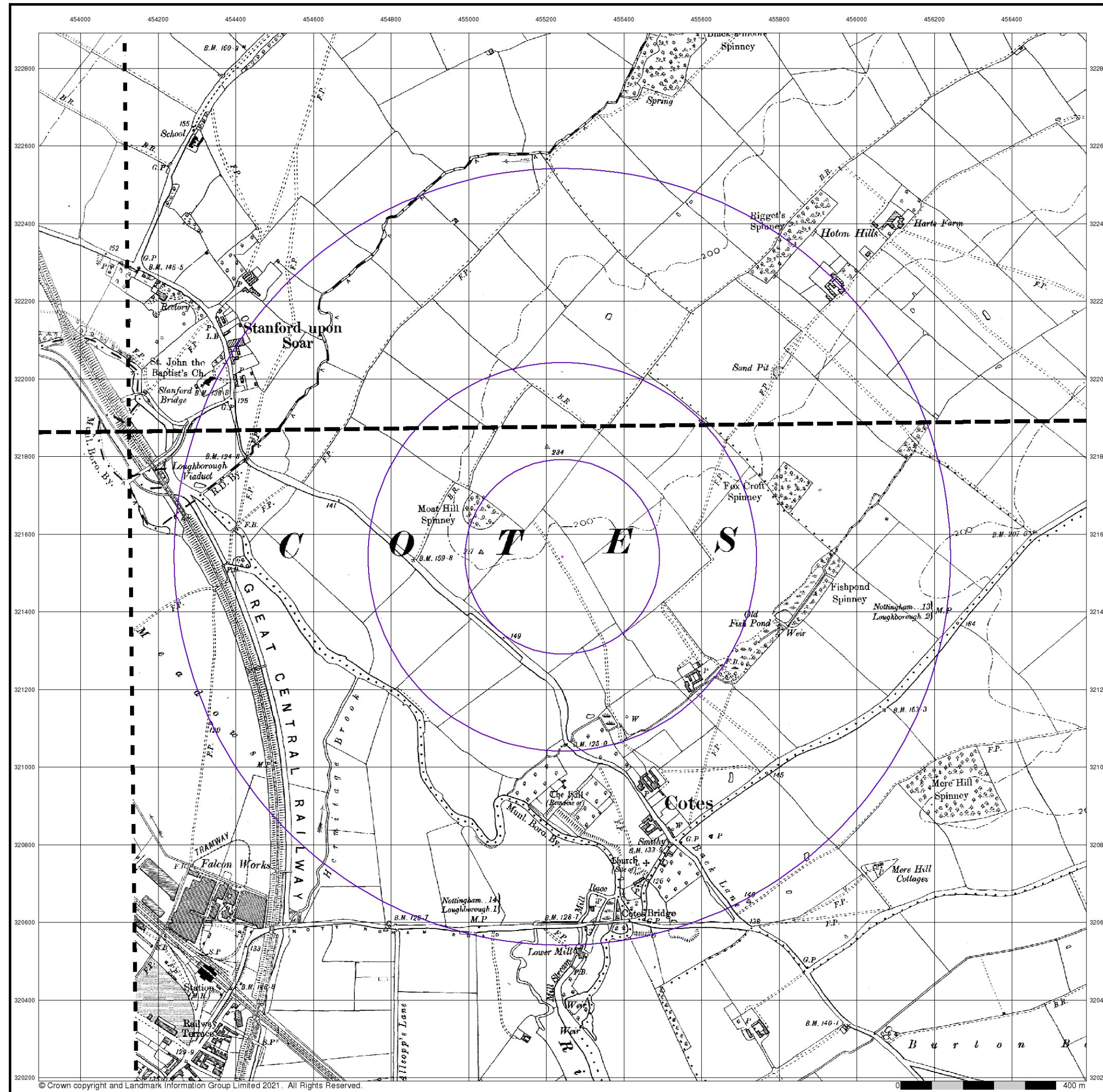
## Order Details

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 Customer Ref: JAC27147  
 National Grid Reference: 455240, 321540  
 Slice: A  
 Site Area (Ha): 0.01  
 Search Buffer (m): 1000

## Site Details

Site at 455240, 321540





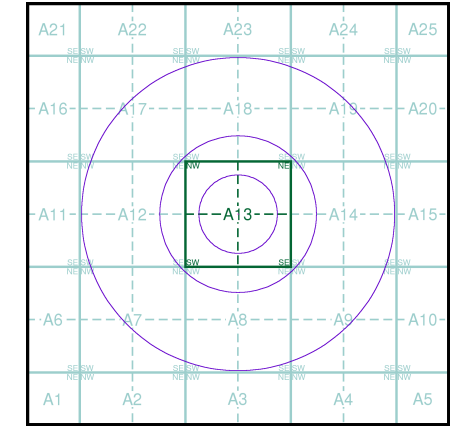
**Nottinghamshire**  
**Published 1901**  
**Source map scale - 1:10,560**

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

**Map Name(s) and Date(s)**

|                           |                           |
|---------------------------|---------------------------|
| 049SE<br>1901<br>1:10,560 | 050SW<br>1901<br>1:10,560 |
| 052NE<br>1901<br>1:10,560 | 053NW<br>1901<br>1:10,560 |

**Historical Map - Slice A**



**Order Details**

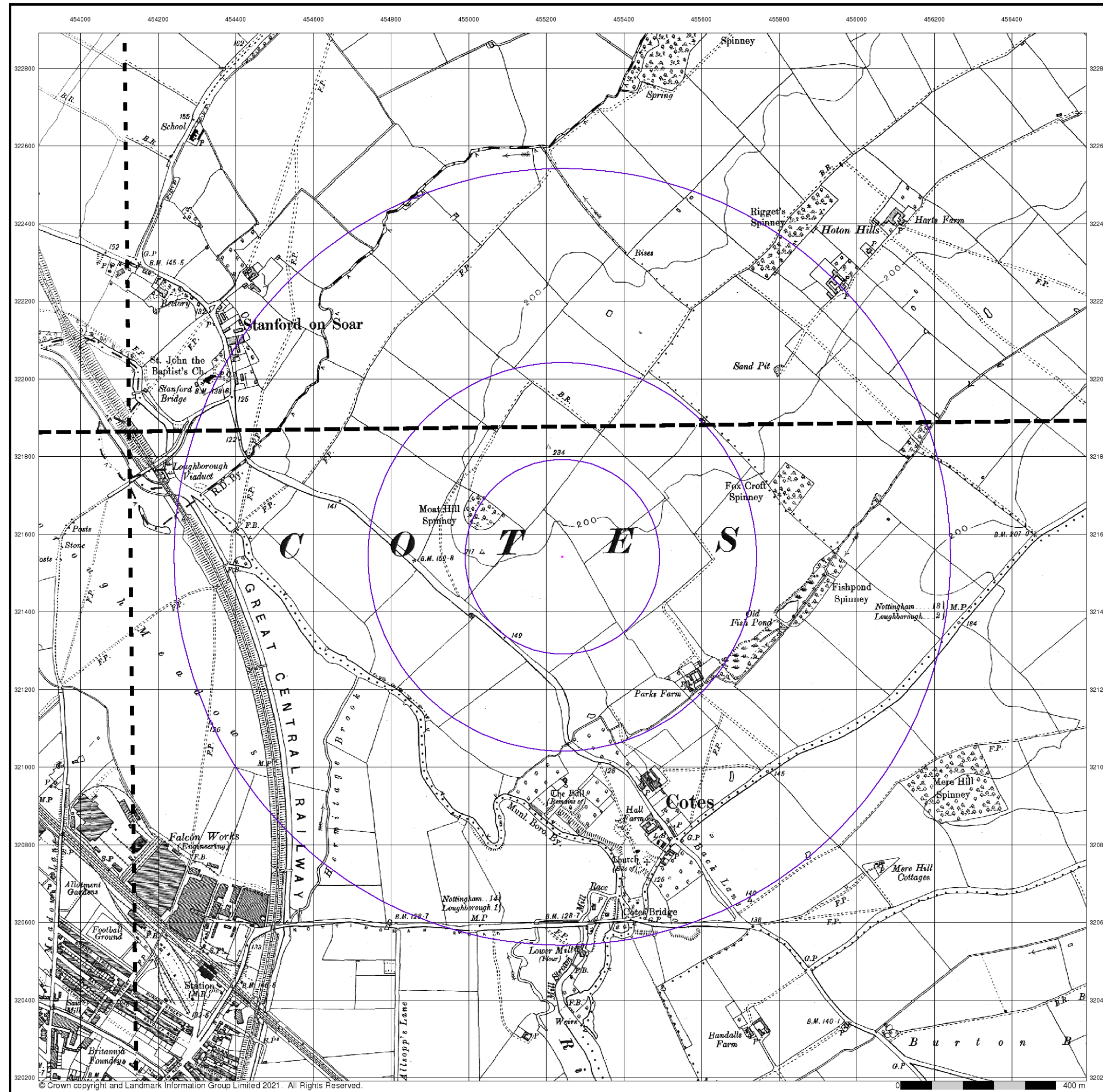
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**Site Details**

Site at 455240, 321540







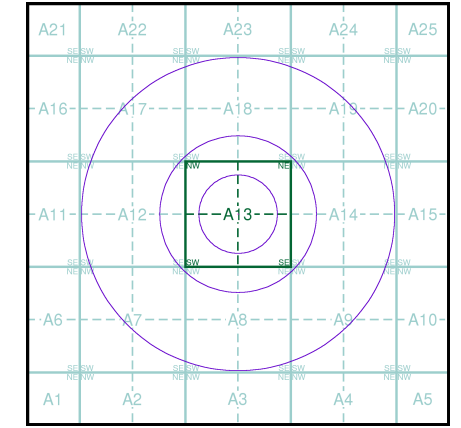
**Leicestershire**  
**Published 1922**  
**Source map scale - 1:10,560**

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**Map Name(s) and Date(s)**

|                           |                           |
|---------------------------|---------------------------|
| 010SE<br>1922<br>1:10,560 | 011SW<br>1922<br>1:10,560 |
| 017NE<br>1922<br>1:10,560 | 018NW<br>1922<br>1:10,560 |

**Historical Map - Slice A**



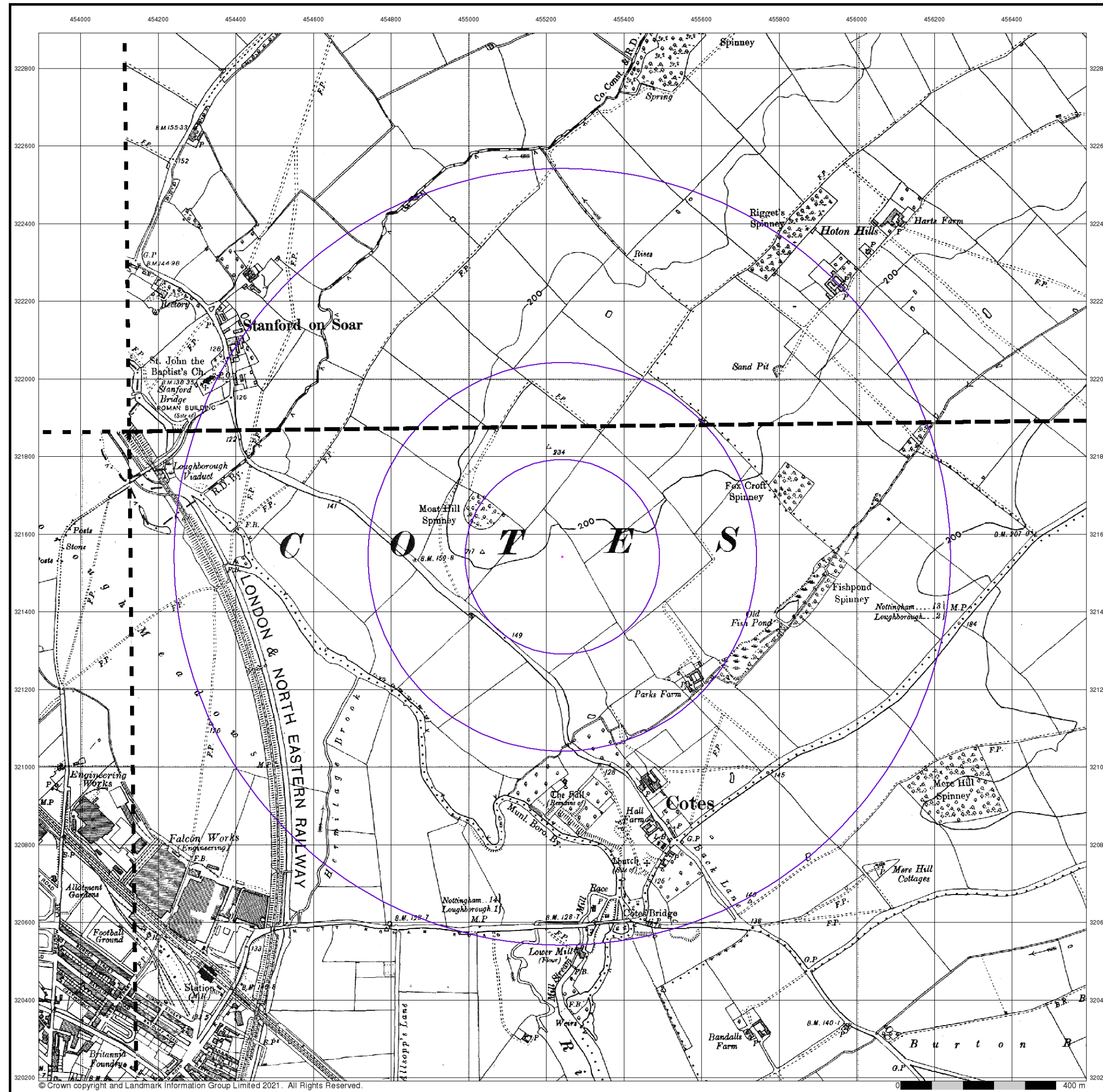
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**Site Details**

Site at 455240, 321540

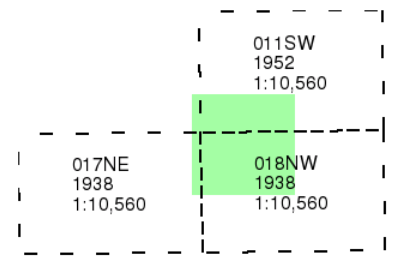




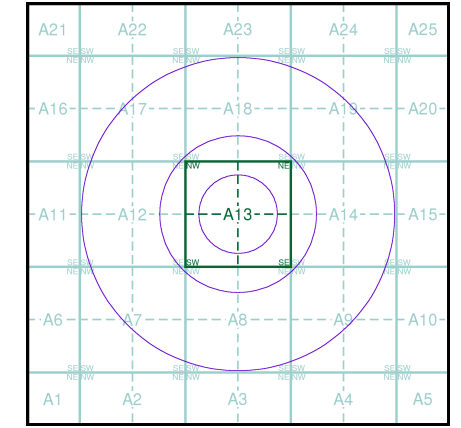
**Leicestershire**  
**Published 1938 - 1952**  
**Source map scale - 1:10,560**

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

**Map Name(s) and Date(s)**



**Historical Map - Slice A**



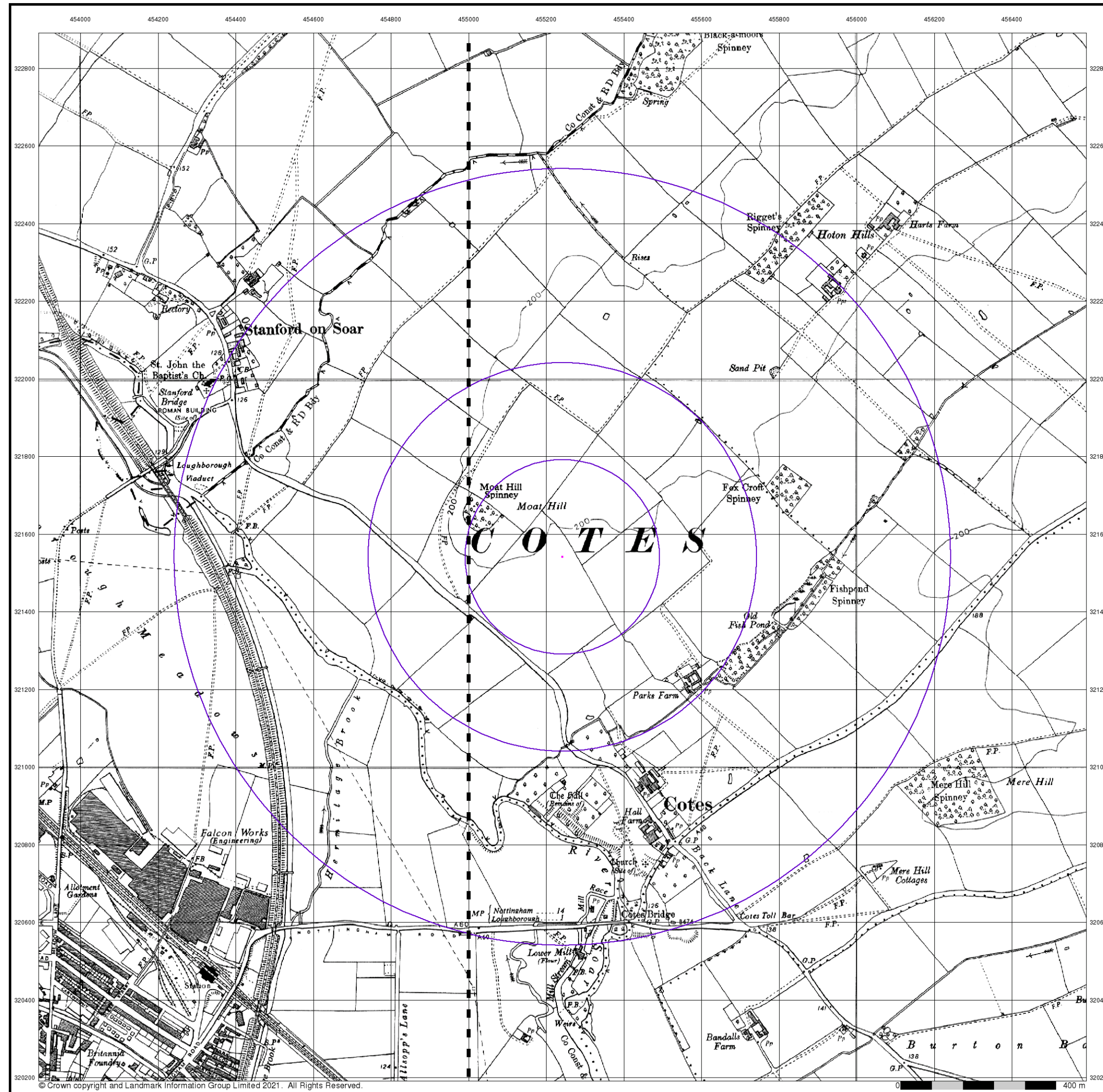
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**Site Details**

Site at 455240, 321540

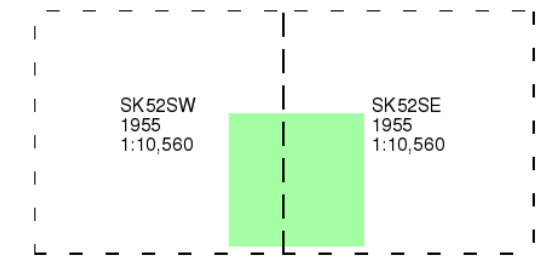




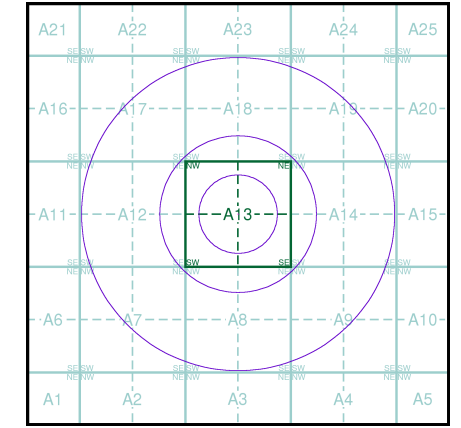
**Ordnance Survey Plan**  
**Published 1955**  
**Source map scale - 1:10,000**

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas; these maps were used to update the 1:10,560 maps. The published date given therefore is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas. In the late 1940's, a Provisional Edition was produced, which updated the 1:10,560 mapping from a number of sources. The maps appear unfinished - with all military camps and other strategic sites removed. These maps were initially overprinted with the National Grid. In 1970, the first 1:10,000 maps were produced using the Transverse Mercator Projection. The revision process continued until recently, with new editions appearing every 10 years or so for urban areas.

**Map Name(s) and Date(s)**



**Historical Map - Slice A**



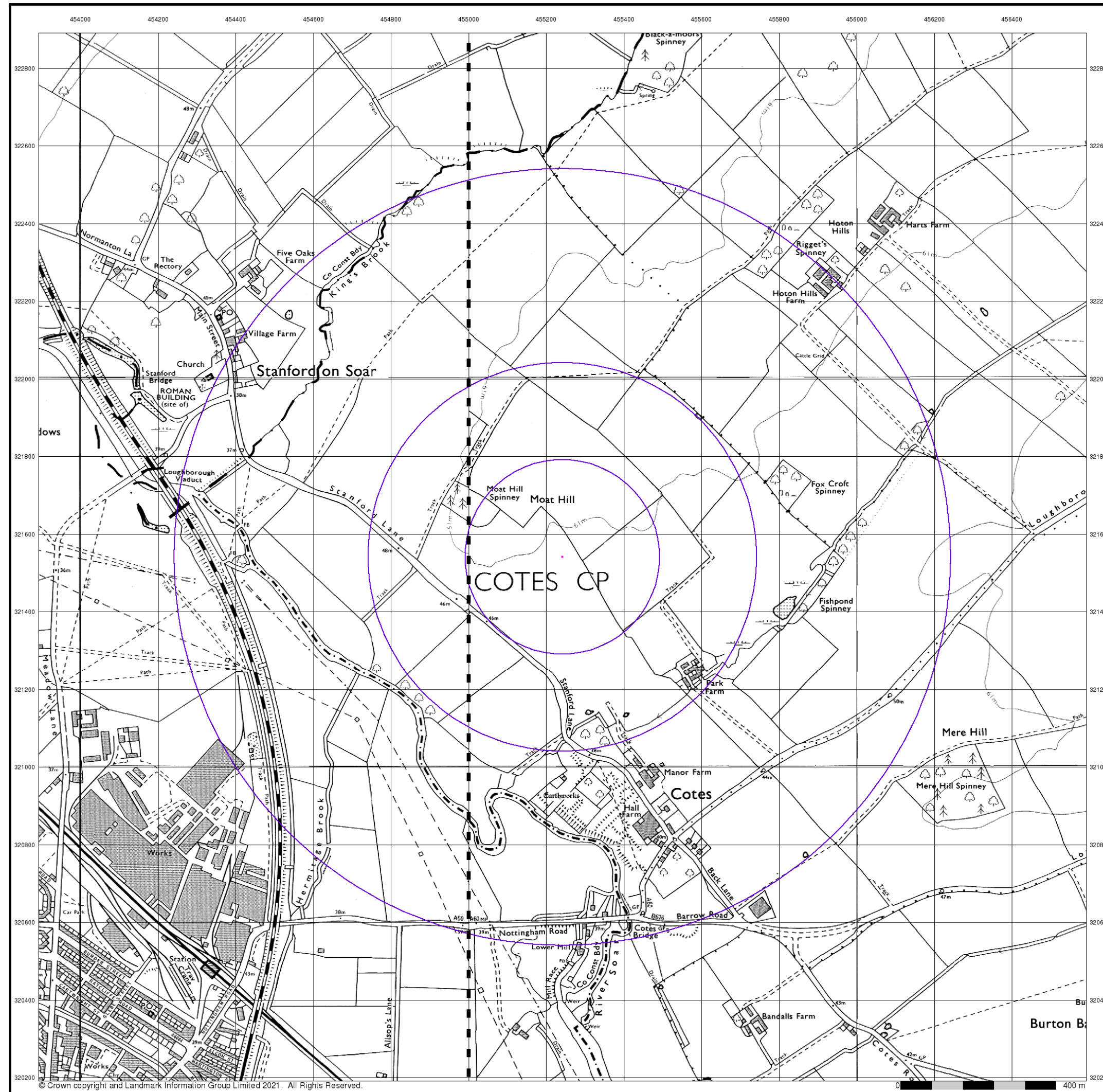
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**Site Details**

Site at 455240, 321540

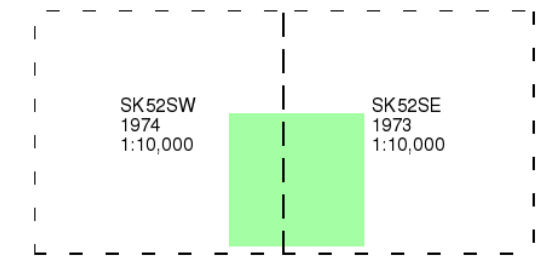




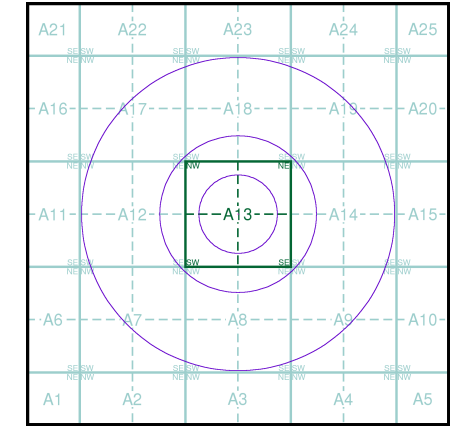
**Ordnance Survey Plan**  
**Published 1973 - 1974**  
**Source map scale - 1:10,000**

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**Map Name(s) and Date(s)**



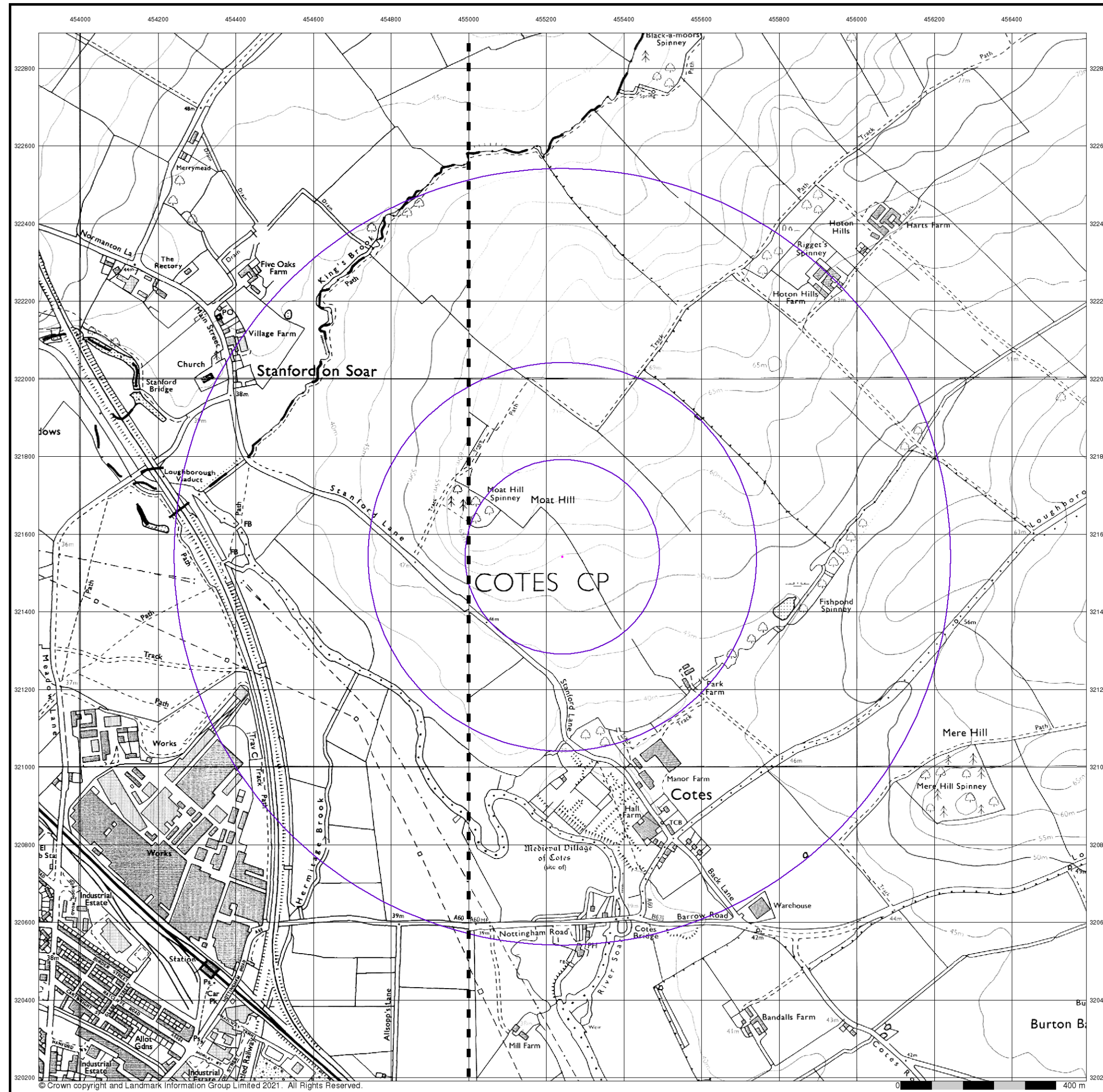
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**Order Details**  
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 Customer Ref: JAC27147  
 National Grid Reference: 455240, 321540  
 Slice: A  
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 Search Buffer (m): 1000

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 Site at 455240, 321540

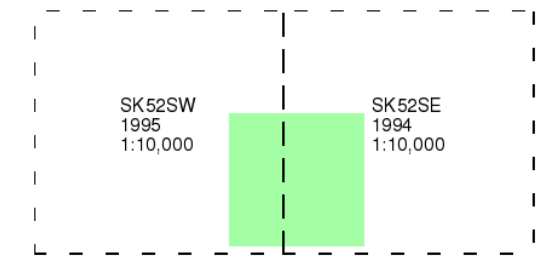




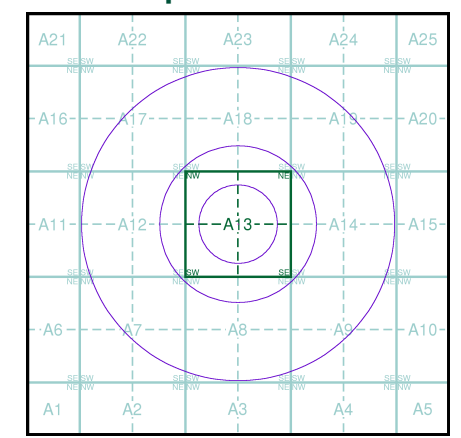
**Ordnance Survey Plan**  
**Published 1994 - 1995**  
**Source map scale - 1:10,000**

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**Map Name(s) and Date(s)**



**Historical Map - Slice A**



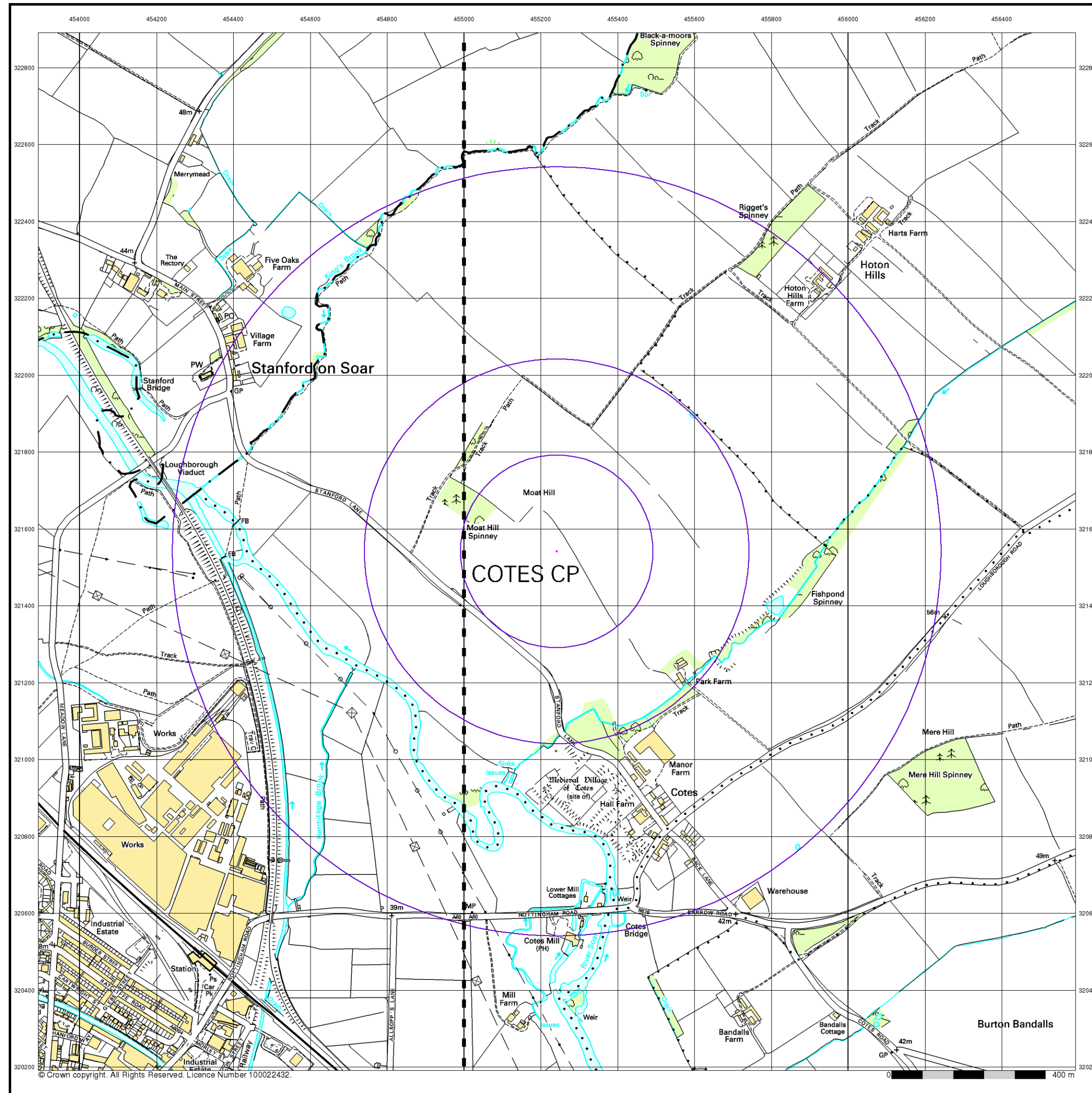
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**Site Details**

Site at 455240, 321540

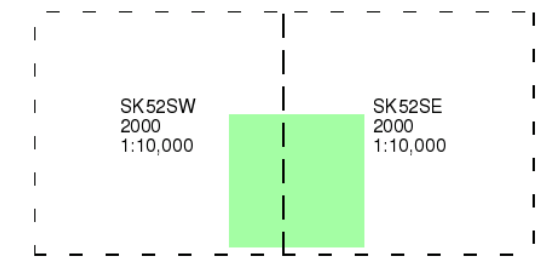




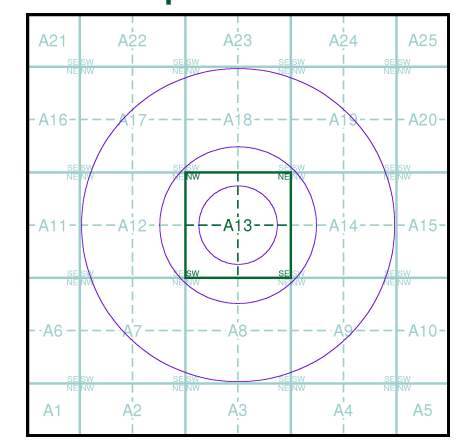
**10k Raster Mapping**  
**Published 2000**  
**Source map scale - 1:10,000**

The historical maps shown were produced from the Ordnance Survey's 1:10,000 colour raster mapping. These maps are derived from Landplan which replaced the old 1:10,000 maps originally published in 1970. The data is highly detailed showing buildings, fences and field boundaries as well as all roads, tracks and paths. Road names are also included together with the relevant road number and classification. Boundary information depiction includes county, unitary authority, district, civil parish and constituency.

**Map Name(s) and Date(s)**



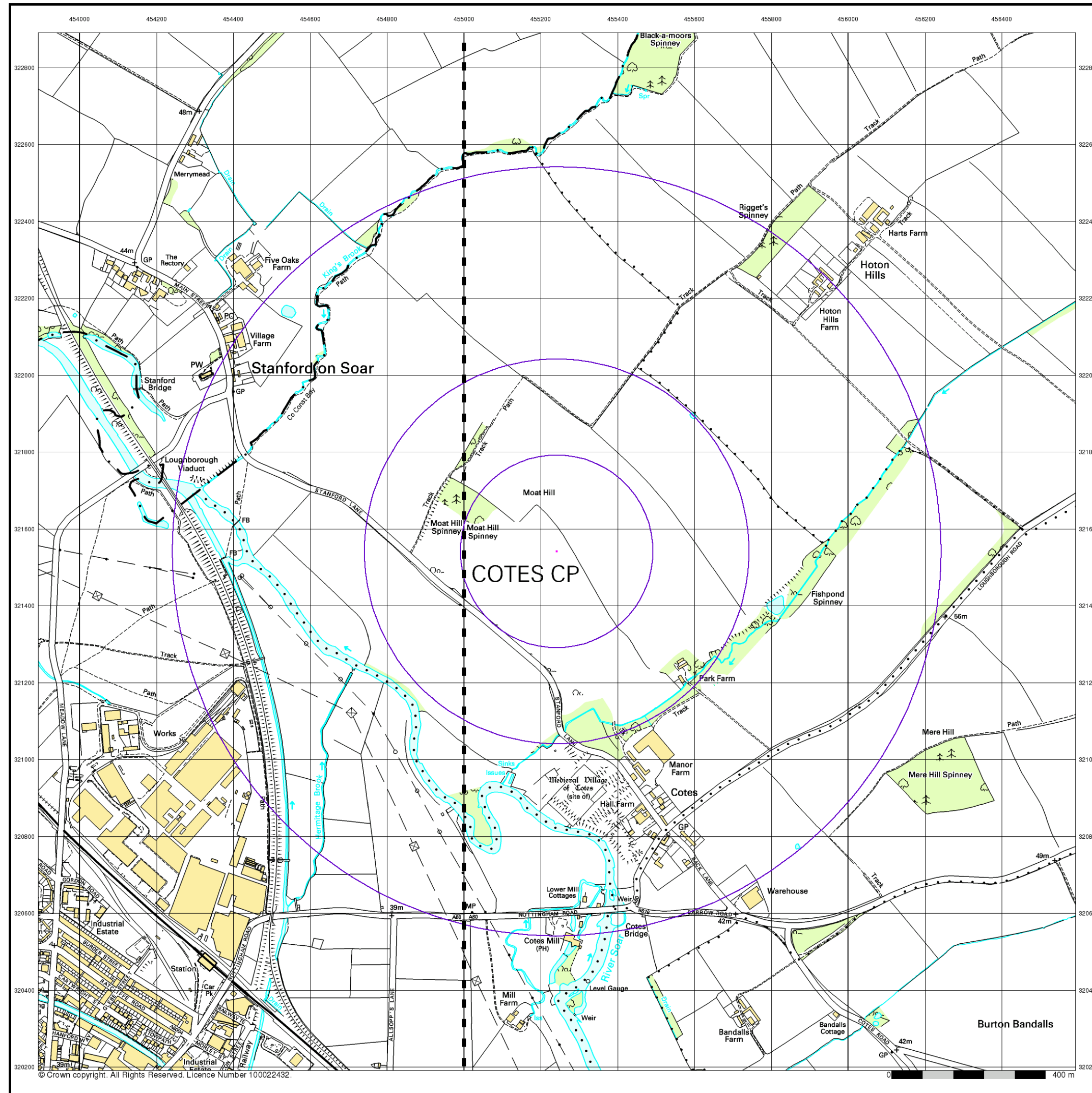
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 Site at 455240, 321540

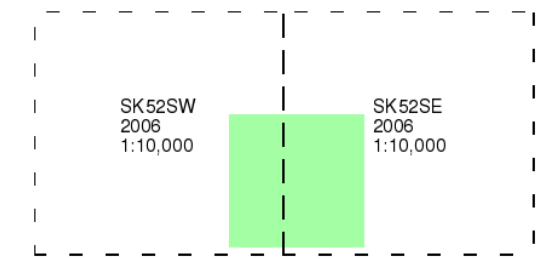




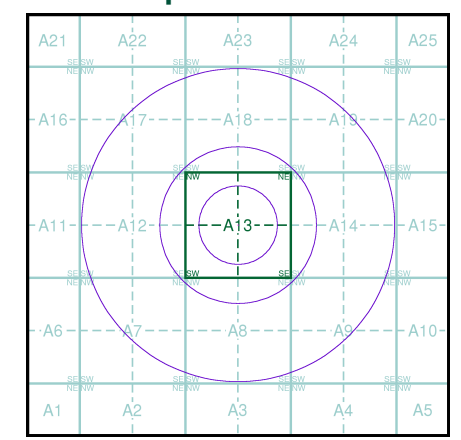
**10k Raster Mapping**  
**Published 2006**  
**Source map scale - 1:10,000**

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**Map Name(s) and Date(s)**



**Historical Map - Slice A**



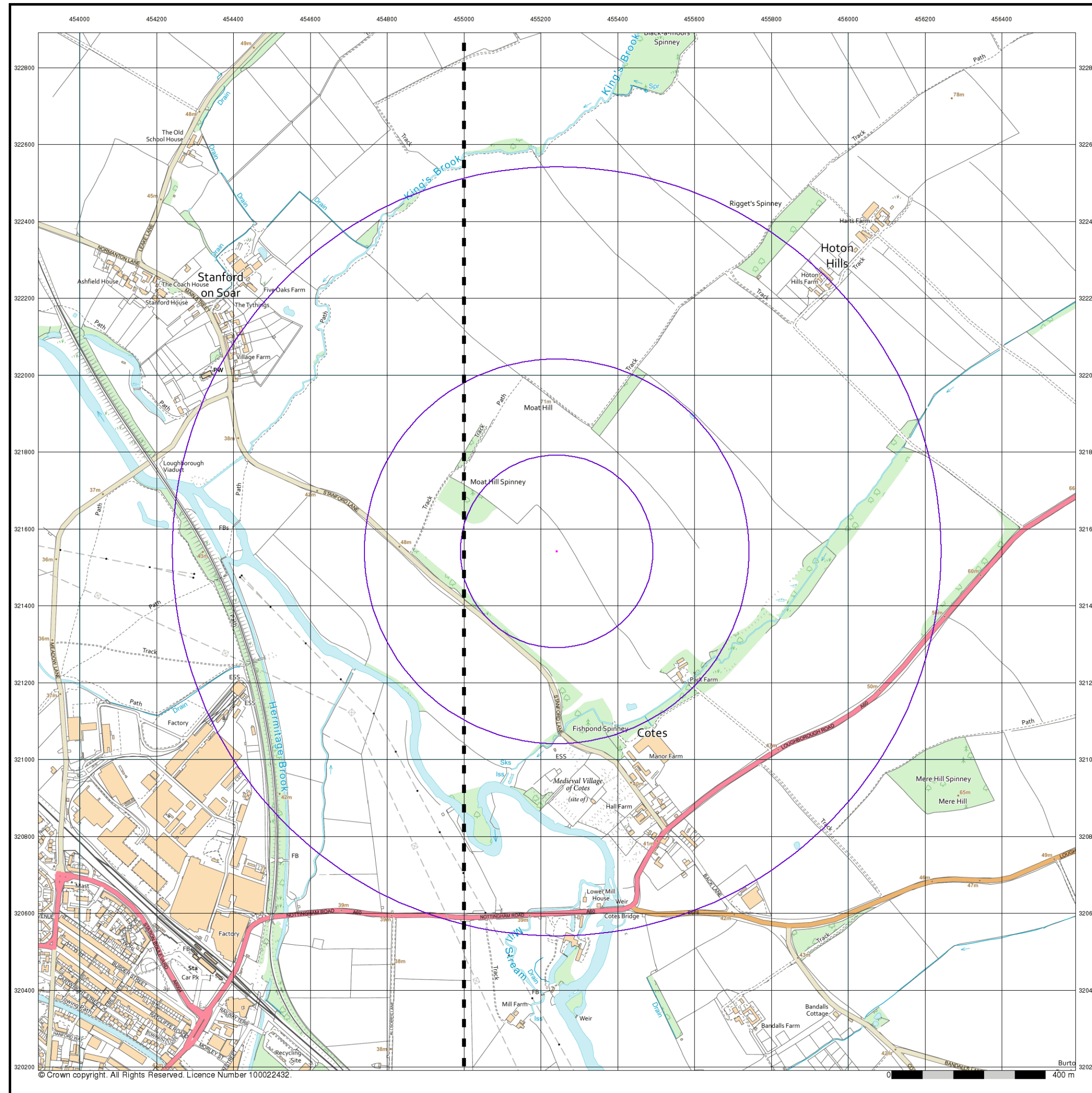
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 Customer Ref: JAC27147  
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 Search Buffer (m): 1000

**Site Details**

Site at 455240, 321540

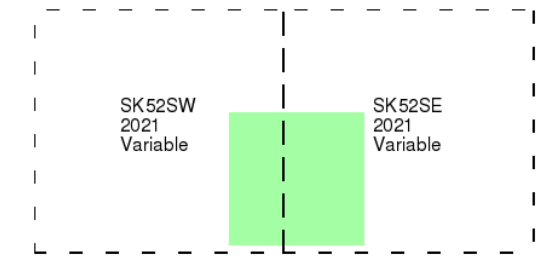




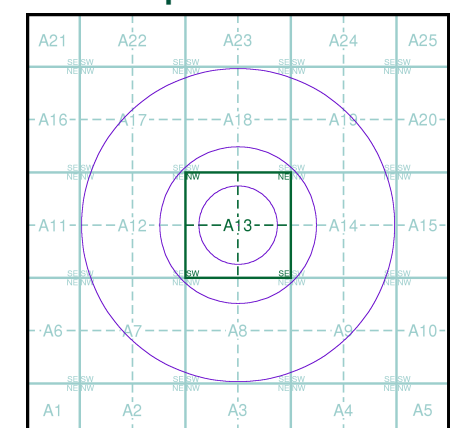
**VectorMap Local**  
**Published 2021**  
**Source map scale - 1:10,000**

VectorMap Local (Raster) is Ordnance Survey's highest detailed 'backdrop' mapping product. These maps are produced from OS's VectorMap Local, a simple vector dataset at a nominal scale of 1:10,000, covering the whole of Great Britain, that has been designed for creating graphical mapping. OS VectorMap Local is derived from large-scale information surveyed at 1:1250 scale (covering major towns and cities), 1:2500 scale (smaller towns, villages and developed rural areas), and 1:10 000 scale (mountain, moorland and river estuary areas).

**Map Name(s) and Date(s)**



**Historical Map - Slice A**



**Order Details**

Order Number: 278312822\_1\_1  
 Customer Ref: JAC27147  
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**Site Details**

Site at 455240, 321540







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# **Appendix 9**

Flood Risk and Drainage

Sensitivity Modelling Technical

Report - PJA

# Technical Note

**Project:** Riggets Green, Loughborough

**Subject:** Sensitivity Modelling

|                    |              |                  |     |
|--------------------|--------------|------------------|-----|
| <b>Client:</b>     | Jelson Homes | <b>Version:</b>  | Rv1 |
| <b>Project No:</b> | 05424        | <b>Author:</b>   | AC  |
| <b>Date:</b>       | 17/08/21     | <b>Approved:</b> | DW  |

## I Context

1.1.1 PJA Civil Engineering Ltd (PJA) has been instructed by their Client, Jelson Homes, to undertake some high level sensitivity testing with respect to downstream boundaries and climate change on the Spinney Brook for a proposed development at Cotes, Loughborough.

1.1.2 The following hydraulic models have been provided for use in the following works:

- Environment Agency (EA) Model - Middle Lower Soar Model' (Ref. MidLowerSoarv31), completed by JBA in 2012
- Spinney Brook Model (Ref. 2148\_SPIN01\_034), completed by Weetwood in February 2014

1.1.3 The following key assumptions and limitations have been identified:

- A number of third party sources of information have been used to compile this Technical Note, which PJA has relied upon; PJA is unable to guarantee the accuracy of the information that has been provided by others.
- The Spinney Brook Model (Ref. 2148\_SPIN01\_034), completed by Weetwood in February 2014, has been used in these works which is understood to have been previously reviewed and accepted by the Environment Agency. Given this, it is assumed this model is suitable to be used for the basis of these works without modification.
- No modifications to hydrological inflows have been undertaken within these works, except for application of climate change allowances.
- Natural processes are inherently random, therefore the outputs produced by this model cannot be considered to be a definitive representation of a single flood event. Fluid flow within watercourses and on floodplains is governed by a set of complex physical processes. Hydraulic modelling requires the necessary simplification of these processes into



mathematical models, thereby it may only be considered to be a simplified representation and should not be conclusively relied upon.

## 1.2 Climate Change Sensitivity

1.2.1 A site-specific, previously approved Spinney Brook Model (Ref. 2148\_SPIN01\_034) was completed by Weetwood in February 2014 which has been used within these works, without modification. This model was run for the following events:

- 1 in 20 year
- 1 in 100 year
- 1 in 100 year plus 20% climate change<sup>1</sup>
- 1 in 1,000 year

1.2.2 The Spinney Brook contains seven structures, modelled as culverts, throughout the modelled extent which generate head loss throughout the model. The maximum water level for each of the originally modelled events are shown in Figure 1. Given the nature of the interface with the River Soar, a backwater effect is illustrated at the downstream extent of the Spinney Brook, for all modelled events, up to cross-section SPIN01\_0393, approximately 170m upstream of Stanford Lane.

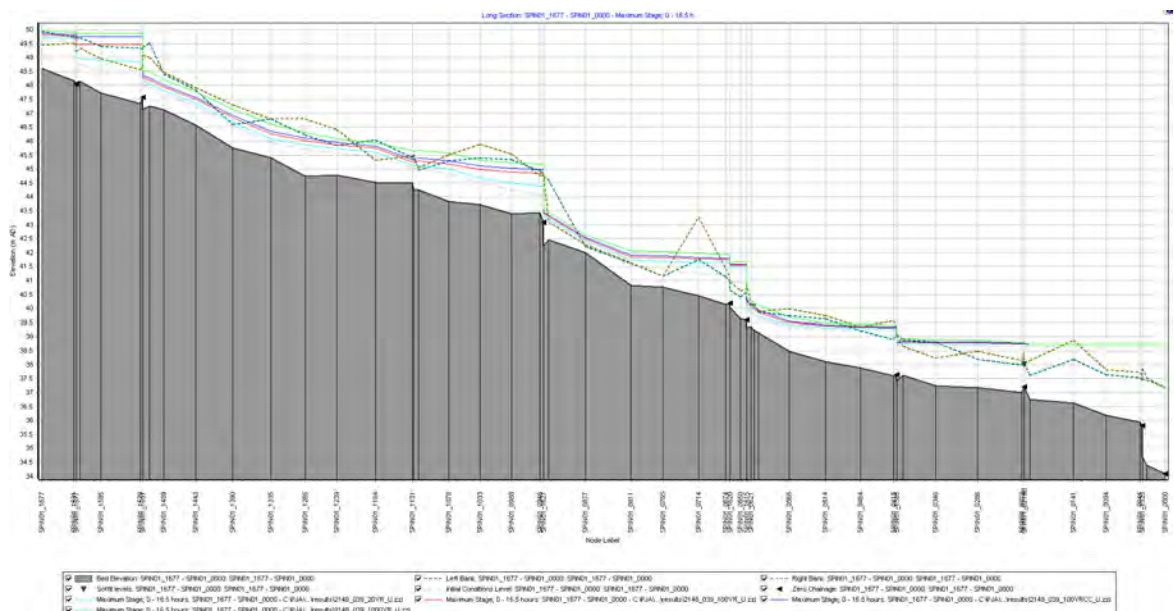


Figure 1: Extract of maximum water level

<sup>1</sup> It is not stated the exact climate change allowance that has been applied, however from review of the inflows within the model it is understood that an increase of 20% has been applied to the 1 in 100 year event flows.

1.2.3 Since the production of the Spinney Brook Model, the Environment Agency updated their Climate Change Guidance (2016) with revisions to the recommended allowances applied to peak rainfall intensity and fluvial (river) flows. Given the location of the Spinney Brook, a tributary of the River Soar, it was identified that the climate change allowances for the Humber River Basin District should be applied, as shown in Table 1.

**Table 1: Extract from Peak river flow allowances by river basin district (based on a 1961 to 1990 baseline) – Humber River Basin District<sup>2</sup>**

| Allowance category | Total potential change anticipated for the '2020s' (2015 to 2039) | Total potential change anticipated for the '2050s' (2040 to 2069) | Total potential change anticipated for the '2080s' (2070 to 2115) |
|--------------------|---|---|---|
| H++                | 20%   | 35%   | 65%   |
| Upper end          | 20%   | 30%   | 50%   |
| Higher central     | 15%   | 20%   | 30%   |
| Central            | 10%   | 15%   | 20%   |

1.2.4 Further to this, the Environment Agency recently updated their 2016 Climate Change Guidance on 27 July 2021 to a 'management catchment' approach, with 'management catchments' being sub-catchments of river basin districts.

**Table 2: Extract from Peak river flow climate change allowances by management catchment (based on a 1981 to 2000 baseline) – Soar Management Catchment, Humber River Basin District<sup>3</sup>**

| Allowance category | 2020s | 2050s | 2080s |
|--------------------|-------|-------|-------|
| Upper end          | 28%   | 35%   | 60%   |
| Higher central     | 18%   | 21%   | 37%   |
| Central            | 14%   | 16%   | 28%   |

1.2.5 In accordance with the 'flood risk vulnerability classification,' due to the residential nature of the proposed development, it is classified as 'more vulnerable.' Based on the latest EA guidance, it is therefore recommended to use the central allowance.

<sup>2</sup> <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

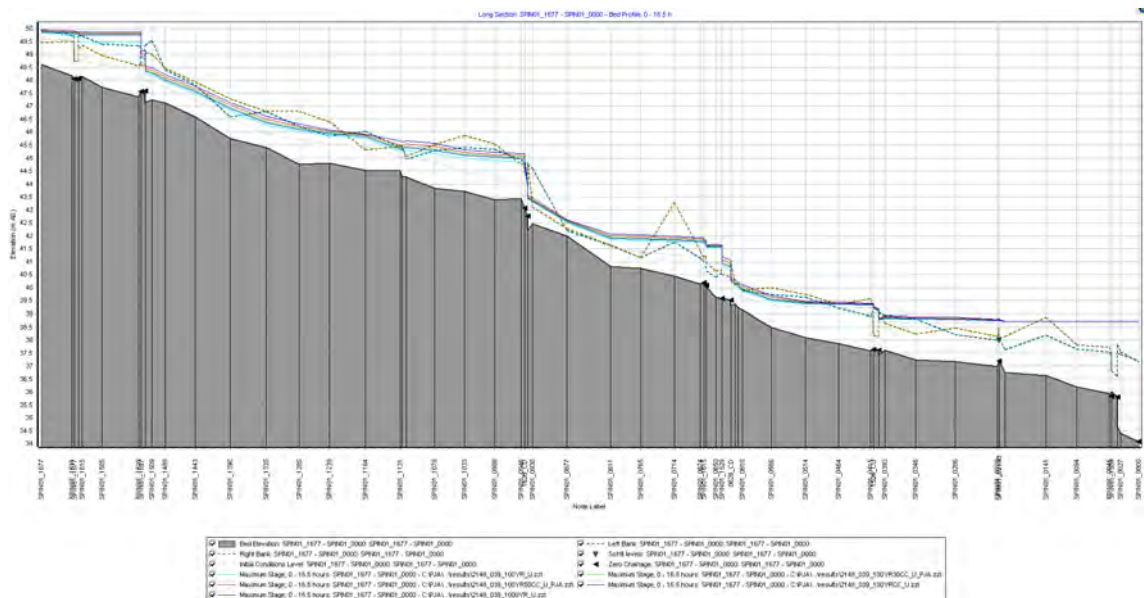
<sup>3</sup> <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

1.2.6 In the context of the proposed development, given that all built development (comprising residential and commercial uses) will be located wholly within Flood Zone 1, an assessment of the central allowance is considered reasonable.

1.2.7 Nonetheless, to enhance understanding of the potential sensitivity of the proposals to variation in climate change allowance, sensitivity testing of the previously recommended higher central and Upper End allowances (in accordance with EA Guidance 2016 ) has been undertaken. This provides a robust assessment in comparison to the latest climate change guidance, as these allowances are in excess of the currently recommended central allowances and the respective higher central allowances (based on EA Guidance July 2021). The following allowances have been tested:

- 30% Climate Change (Ref. 2148\_039Y100yr30CC\_u\_PJA)
- 50% Climate Change (Ref. 2148\_039Y100yr50CC\_u\_PJA)

1.2.8 Figure 2 illustrates the maximum water level throughout the model with respect to the modelled events. It should be noted that no changes to the model have been made, other than to adjust inflows to enable representation of the variation in climate change. As shown in Figure 2, in both climate change scenarios the maximum peak water levels are less than those previously modelled in the 1 in 1,000 year event.



**Figure 2: Maximum Water Level for updated climate change allowances as compared to previously modelled 1 in 100 year and 1 in 1,000 year events**

- 1.2.9 A plan showing the indicative maximum peak flood event for the 1 in 100 year plus 30% climate change and 1 in 100 year plus 50% climate change events has been appended to this note.
- 1.2.10 In accordance with the National Planning Policy Framework (NPPF), all built development (comprising residential and commercial uses and site-specific access) will be located within Flood Zone 1, as identified in the Flood Map for Planning. Furthermore, through these works, it is noted that all built development (comprising residential and commercial uses and site-specific access) will also be located outside of the maximum modelled fluvial flood extents, above the 1 in 1,000 year maximum water level, of the River Soar and the Spinney Brook, allowing for appropriate assessment of climate change.

### **1.3 River Soar Boundary Sensitivity**

- 1.3.1 Following recent consultation with the Environment Agency, a copy of the hydraulic modelling used to inform the Lower Soar and Tributaries Hazard Mapping Study (JBA, January 2012) was provided, which comprise of three individual models. The Spinney Brook is located within the 'Middle Lower Soar Model' (Ref. MidLowerSoarv31); within which, the 1D elements of the River Soar are not georeferenced within the vicinity of the Site. From review of the 2D elements, it is noted that cross-section SC348 is located at the confluence with the Spinney Brook as shown in Figure 3, with a modelled cross-section bed elevation as shown in Figure 4.



Figure 3: Location of Cross-sections

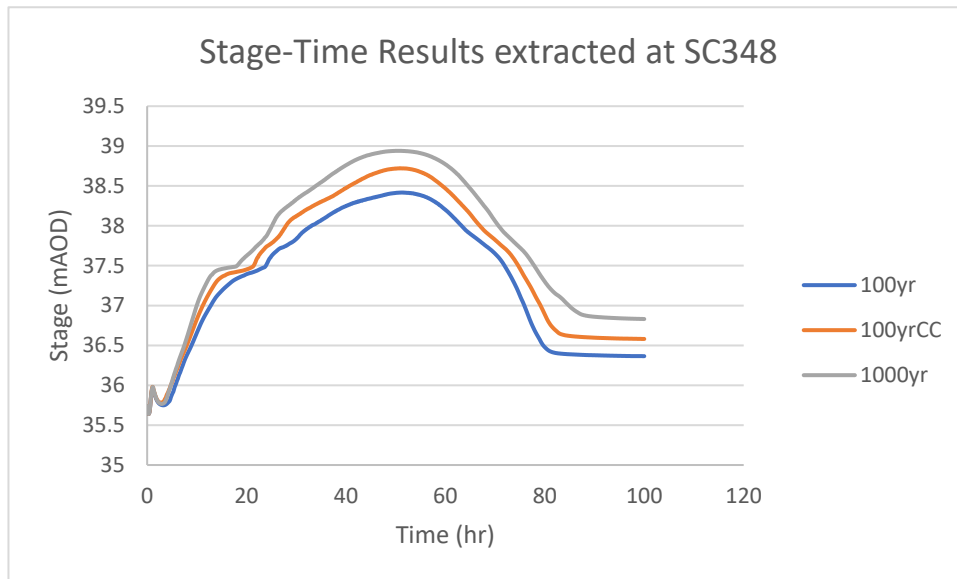


Figure 4: Modelled Cross-section

1.3.2 To undertake a sensitivity test of the downstream boundary within the Spinney Brook Model, the water level for the following events has been extracted at cross-section SC348, as shown in Figure 5:



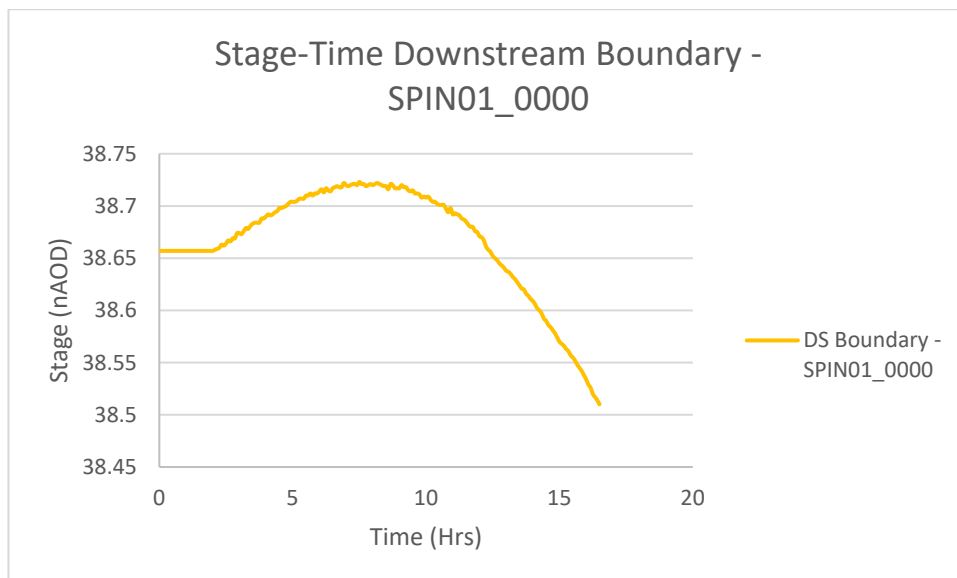
- 1 in 100 year
- 1 in 100 year plus 20% climate change
- 1 in 1,000 year



**Figure 5: Stage Time Results extracted from EA Model (Ref. MidLowerSoarv31) at Cross-Section SC348**

1.3.3

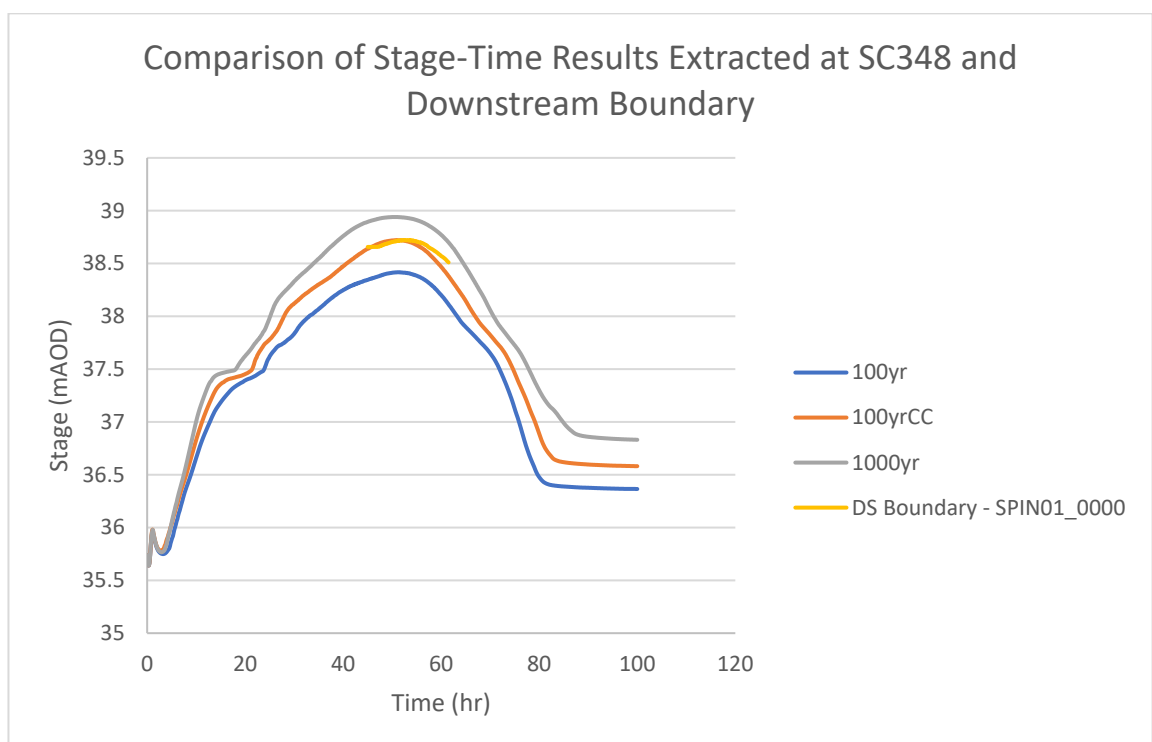
From review of the previously approved, site-specific, Spinney Brook Model (Ref. 2148\_SPIN01\_034), a HTBDY was utilised which is shown in Figure 6.



**Figure 6: Stage Time Downstream Boundary extracted from the previously approved, site-specific, Spinney Brook Model (Ref. 2148\_SPIN01\_034)**

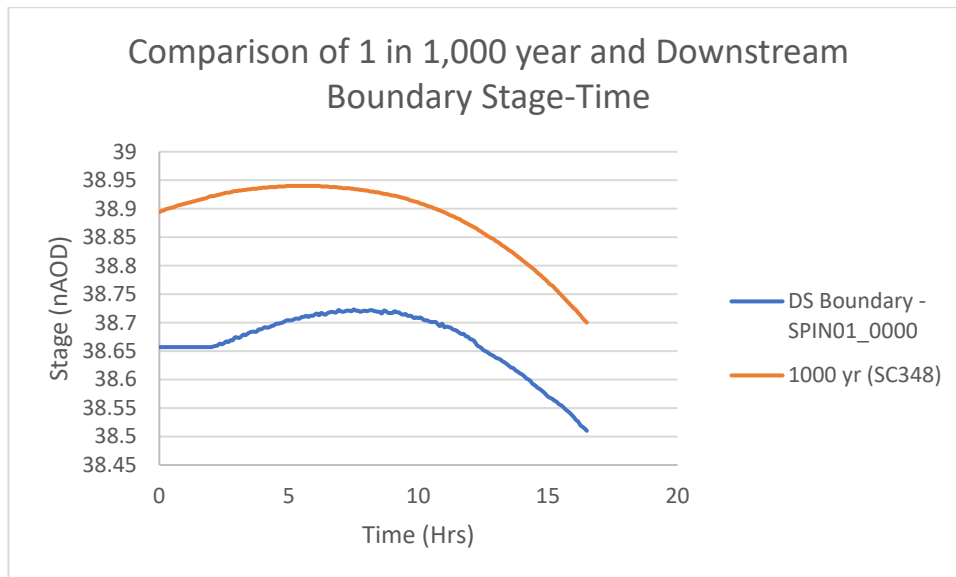
1.3.4 A comparison has been undertaken of the boundary used within the Spinney Brook model, which identified that the flows were in excess of the 1 in 100 year event, largely similar in the 1 in 100 year plus 20% climate change event and less than that identified in the 1 in 1,000 year event, as shown in Figure 7.

1.3.5 Given the variation in event duration utilised in the EA Model and the Spinney Brook Model, 100 hours and 16.5 hours respectively, the downstream boundary has been largely aligned to the peak during the EA Model, commencing 45 hours into the EA Model event.



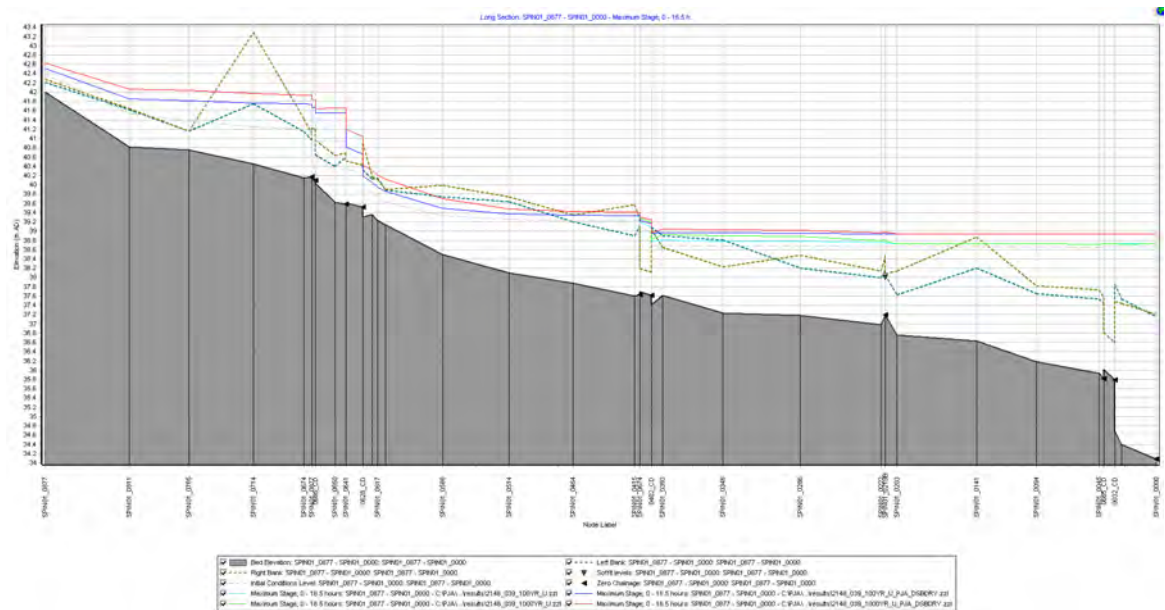
**Figure 7: Comparison of Stage Time Results extracted from EA Model (Ref. MidLowerSoarv31) at Cross-Section SC348 and Stage Time Downstream Boundary extracted from the previously approved, site-specific, Spinney Brook Model (Ref. 2148\_SPIN01\_034)**

1.3.6 A sensitivity test of the downstream boundary, utilising the 1 in 1,000 year event has been undertaken, which as utilised stage data from between 45 hours 61.5 hours; as shown in Figure 8.



**Figure 8: Comparison of Alternative Downstream Boundary, based on Stage Time Results extracted from EA Model (Ref. MidLowerSoarv31) at Cross-Section SC348 for 1 in 1,000 year event and Stage Time Downstream Boundary extracted from the previously approved, site-specific, Spinney Brook Model (Ref. 2148\_SPIN01\_034)**

- 1.3.7 As noted previously, a backwater effect was previously identified within the Spinney Brook, downstream of Stanford Lane (cross-section SPIN01\_0393). Sensitivity testing of the downstream boundary has been undertaken using the 1 in 1000 year event from the EA Model, which illustrates that this backwater effect is largely similar, up to cross-section SPIN01\_0393, as shown in Figure 9.
- 1.3.8 It is noted that the maximum peak water levels downstream are locally increased in the vicinity of the backwater effect, however these are largely contained downstream of SPIN01\_0393. Further to this, given the extreme nature of the 1 in 1,000 year event, and the negligible probability that the River Soar will experience a peak in this flood event at the same time as the Spinney Brook is experiencing a peak in a flood event of a similar magnitude; this is considered extremely unlikely.
- 1.3.9 Given this, the previous downstream boundary utilised within the Spinney Brook is considered to be acceptable for use in these works.



**Figure 9: Sensitivity test of 1 in 1,000 year Downstream Boundary**

## 1.4 Conclusions

- 1.4.1 PJA Civil Engineering Ltd (PJA) has been instructed by their Client, Jelson Homes, to undertake some high level sensitivity testing with respect to downstream boundaries and climate change on the Spinney Brook for a proposed development at Cotes, Loughborough.
- 1.4.2 The following hydraulic models have been used in these works, and are understood to be accepted by the EA:
- EA Model - Middle Lower Soar Model' (Ref. MidLowerSoarv31), completed by JBA in 2012
  - Spinney Brook Model (Ref. 2148\_SPIN01\_034), completed by Weetwood in February 2014
- 1.4.3 Since the production of the Spinney Brook Model in 2015, the Environment Agency updated their Climate Change Guidance in 2016 with revisions to the recommended allowances applied to fluvial (river) flows. Given the location of the Spinney Brook, a tributary of the River Soar, it was identified that the climate change allowances for the Humber River Basin District should be used.
- 1.4.4 Further to this, the Environment Agency recently updated their 2016 Climate Change Guidance on 27 July 2021 to a 'management catchment' approach, with 'management catchments' being sub-catchments of river basin districts. In accordance with the 'flood risk vulnerability classification,' due to the residential nature of the proposed development, it is classified as

‘more vulnerable.’ Based on the latest EA guidance, it is recommended to use the central allowance.

1.4.5 The latest EA guidance (July 2021) for central allowance is reduced, as compared to the previous guidance (2016), therefore sensitivity testing of the previously recommended higher central and Upper End allowances (in accordance with EA Guidance 2016 ) has been undertaken to provide a robust assessment. The following allowances have been tested:

- 30% Climate Change (Ref. 2148\_039Y100yr30CC\_u\_PJA)
- 50% Climate Change (Ref. 2148\_039Y100yr50CC\_u\_PJA)

1.4.6 The maximum peak flood extents and peak water levels throughout the Spinney Brook Model in both climate change scenarios are less than those previously modelled in the 1 in 1,000 year event. The proposed development does not propose any built development within the identified maximum peak flood extent of any of the modelled events, including both climate change allowances.

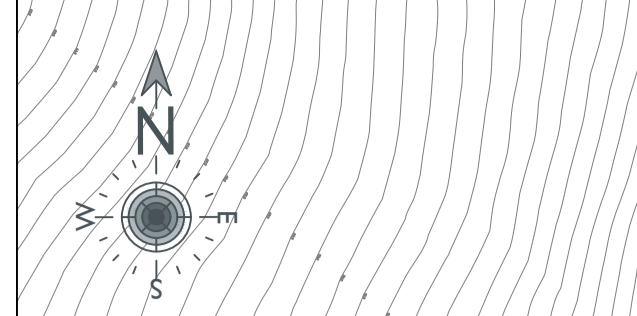
1.4.7 A sensitivity test of the downstream boundary of the River Soar has been undertaken, whereby the 1 in 1,000 year water levels were extracted from the EA Model and applied to the Spinney Brook Model for all events. In all events, a backwater effect is identified within the Spinney Brook, downstream of Stanford Lane (cross-section SPIN01\_0393), with changes in the downstream boundary resulting in localised increases in the maximum peak water levels downstream of Stratford Lane.

1.4.8 Given the extreme nature of the 1 in 1,000 year event, and the negligible probability that the River Soar will experience a peak in this flood event at the same time as the Spinney Brook is experiencing a peak in a flood event of a similar magnitude is considered extremely unlikely. Nonetheless, to ensure robust proposals, there is no built development proposed downstream of Stanford Lane.

1.4.9 In accordance with the National Planning Policy Framework (NPPF), all built development (comprising residential and commercial uses and site-specific access) will be located within Flood Zone 1, as identified in the Flood Map for Planning, which is the preferred location for proposed development.

1.4.10 Furthermore, through these works, it is noted that all built development (comprising residential and commercial uses and site-specific access) will also be located outside of the maximum flood

extents, of the River Soar and the Spinney Brook, allowing for incorporation of climate change based on the latest climate change guidance.



**NOTES**

- These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9
1. These drawings should be read in conjunction with all relevant documentation, drawings and standard details.
  2. PJA accept no liability for the accuracy of third party data.
  3. All dimensions in meters unless otherwise stated. Do not scale from this drawing.
  4. Surface water drainage design based on Illustrative Masterplan, Pegasus Design 16/08/2021.
  5. The Spinnery Brook Model (Ref. 2148 SPIN01\_034), completed by Weetwood in February 2014, has been used as the basis for these works. No changes have been made to the model, other than in relation to climate change allowance alterations to the existing inflow parameters for the 1 in 100 year event.
  6. Climate change allowances have been based on the 2016 Environment Agency Climate Change Allowance Guidance for the Humber River Basin District.

**KEY**

- Flood Extent 100Yr
- Flood Extent 100Yr20%
- Flood Extent 100Yr30%
- Flood Extent 100Yr50%
- Flood Extent 1000Yr
- Site Boundary

|     |            |                    |    |
|-----|------------|--------------------|----|
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PROJECT  
**Riggets Green  
 Loughborough**

DRAWING TITLE  
**Climate Change  
 Sensitivity Testing**

**INFORMATION**

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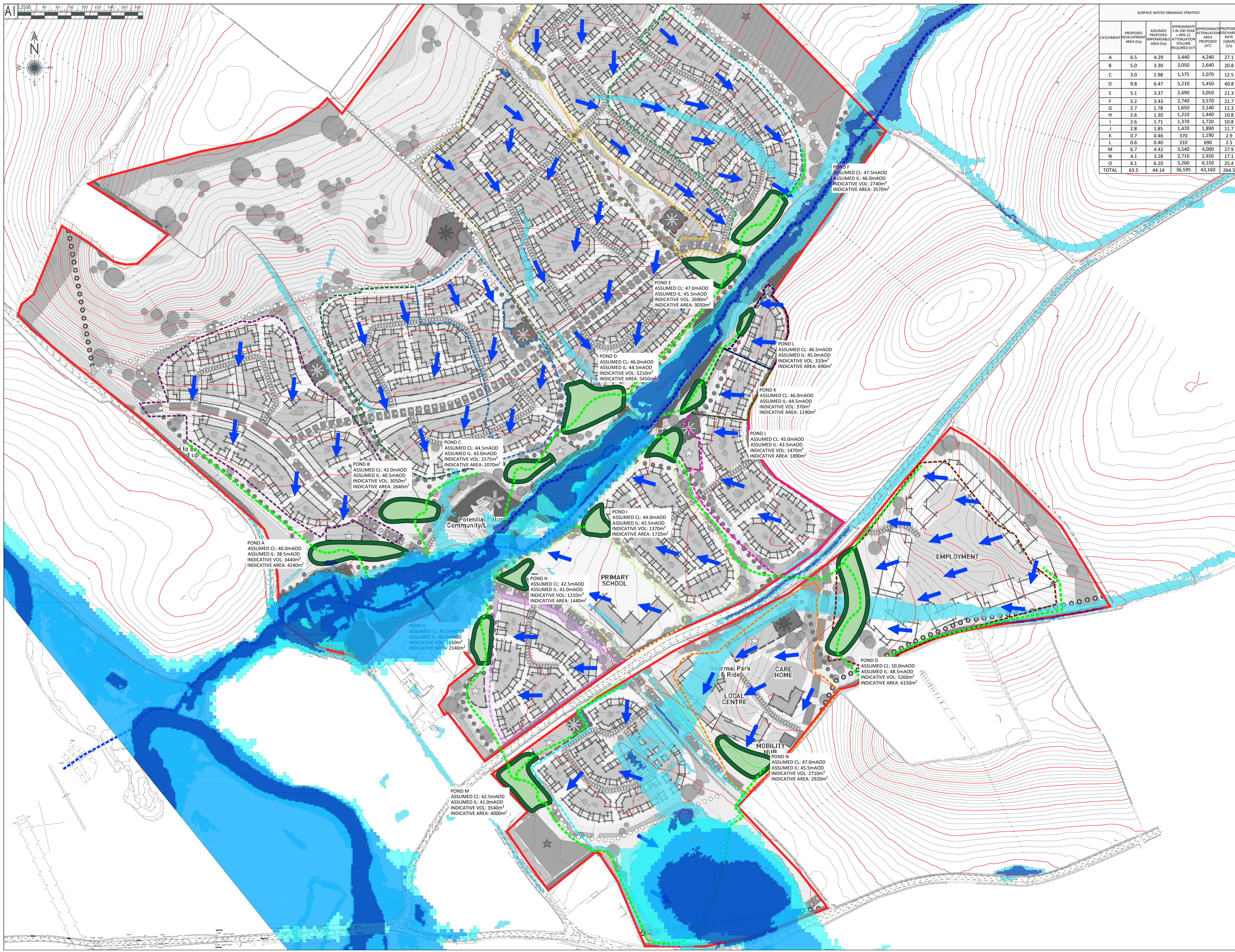
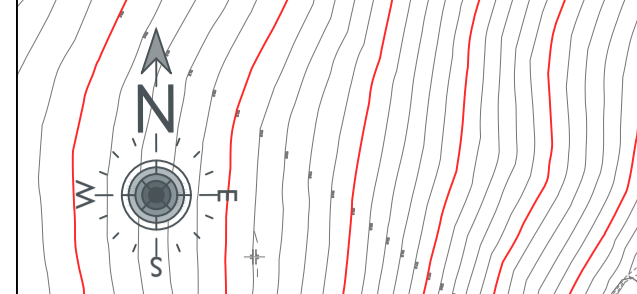
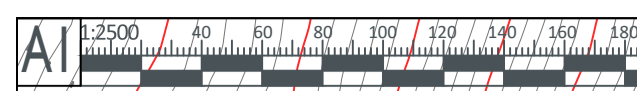
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|---------|-------|----------|----------|
| SCALE   | DRAWN | REVIEWED | DATE     |
| A1@2500 | PB    | AC       | Jul 2021 |

# **Appendix 10**

## **Surface Water Drainage Strategy**

**- PJA**





| SURFACE WATER DRAINAGE STRATEGY |                                |  |   |  |                             |
|---------------------------------|--------------------------------|--|---|--|-----------------------------|
| CATCHMENT                       | PROPOSED DEVELOPMENT AREA (ha) | ASSUMED PROPOSED IMPERMEABLE AREA (ha) | APPROXIMATE 1 IN 100 YEAR 40% CC ATTENUATION VOLUME REQUIRED (m³) | APPROXIMATE ATTENUATION AREA PROPOSED (m²) | PROPOSED CHARGE RATE (Q/m²) |
| A                               | 6.5                            | 4.29                                   | 3,440   | 4,240                                      | 27.1                        |
| B                               | 5.0                            | 3.30                                   | 3,050   | 2,640                                      | 20.8                        |
| C                               | 3.0                            | 1.98                                   | 1,575   | 2,070                                      | 12.5                        |
| D                               | 9.8                            | 6.47                                   | 5,230   | 5,450                                      | 40.8                        |
| E                               | 5.1                            | 3.37                                   | 2,690   | 3,050                                      | 21.3                        |
| F                               | 5.2                            | 3.43                                   | 2,740   | 3,570                                      | 21.7                        |
| G                               | 2.7                            | 1.78                                   | 1,650   | 2,140                                      | 11.3                        |
| H                               | 2.6                            | 1.30                                   | 1,210   | 1,440                                      | 10.8                        |
| I                               | 2.6                            | 1.71                                   | 1,370   | 1,720                                      | 10.8                        |
| J                               | 2.8                            | 1.85                                   | 1,470   | 1,890                                      | 11.7                        |
| K                               | 0.7                            | 0.46                                   | 370   | 1,190                                      | 2.9                         |
| L                               | 0.6                            | 0.40                                   | 310   | 690  | 2.5                         |
| M                               | 6.7                            | 4.42                                   | 3,540   | 4,000                                      | 27.9                        |
| N                               | 4.1                            | 3.28                                   | 2,710   | 2,920                                      | 17.1                        |
| O                               | 6.1                            | 6.10                                   | 5,260   | 6,150                                      | 25.4                        |
| <b>TOTAL</b>                    | <b>63.5</b>                    | <b>44.14</b>                           | <b>36,595</b>   | <b>43,160</b>                              | <b>264.5</b>                |

- ### NOTES
- These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9
- These drawings should be read in conjunction with all relevant documentation, drawings and standard details.
  - PJA accept no liability for the accuracy of third party data.
  - All dimensions in meters unless otherwise stated. Do not scale from this drawing.
  - Surface water drainage design based on Illustrative Masterplan, Pegasus Design 16/08/2021.
  - No assessment of earthworks has been undertaken. This will be required to delineate the footprint of the proposed attenuation features.
  - No consideration of utilities or arboricultural survey has been made at this stage.
  - Drainage Strategy is indicative and subject to LFA review and approval.
  - No hydraulic modeling has been undertaken at this stage to understand the impacts of watercourse within the Site and may impact on basin location.
  - No assessment of surcharged outfall has been undertaken at this stage.
  - Indicative surface water drainage strategy based on:
    - Micr drainage Source Control Calculations.
    - Attenuation provided up to the 1 in 100 year plus 40% climate change event.
    - Impermeable Areas assumed:
      - Residential 60% plus 10% Urban Creep
      - School 50%
      - Local Centre and Care Home 80%
      - Employment 100%
    - Basins assumed 1.5m deep with 1:4 side slopes.
    - Basins assumed 300mm freeboard.

- ### KEY
- Site Boundary
  - Existing Watercourse
  - Existing Pond
  - Catchment A
  - Catchment B
  - Catchment C
  - Catchment D
  - Catchment E
  - Catchment F
  - Catchment G
  - Catchment H
  - Catchment I
  - Catchment J
  - Catchment K
  - Catchment L
  - Catchment M
  - Catchment N
  - Catchment O
  - Indicative Location of Proposed Attenuation
  - Indicative Location of Proposed Conveyance
  - Surface Water Flow Route
  - 1 in 30 Year Surface Water Flood Risk
  - 1 in 100 Year Surface Water Flood Risk
  - 1 in 1,000 Year Surface Water Flood Risk
  - Flood Zone 2
  - Flood Zone 3

**RISK ITEM No. 1** EARTHWORKS ASSESSMENT REQUIRED TO ENSURE GRAVITY SYSTEM TO OUTFALL CAN BE MADE

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PROJECT: **Riggist Green  
Cotes  
Loughborough**

DRAWING TITLE: **Indicative Surface  
Water Drainage  
Strategy**

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# Appendix 11

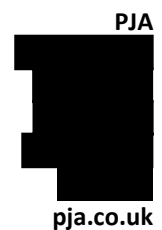
## Transport Assessment - PJA



**Jelson Homes Limited**  
**Riggets Green, Loughborough**  
**Transport Delivery Statement**

August 2021

Project Code: 05424



[pja.co.uk](http://pja.co.uk)





## Version Control and Approval

| Version | Date           | Main Contributors | Issued by | Approved by |
|---------|----------------|-------------------|-----------|-------------|
| A       | 23 April 2021  | DB, CS, LW        | SB        | ME          |
| B       | 27 July 2021   | DB                | SB        | ME          |
| C       | 17 August 2021 | DB                | ME        | ME          |

### Prepared for

Jelson Homes Limited





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## I Introduction

### I.1 Overview

1.1.1 PJA has been commissioned by Jelson Homes Ltd to prepare a Transport Delivery Statement for Riggets Green, Loughborough. The proposals comprise:

- 1,450 residential dwellings;
- A primary school;
- 5.5 Ha employment;
- A local centre; and
- A Care Home.

### I.2 Context

1.2.1 An outline planning application for the site was submitted to Charnwood District Council in October 2013 and was subsequently refused in July 2014. All transportation matters were agreed with Leicestershire County Council (LCC) at the time of the submission, with the exception of the accessibility of the site to services by walking and cycling:

- Concerns were raised with regard to the ability to deliver sufficient on-site facilities in order provide a genuine mixed-use development;
- General issues were raised in relation to the proximity of the site to key services in Loughborough; and
- Finally, there were concerns that high quality walk/cycle routes to Loughborough could not be provided.

### I.3 Purpose of Report

1.3.1 The purpose of this report is to set out an amended Transport Strategy for the site that demonstrates how the previous concerns relating to transport can be overcome. The focus of this report is therefore:

- Update the travel demand model to identify the volume and distribution of trips generated by the site, and the potential for these trips to be undertaken by modes other than by single occupancy private car;
- Prepare a walking and cycling strategy which assesses the existing routes from the sites against current guidance, and then in turn identifies new routes and upgrades to existing routes where necessary;
- Establish a public transport strategy which sets out a series of enhancements to existing bus services in the vicinity of the site to improve access by public transport;



- Present a mobility strategy which sets out a series of innovative measures to ensure that sustainable modes of transport are attractive and the reliance on the private car is reduced; and
- Review the highway strategy put forward as part of the planning application.



## 2 Travel Demand

### 2.1 Overview

2.1.1 Both travel behaviour and the development proposals have changed when considering the 2013 planning application, and the amended proposals now being promoted. It is therefore necessary to prepare an updated Travel Demand Model (TDM) to identify the revised quantum and geographical distribution of trips generated by the development proposals.

2.1.2 The updated TDM will enable the routes from the development with the highest demand to be identified, which will then be in turn targeted as part of this transport strategy to ensure that a shift to sustainable modes is a realistic and achievable proposition.

### 2.2 Revised Development Proposals

2.2.1 The most significant change to the development proposals relate to an increase in the number of dwellings from 975 in the 2013, and 1,450 dwellings in the current scheme. This is a significant increase in dwellings and will in part address previous concerns relating the viability/feasibility of delivering on-site facilities in order to reduce the need to travel.

2.2.2 The current development proposals considered within the updated TDM are summarised below. A quantum of 1500 dwellings has been assessed to ensure a robust assessment of the proposals:

- 1500 residential dwellings;
- 22,000sqm employment, comprising office, light industrial, research & industrial and general industrial land uses
- A care home (0.68ha);
- A 1FE primary school (230m pupils); and
- A local centre comprising a convenience store and a mixture of local centre retail offerings.

### 2.3 Trip Generation

2.3.1 In order to identify the likely person trip generation associated with each aspect of the development, trip rates have been obtained from TRICS. Full TRICS reports and the parameters used are summarised within the methodology note in **Appendix A**.



**Table 2-1: Person Trip Generation**

|                                  | AM Peak (08:00-09:00) |        |       | PM Peak (17:00-18:00) |        |       |
|----------------------------------|-----------------------|--------|-------|-----------------------|--------|-------|
|                                  | Arrive                | Depart | Total | Arrive                | Depart | Total |
| <b>Residential</b>               |                       |        |       |                       |        |       |
| Trip Generation (1500 dwellings) | 276                   | 1095   | 1371  | 890                   | 372    | 1262  |
| <b>Employment</b>                |                       |        |       |                       |        |       |
| Trip Generation (22,000sqm)      | 213                   | 86     | 299   | 93                    | 218    | 311   |
| <b>Local Centre</b>              |                       |        |       |                       |        |       |
| Trip Generation (1,290sqm)       | 90                    | 76     | 166   | 125                   | 120    | 245   |
| <b>Care Home</b>                 |                       |        |       |                       |        |       |
| Trip Generation (0.68 Ha)        | 6                     | 3      | 9     | 7                     | 9      | 16    |

2.3.2 A detailed analysis of demand associated with the primary school has been undertaken, and it has been determined that all trips to the school during peak hours will be “internal”, further detailed information is provided in **Appendix A**.

**Mode Split and Journey Purpose**

*Residential*

2.3.3 TEMPRO data has been collected for the ‘Charnwood 002’ super output area – middle layer (MSOA) in order to determine the journey purpose split and mode share for development trips. The TEMPRO journey purposes have been aggregated into ‘Employment’, ‘Education’ and ‘Retail’ categories as follows:

- **Employment – ‘Work’, ‘Employers Business’, ‘Personal Business’;**
- **Education – ‘Education’;** and
- **Retail – ‘Shopping’, ‘Recreation’, ‘Visit’, ‘Holiday’.**

**Table 2-2: Journey Purpose – Charnwood 002 MSOA (All Modes)**

| Time         | Employment | Education | Retail | Total       |
|--------------|------------|-----------|--------|-------------|
| AM Peak Hour | 62%        | 20%       | 19%    | <b>100%</b> |
| PM Peak Hour | 51%        | 9%        | 44%    | <b>100%</b> |

2.3.4 The modal split, broken down by journey purpose, is presented below.

**Table 2-3: Mode Split by Journey Purpose – Charnwood 002 MSOA**

| Mode                | Employment  | Education   | Retail      |
|---------------------|-------------|-------------|-------------|
| <b>AM Peak Hour</b> |             |             |             |
| Walk                | 10%         | 47%         | 24%         |
| Cycle               | 5%          | 3%          | 2%          |
| Car Driver          | 63%         | 13%         | 45%         |
| Car Passenger       | 11%         | 28%         | 21%         |
| Bus                 | 5%          | 9%          | 7%          |
| Rail                | 6%          | 1%          | 1%          |
| <b>Total</b>        | <b>100%</b> | <b>100%</b> | <b>100%</b> |
| <b>PM Peak Hour</b> |             |             |             |
| Walk                | 12%         | 41%         | 22%         |
| Cycle               | 5%          | 3%          | 2%          |
| Car Driver          | 62%         | 23%         | 41%         |
| Car Passenger       | 12%         | 25%         | 29%         |
| Bus                 | 4%          | 7%          | 5%          |
| Rail                | 5%          | 1%          | 1%          |
| <b>Total</b>        | <b>100%</b> | <b>100%</b> | <b>100%</b> |

2.3.5 The residential trip generation according to journey purpose has been calculated using this and is summarised below.

**Table 2-4: Residential Trip Generation**

| Mode                                | Employment | Education | Retail | Total      |
|-------------------------------------|------------|-----------|--------|------------|
| <b>AM Peak Hour – Two-Way Trips</b> |            |           |        |            |
| Walk                                | 87         | 126       | 61     | <b>274</b> |
| Cycle                               | 41         | 7         | 5      | <b>53</b>  |
| Car Driver                          | 534        | 35        | 116    | <b>685</b> |
| Bus                                 | 40         | 23        | 19     | <b>82</b>  |
| Rail                                | 51         | 2         | 2      | <b>55</b>  |
| <b>PM Peak Hour – Two-Way Trips</b> |            |           |        |            |
| Walk                                | 80         | 26        | 119    | <b>225</b> |
| Cycle                               | 31         | 2         | 13     | <b>46</b>  |
| Car Driver                          | 407        | 15        | 227    | <b>649</b> |
| Bus                                 | 29         | 4         | 27     | <b>60</b>  |
| Rail                                | 30         | 1         | 7      | <b>38</b>  |

### *Residential to Employment Trip Internalisation*

2.3.6 In order to calculate an internalisation percentage for residential to employment trips, a gravity model has been prepared which looks at key employment locations in the surrounding area, and weights their attractiveness based on a function of distance from the site and the total number



of jobs in the area (workplace population), extracted at Output Area level from the 2011 census. The full methodology is summarised in the appended note (**Appendix C**).

2.3.7 Based on this an internalisation factor of 10% has been applied to residential trips with an employment journey purpose.

2.3.8 The revised employment trip generation, by mode, is summarised in the following table.

**Table 2-5: Residential to Employment Trip Generation (with internalisation)**

| Mode       | AM Two-Way Trips | PM Two-Way Trips |
|------------|------------------|------------------|
| Walk       | 78               | 71               |
| Cycle      | 37               | 28               |
| Car Driver | 479              | 365              |
| Bus        | 36               | 26               |
| Rail       | 46               | 27               |

**Employment**

2.3.9 To determine the modal split of trips generated by the on-site employment, method of travel to work data has been obtained from the 2011 census, for the workplace population of the Charnwood 002 MSOA.

2.3.10 The number of internalised trips made from the residential development has been extracted from the employment trip generation to take into account the impact of internalisation on the trip generation of the employment land uses.

**Table 2-6: Employment Trip Generation (with internalisation)**

| AM Peak Hour |            |         | PM Peak Hour |            |         |
|--------------|------------|---------|--------------|------------|---------|
| Arrivals     | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Car</b>   |            |         |              |            |         |
| 143          | 18         | 161     | 38           | 145        | 183     |
| <b>Walk</b>  |            |         |              |            |         |
| 21           | 2          | 23      | 4            | 21         | 25      |
| <b>Cycle</b> |            |         |              |            |         |
| 10           | 1          | 12      | 3            | 11         | 13      |
| <b>Bus</b>   |            |         |              |            |         |
| 8            | 0          | 8       | 2            | 8          | 9       |
| <b>Rail</b>  |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 1       |





## Local Centre

- 2.3.11 The modal split for trips generated by the local centre has been calculated using the TEMPRO data for 'retail' journeys.
- 2.3.12 There will be a high level of internalisation associated with the local centre on site, as it will be built to primarily serve residents and employees. Moreover, a high number of external trips made to the local centre will be pass-by trips. As such, it is considered reasonable to apply a 90% internalisation factor to trips generated by the local centre.
- 2.3.13 The resultant trip generation is summarised below.

**Table 2-7: Local Centre Trip Generation (with internalisation and pass-by reduction)**

| AM Peak Hour |            |         | PM Peak Hour |            |         |
|--------------|------------|---------|--------------|------------|---------|
| Arrivals     | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Car</b>   |            |         |              |            |         |
| 4            | 3          | 8       | 5            | 5          | 10      |
| <b>Walk</b>  |            |         |              |            |         |
| 2            | 2          | 4       | 3            | 3          | 5       |
| <b>Cycle</b> |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |
| <b>Bus</b>   |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |
| <b>Rail</b>  |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |

## Care Home

- 2.3.14 The modal split for trips generated by the proposed care home has been calculated using TEMPRO data for the 'visiting friends and relatives' journey purpose.



**Table 2-8: Care Home Trip Generation**

| AM Peak Hour |            |         | PM Peak Hour |            |         |
|--------------|------------|---------|--------------|------------|---------|
| Arrivals     | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Car</b>   |            |         |              |            |         |
| 2            | 1          | 3       | 3            | 4          | 6       |
| <b>Walk</b>  |            |         |              |            |         |
| 1            | 0          | 2       | 2            | 2          | 4       |
| <b>Cycle</b> |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |
| <b>Bus</b>   |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 1       |
| <b>Rail</b>  |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |

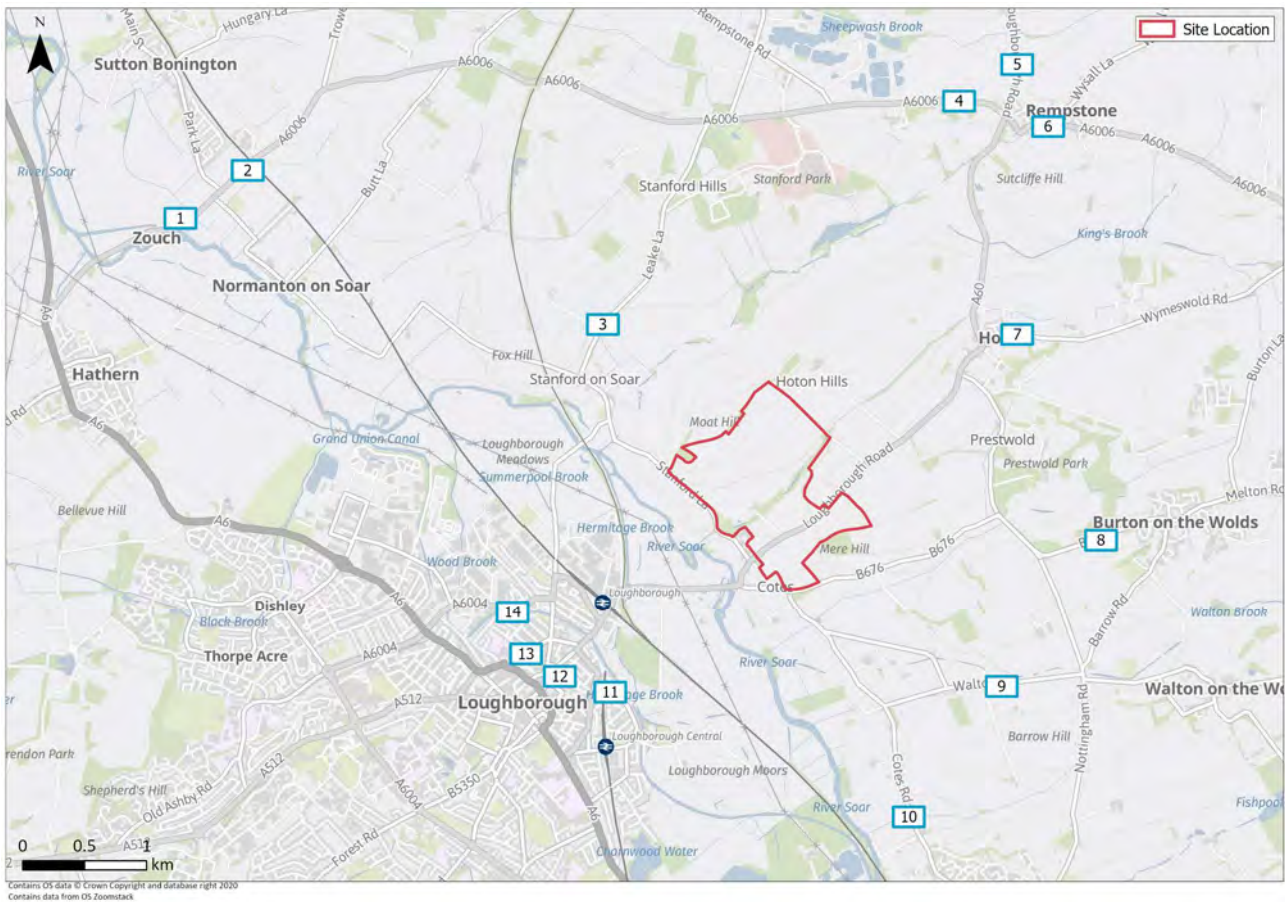
## 2.4 Trip Distribution and Assignment

2.4.1 For car, walking and cycling trips, a manual approach to traffic distribution has been carried out for each journey purpose and land use, as follows:

- **Residential to Employment** – Journey to Work data derived from the 2011 census;
- **External to Employment** – Journey to Work data derived from the 2011 census;
- **Education** – Gravity Model calculated using pupil capacity and distance to site for primary, secondary and sixth form/college educational establishments; and
- **Retail** – Gravity Model calculated using gross floor area and distance to site for ‘Food’ and ‘Non-Food’ retail establishments.
- **Local Centre** – Gravity model calculated using population of likely Local Centre catchment area and distance to site.
- **Care Home** – Gravity model calculated using MSOA populations and distance to site.

2.4.2 A zone system has been identified to ensure that there is a common basis for the distribution of trips by each journey purpose. Each element has been assigned to a zone based upon Google Maps routing. Zones correspond with the edges of the study area as defined in Figure 2-1.

**Figure 2-1: Zone Plan**



2.4.3 For trips by bus, it has been assumed that residents/employees would use the existing 8 and 9 bus services which will run through the site. For rail trips, residents and employees will be able to travel via Loughborough Station, which will be accessible on foot, by bike or by car from the proposed development.

**Journey Purpose – Employment**

2.4.4 The employment trip distribution has been calculated using ‘Journey to Work’ data derived from the 2011 Census. The trip distribution of employment trips for those whose ‘usual residence’ was ‘Charnwood 002’ MSOA has been used as a proxy for trips generated by the residential development.

2.4.5 Likewise, 2011 Census ‘Journey to Work’ data has also been used to derive the trip distribution for journeys to the employment proposed on site. The trip distribution for those whose ‘place of work’ was ‘Charnwood 002’ MSOA has been used as a proxy for trips generated by the employment development.

2.4.6 The resultant distributions are summarised in full within the appended methodology note.



**Journey Purpose – Education**

- 2.4.7 The trip generation for education journeys at the proposed development has been distributed using a gravity model for ‘primary’, ‘secondary’ and ‘sixth-form/college’ schools individually.
- 2.4.8 For the purposes of this assessment, expected pupil yields from the development have been calculated based on the age structure of the ‘Charnwood 002’ MSOA from 2011 census data. The proposed development is estimated to have the following:
  - 278 Primary School aged pupils (aged 4-11);
  - 168 Secondary School aged pupils (aged 11-16); and
  - 106 College/Sixth Form aged pupils (aged 16-18).
- 2.4.9 For the purposes of this assessment, it has been assumed that a 1FE primary school will be provided on site, with capacity for 238 pupils. It has been assumed that all primary school aged pupils residing on site will attend the proposed primary school. The resultant education journeys are summarised below.

**Table 2-9: Education Trip Breakdown (all modes)**

| Stage of Education         | Pupils on site | On-Site Provision | Pupil Trips off Site | External Pupil Trips to Site |
|----------------------------|----------------|-------------------|----------------------|------------------------------|
| Primary (4-10)             | 278            | 238               | 40                   | -                            |
| Secondary (11-15)          | 168            | -                 | 168                  | -                            |
| College/Sixth-Form (16-18) | 106            | -                 | 106                  | -                            |
| <b>Total</b>               | <b>552</b>     | <b>238</b>        | <b>314</b>           | <b>0</b>                     |

- 2.4.10 Table 2-9 highlights that trips associated with the proposed primary school would be completely internalised and that it would serve the majority of primary school aged children on site, minimising the number of external trips to off-site primary schools.
- 2.4.11 The trips generated are distributed for internal pupils travelling off site. The car driver mode share percentage for education-based trips has been applied to the figures above to quantify the number of school car trips arriving at and departing from the site. For pupils travelling off site for education purposes, demand has been determined based on the capacity and distance from the site of the education establishment.
- 2.4.12 The full methodology with associated tables is summarised in the appended methodology note.

**Journey Purpose – Retail**

- 2.4.13 The forecast vehicular trips for retail journeys from the development have been distributed using a gravity model that considers ‘food’ and ‘other’ retail trips individually. The retail gravity model determines demand based on the ‘size’ (measured in gross floor area) of the retail



element and 'distance to the site'. A factor has been applied that weights retail elements in favour of distance over size.

- 2.4.14 For walking journeys, retail offerings outside of walking distance of the site (i.e., Leicester and Nottingham) were excluded from the distribution calculations.
- 2.4.15 The full distribution is summarised within the appended methodology note.
- 2.4.16 To determine the split between "Food Retail" trips and "Non-Food Retail" trips, the TRICS database (Version 7.7.3) was interrogated to compare trip rates for food stores and retail parks with no food stores.

### **Local Centre Trip Distribution**

- 2.4.17 The forecast external trips to the local centre have been distributed by identifying locations surrounding the site where the proposed retail offering on site would be the closest in terms of distance. This primarily includes the rural areas surrounding the site, which are further from supermarkets within Loughborough. The gravity model determines demand based on population and distance from the site. A weighting has been applied which favours distance in terms of population.

### **Care Home Trip Distribution**

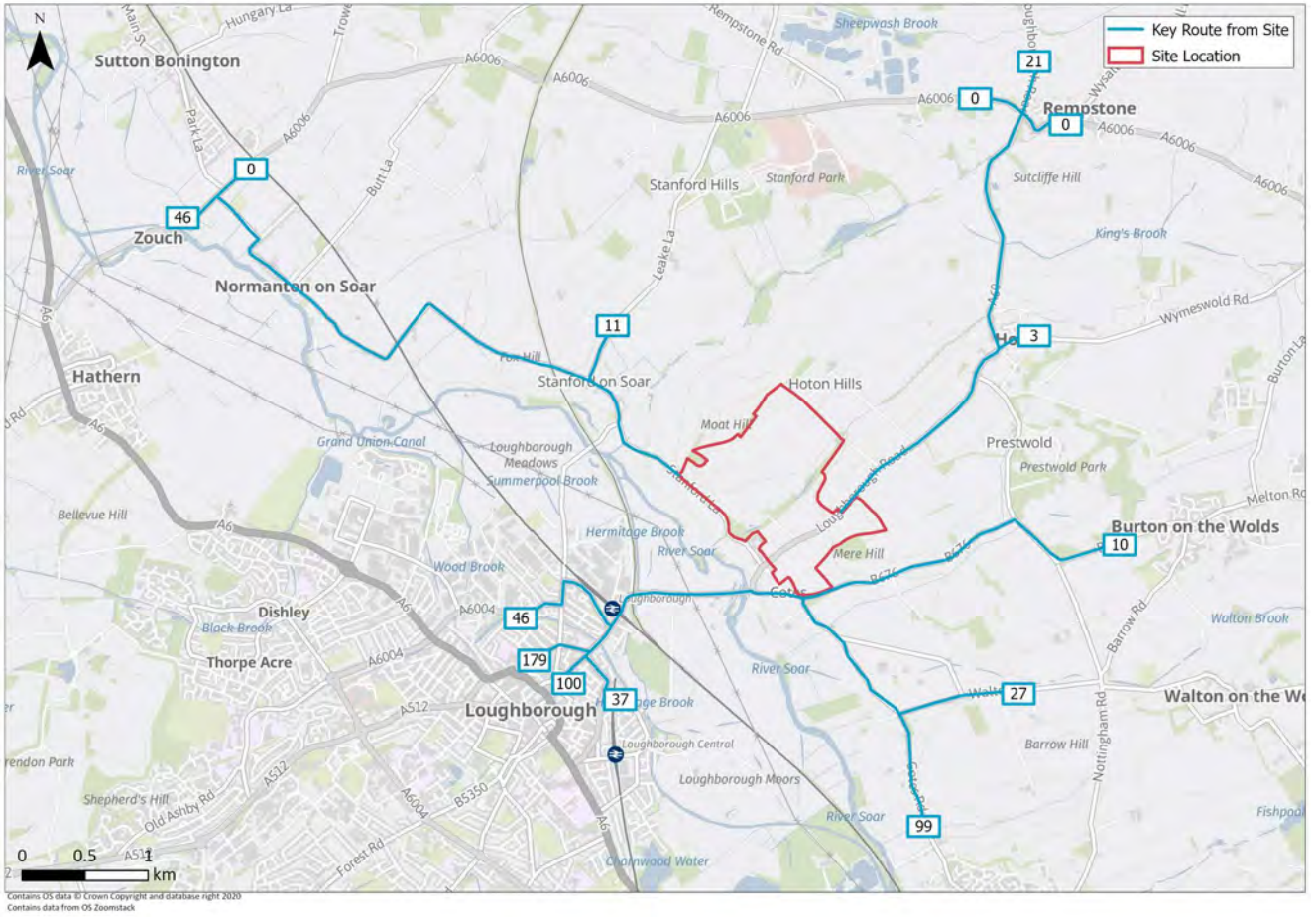
- 2.4.18 The forecast trips the care home have been distributed using a population-based gravity model approach. The gravity model identifies MSOAs within the locality of the site, covering Loughborough, East Leake, Quorn and Barrow upon Soar. Demand has been determined based on population and distance from the site. sign

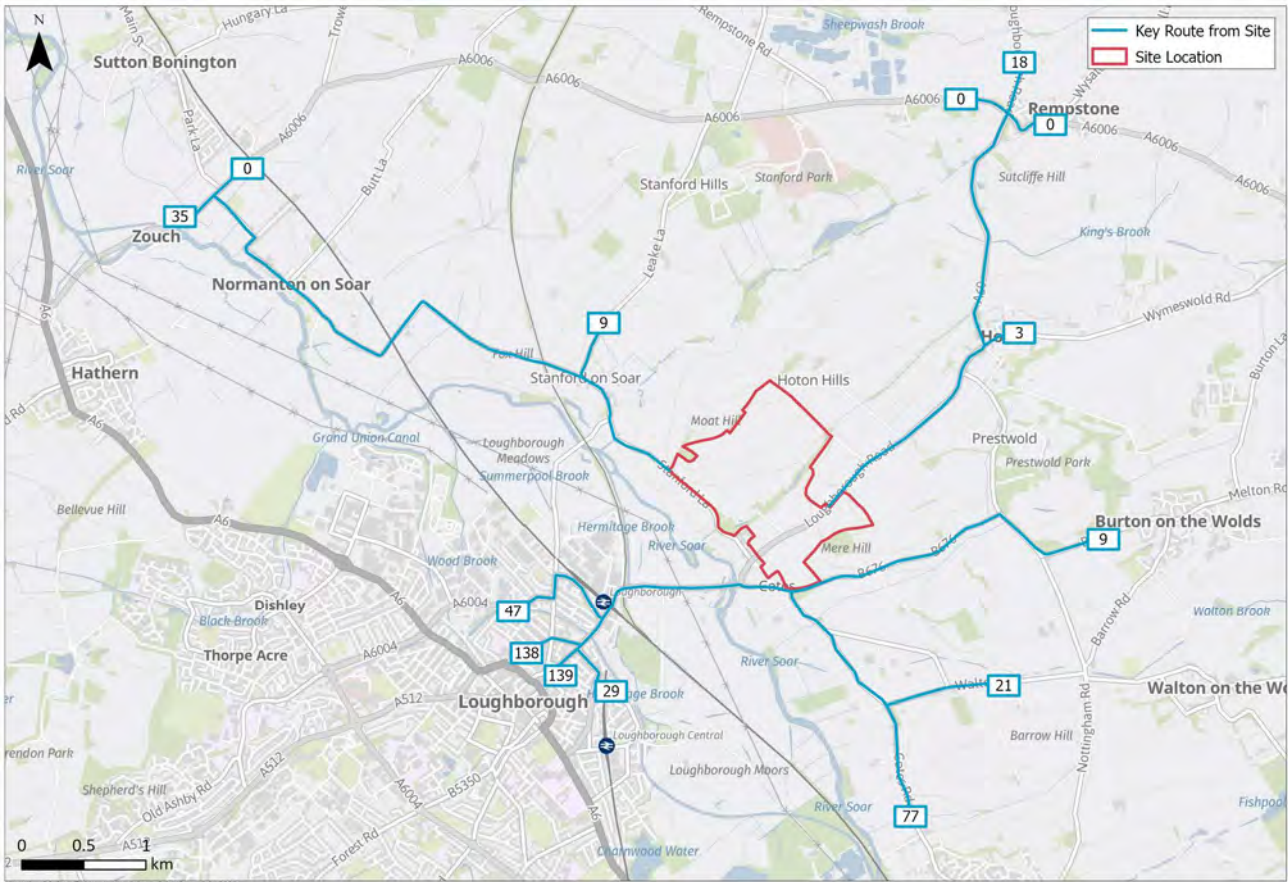
### **Total Distribution**

- 2.4.19 The total two-way trip generation and zone distribution associated with the development is provided in the following figure. Full results tables are included within the appended methodology note.



Figure 2-2: Total Trip Distribution – Car Drivers AM (top) and PM (bottom)

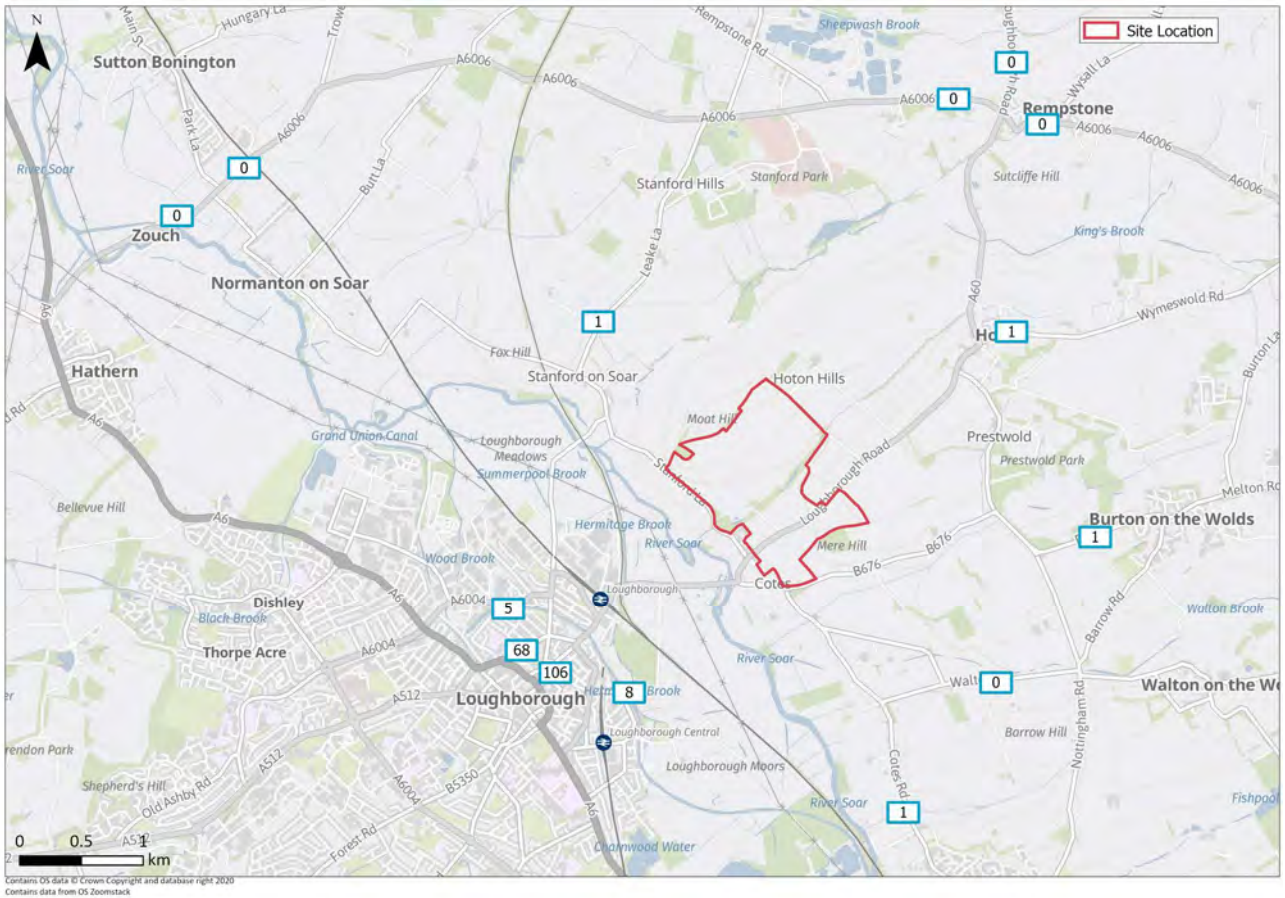




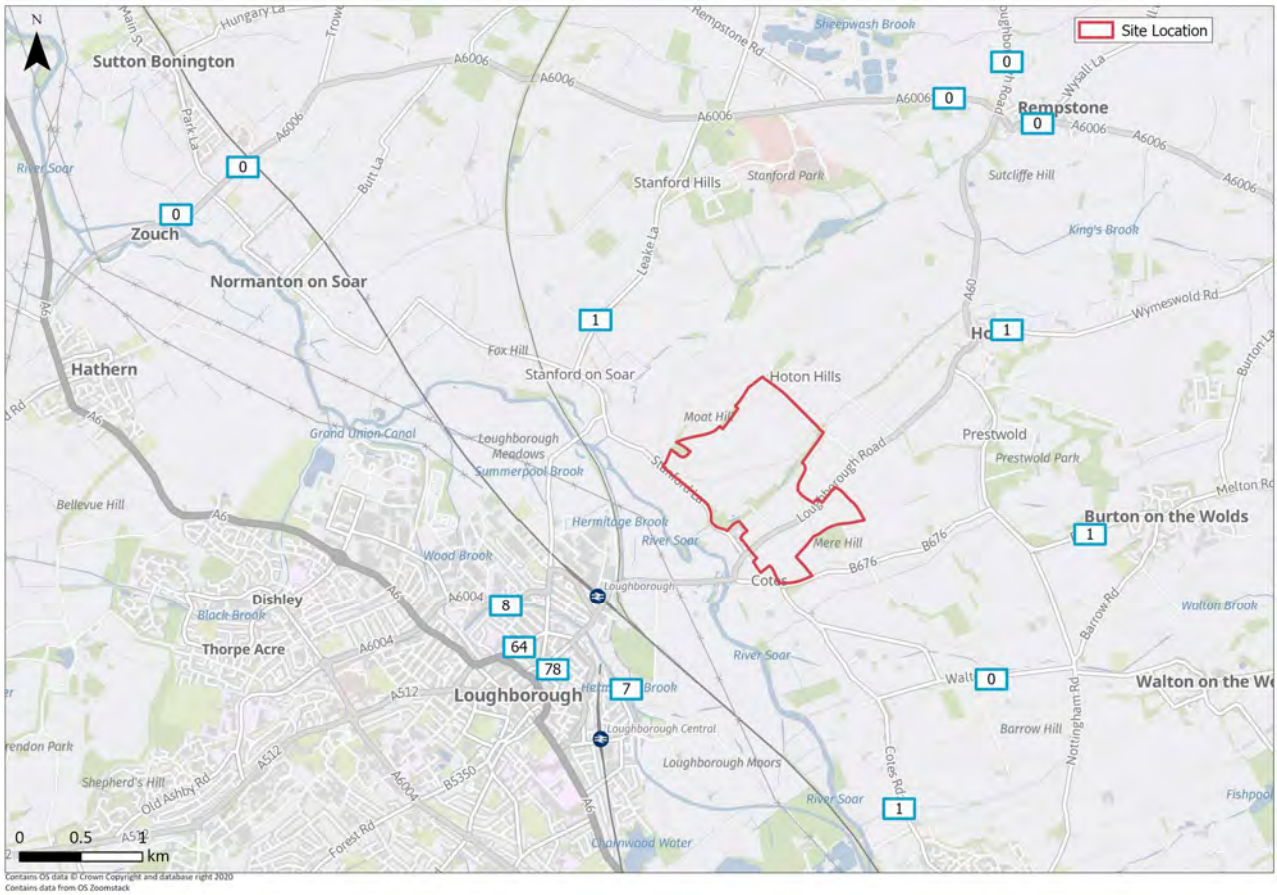
2.4.20 The highest demand for car trips generated by the development is from Loughborough. It is anticipated that these trips in particular (362 AM, 354 PM) have the highest potential for modal shift via the measures and infrastructure proposed within this strategy report.



Figure 2-3: Total Trip Distribution – Walking AM (top) and PM (bottom)

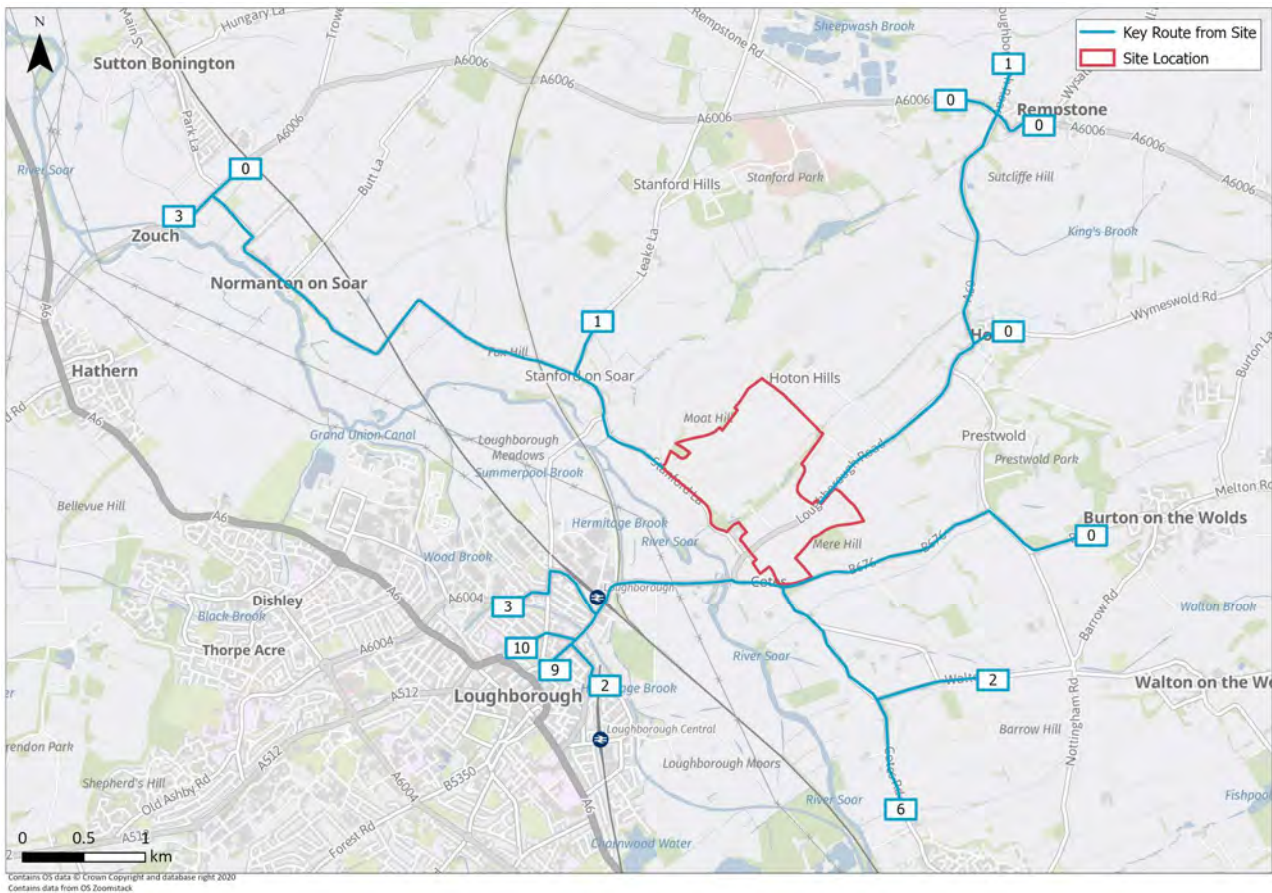






2.4.21 The figures above highlight that highest demand for walking journeys from the site is into Loughborough, with minimal walking journeys forecast to the rural areas surrounding the site.





2.4.22 The trip distribution shows that the strongest pull for cycling journeys from the site is towards Loughborough town centre. These trips can be facilitated through the proposed cycle route proposed in Chapter 3.

## 2.5 Travel Demand Model Summary

2.5.1 This chapter has summarised the travel demand of a proposed Riggets Green development in Loughborough and the following key points have been identified:

### *Internalisation*

- The provision of a school and a mixture of employment opportunities on site means that a high number of trips generated by the development can be internalised, therefore reducing the off-site impact of trips.
- The primary school on site will serve the vast majority of primary school aged pupils residing on the side, reducing the number of education trips by car to schools within Loughborough and Barrow upon Soar.
- The majority of trips generated by the proposed local centre will be internal to the development. The provision of a local centre means that residents of the site will not need



to travel into Loughborough for their closest retail offering. The local centre will also “intercept” retail bound trips from the surrounding rural areas, which would otherwise need to travel into Loughborough for their closest retail offering.

### *Walking and Cycling Demand*

- The TDM predicts a high demand for walking and cycling journeys into Loughborough. This highlights the importance of providing a good quality route into the town, as proposed within Chapter 3.
- The TDM confirms that a number of residential and employment trips to the site will be by rail. The proposed route to Loughborough Station in Chapter 3 can facilitate journeys to the station, either by cycling or other micro-mobility modes provided within the mobility hub, described within the mobility strategy in Chapter 5.

## **2.6 Modal Shift**

2.6.1 The highest demand for car trips from the site is towards Loughborough, which presents an excellent opportunity; as these trips offer the highest potential for modal shift.

2.6.2 In the period since the 2013 application significant new data has been gathered on the potential benefits of providing improved sustainable transport infrastructure. The ActDev<sup>1</sup> project was developed to create an evidence-based tool for assessing and improving provision for active travel associated with new developments nationwide. The tool is informed by case studies of 35 large residential development sites.

2.6.3 As part of the tool, a “Go Active” scenario was generated, which predicts the potential for increased uptake of walking and cycling, in the presence of high-quality infrastructure and sustained investment. This uptake is calculated purely in terms of a switch from car/van driving to walking or cycling. The shift is calculated based on the ‘Go Dutch’ cycling uptake function from the Propensity to Cycle Tool and a set of estimations for walking uptake, based on walking distances and assumed increases against baseline walking levels.

2.6.4 In the ‘Go Active’ scenario, the mean proportion of commutes on foot across all 35 developments was 12%. The mean proportion of commutes by bicycle across all 35 developments in this scenario is 18%. The mean car mode share across all 35 developments in the ‘Go Active’ scenario was recorded as 52%.

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<sup>1</sup> <https://actdev.cvipt.bike/>



- 2.6.5 This tool has been used to calculate the potential mode shift that could be achieved at the proposed development by implementing the Transport Strategy set out in the remainder of this note.
- 2.6.6 Examining the TDM outputs, we can see that the estimated car mode share for external trips generated by the development is 64%. Therefore, the car mode share estimated by the TDM has been reduced by 12 percentage points to 52%, which matches the mean car mode in the 'Go Active' scenario of the ActDev project. This equates to a 18.7% overall reduction in car trips.
- 2.6.7 These trips have been re-distributed equally between walking, cycling, bus and rail trips to show the potential impact of implementing the measures set out within this transport strategy.

**Table 2-10: Overall Site Trip Generation with Modal Shift**

| Mode                                    | AM Peak Hour |            |            | PM Peak Hour |            |           | Mode Share |
|---|--------------|------------|------------|--------------|------------|-----------|------------|
|   | Arrivals     | Departures | Two-Way    | Arrivals     | Departures | Two-Way   |            |
| <b>Trip Generation</b>                  |              |            |            |              |            |           |            |
| Walk                                    | 41           | 150        | 190        | 113          | 50         | 163       | 20%        |
| Cycle                                   | 9            | 36         | 45         | 26           | 11         | 37        | 5%         |
| Car Driver                              | 121          | 458        | 578        | 366          | 158        | 524       | 64%        |
| Bus                                     | 12           | 48         | 60         | 31           | 14         | 45        | 6%         |
| Rail                                    | 10           | 38         | 48         | 22           | 9          | 31        | 5%         |
| <b>Trip Generation with Modal Shift</b> |              |            |            |              |            |           |            |
| Walk                                    | 46           | 171        | 217        | 130          | 57         | 187       | 24%        |
| Cycle                                   | 15           | 57         | 72         | 43           | 18         | 62        | 8%         |
| Car Driver                              | 98 (-23)     | 372 (-86)  | 470 (-108) | 297 (-69)    | 129 (-30)  | 426 (-98) | 52%        |
| Bus                                     | 18           | 69         | 87         | 49           | 21         | 70        | 9%         |
| Rail                                    | 15           | 60         | 75         | 39           | 17         | 56        | 8%         |

- 2.6.8 By implementing the strategy detailed in this report, the number of car trips generated by the development could be reduced by as many as 108 two-way trips in the AM peak and 98 two-way trips in the PM peak.

## 2.7 Summary

- 2.7.1 The TDM shows that, based on existing mode share data, the proposed development would generate a total of 578 two-way vehicle trips during the AM peak and 524 two-way vehicle trips during the PM peak. The destinations with the highest demand from the development are primarily located in Loughborough, however there is also a notable demand towards Barrow upon Soar and further afield to Nottingham and Leicester, which are located to the north and south of the site.



- 2.7.2 The TDM predicts a strong demand for pedestrian and cycle trips from the site into Loughborough, as well as a demand for public transport trips to and from the development.
- 2.7.3 The potential modal shift of trips has also been analysed, as summarised within Table 2-10. If the infrastructure improvements and sustainable travel strategies within this report are implemented, this level of mode shift to sustainable modes would be a realistic proposition.
- 2.7.4 The remainder of this report addresses the proposed strategy and how this will facilitate the demand for active travel modes and public transport and how modal shift can be achieved through this strategy by making sustainable travel a realistic and attractive option for residents, employees and visitors.



## 3 Walking and Cycling Strategy

### 3.1 Introduction

- 3.1.1 The previous planning application for the site was refused with concerns about access to the site by walking and cycling cited in the reasons for refusal. Since then, new, more ambitious national policy and design guidance on walking and cycling infrastructure has been published by Government.
- 3.1.2 The strategy developed for the site addresses the concerns raised in relation to the previous application and ensures compliance with the new guidance to enable active modes to be the natural choice for journeys within the new development as well as enabling walking and, particularly, cycling journeys to key trip attractors in Loughborough.
- 3.1.3 The strategy seeks to facilitate the walking and cycling demand identified as part of the TDM and make further modal shift a realistic proposition.

### 3.2 Policy Context

#### National Policy Context

- 3.2.1 The national policy context for active travel has changed significantly since the original planning application was submitted with the publication of 'Gear Change' and the revised Local Transport Note 1/20 'Cycle Infrastructure Design' in 2020. These two policies outline significant changes for the future of transport planning and design in the UK and the prioritisation of measures that encourage increased levels of walking and cycling.

#### *Gear Change (2020)*

- 3.2.2 The Cycling and Walking Plan for England, 'Gear change: a bold vision for cycling and walking', was published on 27 July 2020. The plan sets out the government's shift in transport policy: to prioritise active travel over single-occupancy private vehicles.
- 3.2.3 The plan set the following vision:

"Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030."

- 3.2.4 The plan recognises the need to take action to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling.



3.2.5 The plan recognises the need to reduce rat-running on residential streets through more low traffic neighbourhoods (LTNs) as well and creating direct, continuous routes, separated from traffic, service places people want to go.

*LTN 1/20 – Cycle Infrastructure Design (2020)*

3.2.6 In addition, the Department for Transport’s recently published Cycle Infrastructure Design - Local Transport Note 1/20 establishes much higher standards for cycling infrastructure including geometric requirements.

3.2.7 Rather than a strict set of standards or a “one size fits all” approach, LTN1/20 encourages designers to consider the context when designing cycling infrastructure. For example, Figure 2-1 below (reproduced from LTN1/20) identifies what level of protection from motor traffic is appropriate based on the speed and volume of traffic, noting these are not fixed.

**Figure 3-1: Appropriate protection from motor traffic on highways (Figure 4.1 in LTN1/20)**

| Speed Limit <sup>1</sup> | Motor Traffic Flow (pcu/24 hour) <sup>2</sup> | Protected Space for Cycling |                     |                   | Cycle Lane (mandatory/ advisory) | Mixed Traffic |
|--------------------------|---|-----------------------------|---------------------|-------------------|----------------------------------|---------------|
|                          |   | Fully Kerbed Cycle Track    | Stepped Cycle Track | Light Segregation |                                  |               |
| 20 mph <sup>3</sup>      | 0   | Green                       | Green               | Green             | Green                            | Green         |
|                          | 2000  | Green                       | Green               | Green             | Green                            | Green         |
|                          | 4000  | Green                       | Green               | Green             | Green                            | Yellow        |
|                          | 6000+   | Green                       | Green               | Green             | Yellow                           | Red           |
| 30 mph                   | 0   | Green                       | Green               | Green             | Yellow                           | Yellow        |
|                          | 2000  | Green                       | Green               | Green             | Yellow                           | Yellow        |
|                          | 4000  | Green                       | Green               | Green             | Yellow                           | Pink          |
|                          | 6000+   | Green                       | Green               | Green             | Yellow                           | Pink          |
| 40 mph                   | Any   | Green                       | Yellow              | Yellow            | Pink                             | Pink          |
| 50+ mph                  | Any   | Green                       | Pink                | Pink              | Pink                             | Pink          |

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:**
1. If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
  2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
  3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

3.2.8 LTN1/20 also notes that new housing development provides a major opportunity to create new and improved cycle infrastructure. It is important that Transport Assessments (TAs) for new





developments don't overstate motor traffic travel demands which can make it difficult to provide well-designed cycle infrastructure, particularly at the site access points. LTN1/20 states that travel demand forecasts should take into account the potential for the increased levels of cycling that will be enabled by high-quality cycle facilities, both on and off-site.

- 3.2.9 In addition, it notes that new developments that have important destinations within them, such as schools and retail centres, should be provided with cycle and pedestrian links to adjacent residential areas and local cycle routes so that residents can cycle to the new facilities.

### **Local Policy Context**

#### *Charnwood Local Plan 2011 – 2018*

- 3.2.10 The Charnwood Local Plan 2011 – 2018 was adopted in November 2015 and superseded the previous Charnwood Local Plan (2004). Strategic Objective 7 of the Local Plan is “to reduce contributions to climate change and to promote prudent use of resources through patterns of development, design, transport measures...” and Strategic Objective 8 is “to develop integrated transport schemes and measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities, for example in and around Loughborough...”.

- 3.2.11 The following points from the Local Plan are relevant to this walking and cycling strategy:

- Small villages and hamlets have less potential to provide for a sustainable community where people can access what they need by walking, cycling and public transport and are poor locations for new development;
- Proposals will be supported that relate to the River Soar and Grand Union Canal Corridor which provide high quality walking and cycling links between the corridor and our towns and villages; and
- Major developments are expected to extend the walking and cycling network.

#### *Charnwood Sustainable Transport Study (2020)*

- 3.2.12 The Charnwood Sustainable Transport Study published in September 2020 recognises that although there has been significant investment in cycling facilities, especially in Loughborough through the Local Sustainable Transport Fund, there are opportunities for further improvement. It identifies the River Soar and the National Cycle Network as providing potential to develop a series of commuter and leisure routes.

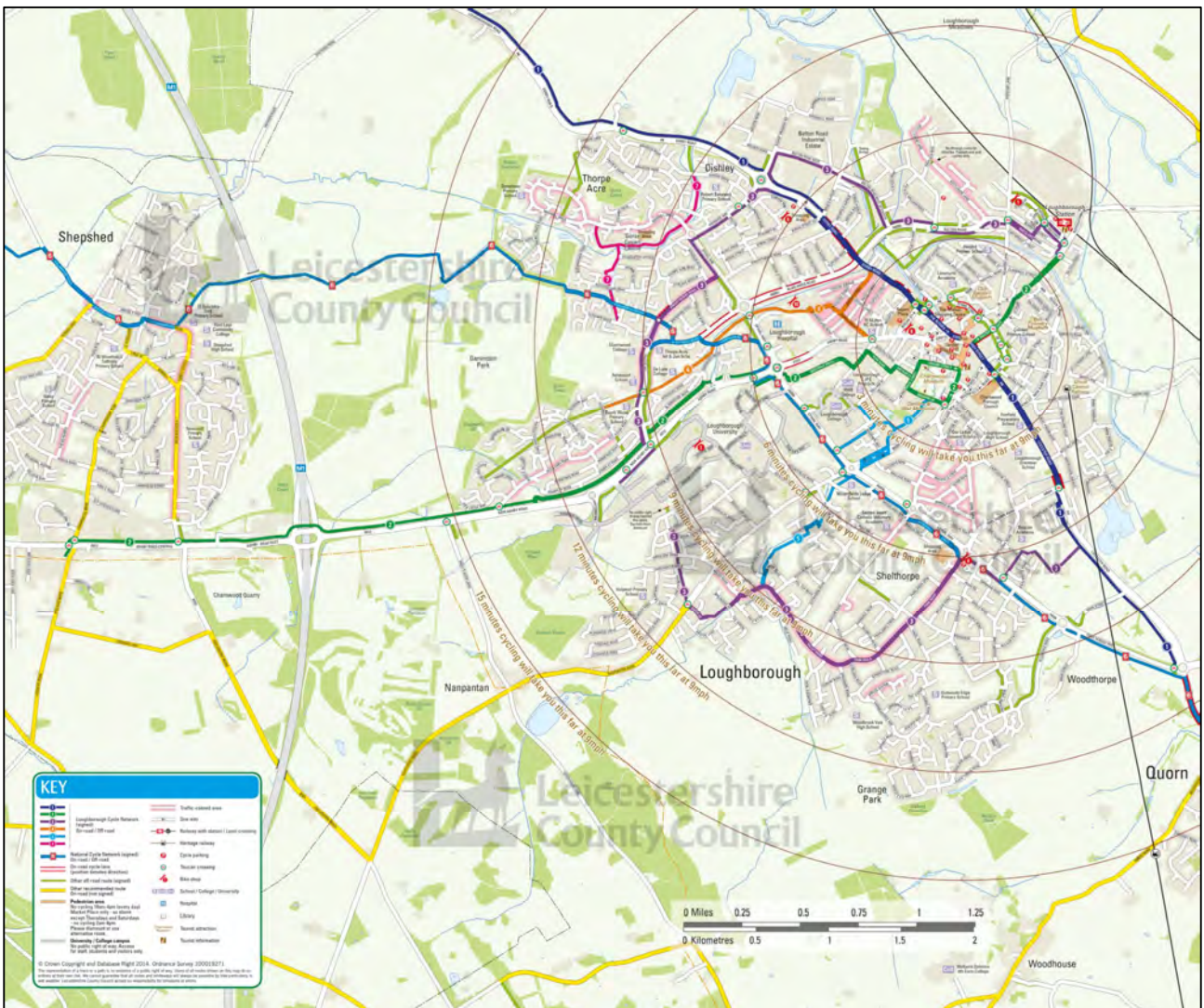
- 3.2.13 The strategy also notes the potential for new developments that are designed around walking and cycling from the outset can achieve mode shift.



### Loughborough's Cycle Network

- 3.2.14 Loughborough does not yet have a published Local Cycling and Walking Infrastructure Plan but there is a cycle network map available on Charnwood Borough Council's website which identifies 7 cycle routes in Loughborough plus National Cycle Network Route 6. There routes are generally well signposted on the ground with clear, well-positioned signs.
- 3.2.15 The network map also identifies a number of other signed routes and sections of cycling infrastructure in the town. The existing cycle network mainly comprises shared use footways, signed routes on quiet streets and some signed route on busier roads which are not compliant with LTN1/20. Some of these routes are considered in greater detail in the audit below.
- 3.2.16 The Loughborough Cycle Map is shown below and provided within **Appendix B**.

**Figure 3-2: Loughborough Cycle Map (Source: Leicestershire County Council)**





### 3.3 Internal Movement Strategy

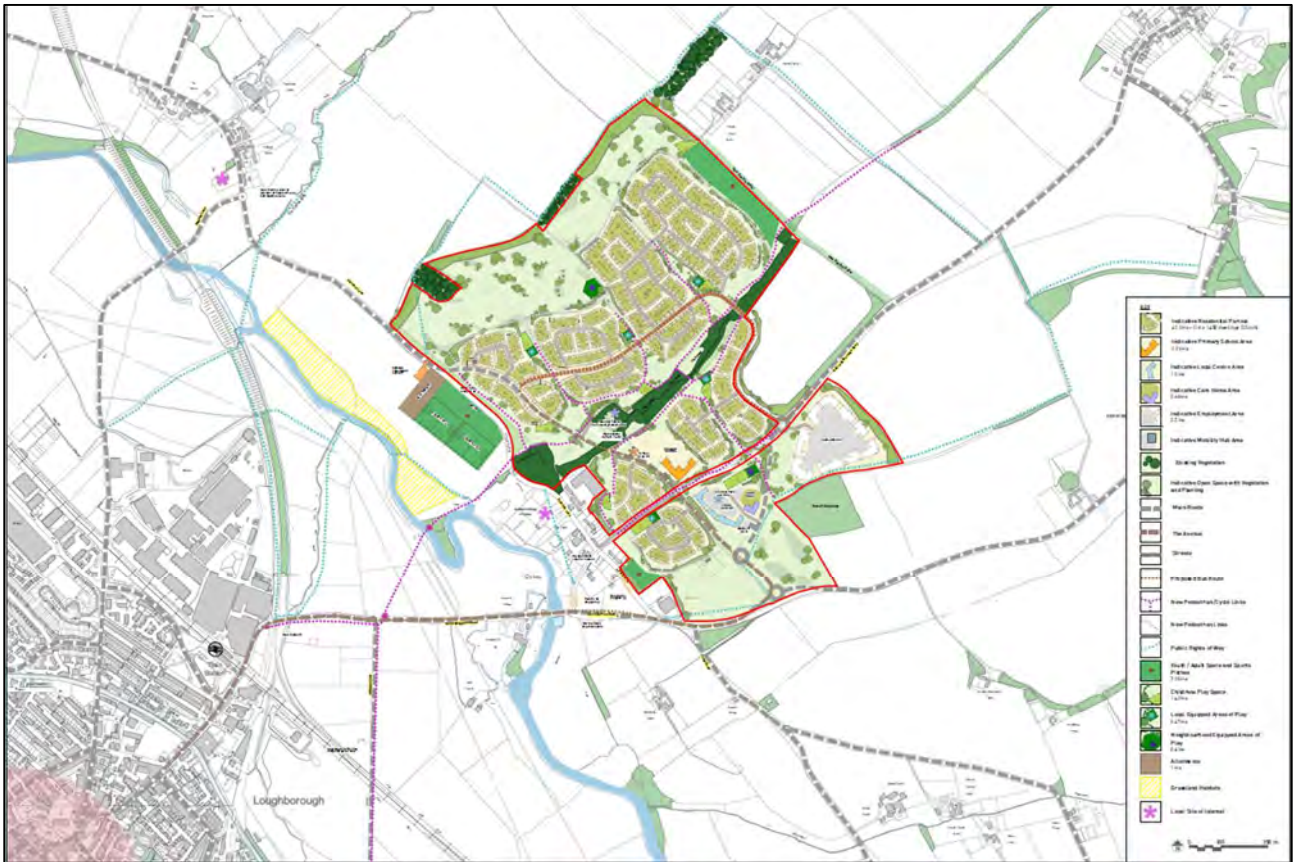
#### Masterplan proposals

3.3.1 The vision for Riggets Green is to create an exemplar development where walking and cycling are the key modes of transport within the site itself. The mix of uses within the site including local shops and a primary school will reduce the need for residents to travel outside of the development for their everyday needs.

3.3.2 The Illustrative Masterplan (see Figure 3-3) shows the key design principles and proposed on-site walking and cycling provision which includes:

- Amending the alignment of the A60 to effectively bypass Cotes and closing Stanford Lane to through traffic to deliver a low traffic environment.
- New pedestrian/cycle link running east-west through the centre of the site linking to Footway H88 in the east and Bridleway K51 via a proposed Toucan crossing on A60 Nottingham Road forming a traffic-free green central spine through the development.
- New pedestrian/cycle link running north/south from Footpath H84 to the south of the site (including a crossing on the A60), to Hoton and Footpath H88 to the north of the site.
- 'The Avenue' spine road providing high quality walking, cycling and bus route through the development. This will include a bus gate ensure through traffic uses the A60.
- A new pedestrian and cycle crossing of the A60 to link the wider development to the employment land.
- A layout designed to be fully permeable for pedestrians and cyclists using the local road network and the extensive network of new footpaths and shared provision within the site providing connections to the primary school, local centre, care home and recreation facilities.
- Connections to the wider countryside via existing public rights of way network to provide access for informal recreation.

**Figure 3-3: Illustrative masterplan**



**Compliance with LTN1/20**

3.3.3 The illustrative masterplan has been reviewed against the five core design principles in LTN1/20 – cohesion, directness, safety, comfort and attractiveness - to confirm they are compliant. These are summarised in the table below.

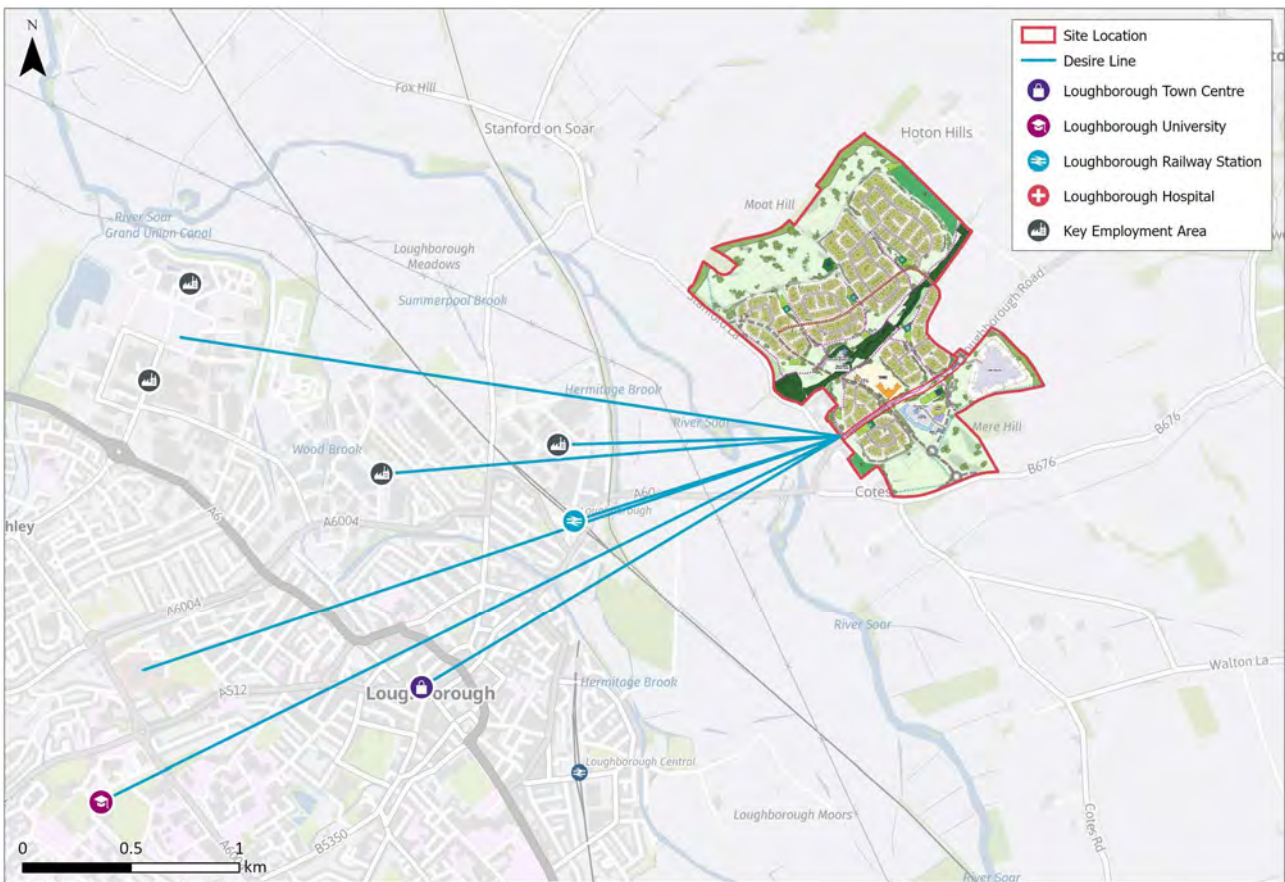
**Table 3-1: Illustrative Masterplan Compliance with LTN1/20**

| Core design principle | Comments  |
|-----------------------|---|
| Cohesion              | The low traffic nature of Riggets Green means that cyclists will be able to move between the off-road infrastructure and quiet residential streets, providing a good network density.   |
| Directness            | The proposed pedestrian/cycle routes through the site including the ‘green spine’ provide direct routes to key destinations as well as links between neighbourhoods.<br><br>The re-alignment of the A60 will create a low traffic environment within Riggets Green reducing the need to cross busy roads. |
| Safety                | The realignment of the A60 to create a low traffic environment throughout the development along with the proposed off-road pedestrian and cycle routes through Riggets Green will create a safe environment for walking and cycling.  |
| Comfort               | An extensive walking and cycling network is proposed including off-road routes.   |
| Attractiveness        | The proposed network of off-road pedestrian and cycle routes are in attractive, landscaped areas.   |

### 3.4 Access to Loughborough

3.4.1 The site is just under 3km from Loughborough town centre and less than 2km from Loughborough Station meaning they are within easy cycling distance if a safe and attractive route is provided. Other key trip generators within Loughborough include Loughborough University and Loughborough Hospital to the west of the town centre and the large employment area which covers the northern fringe of Loughborough (see Figure 3-4).

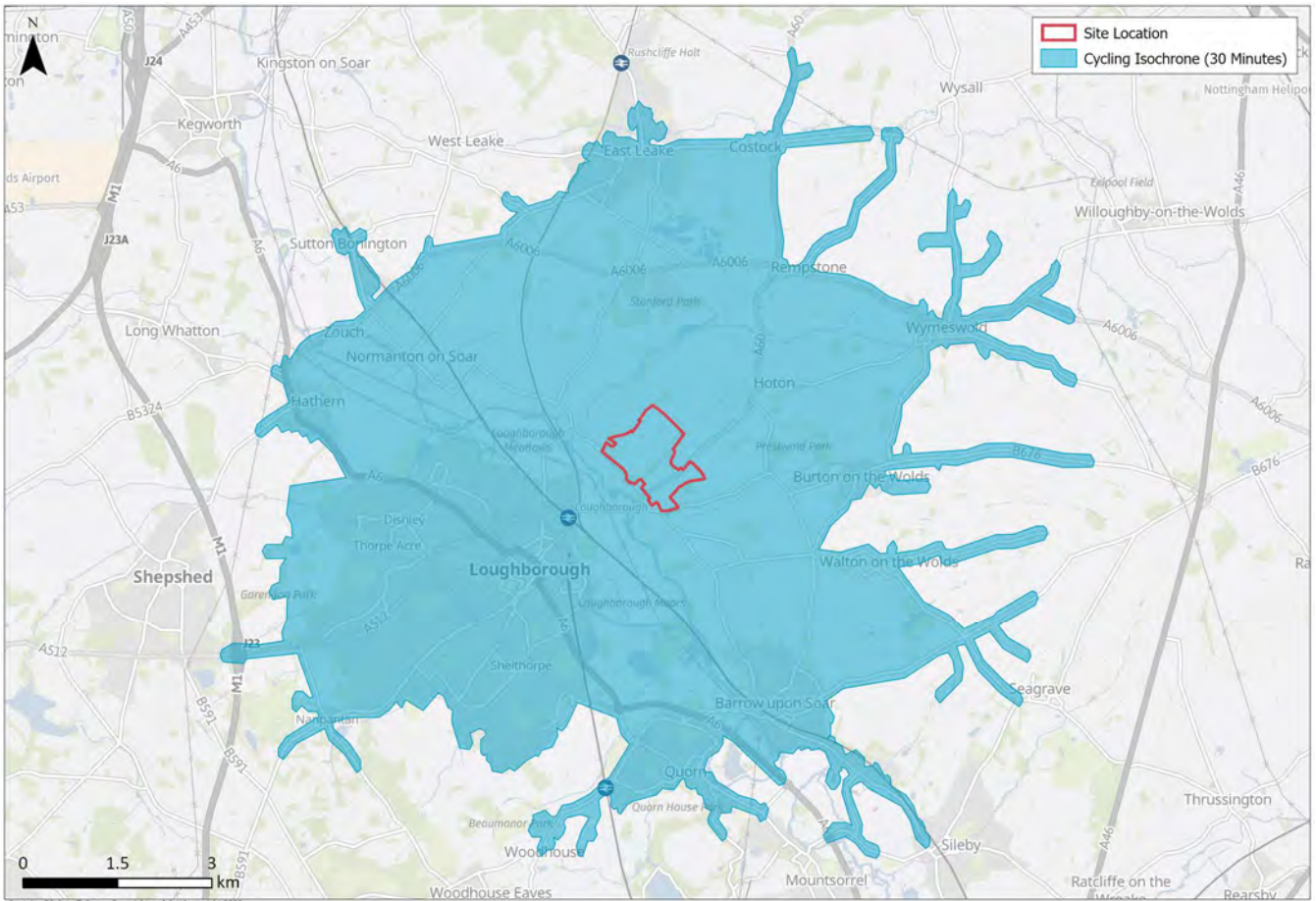
**Figure 3-4: Desire lines between the development site and Loughborough**



3.4.2 Figure 3-5 below shows that the whole of Loughborough plus a number of surrounding settlements are accessible within a 30-minute cycle ride of the development site.



Figure 3-5: 30-minute cycling catchment from the development site



### Routes along the identified desire lines

3.4.3

There are two possible routes from the site towards Loughborough town centre:

- Along A60 Nottingham Road; or
- Via an off-carriageway route via a new shared facility linking to the A60 connecting to an existing bridleway along Allsopp’s Lane and Little Moor Lane.

3.4.4

The route along the A60 has a very narrow footway and is heavily trafficked. A site audit confirmed that upgrading the route to be LTN1/20 compliant would require significant widening and new structures and has therefore been dismissed as a cycling route. However, there is potentially sufficient land available to provide a new pedestrian footway along the southern side of the A60 to link in with the existing provision underneath the railway bridge. This has been considered in further detail within this section.

3.4.5 A new off-carriageway route does have the potential to provide a much safer and more attractive LTN1/20 compliant route to Loughborough. This route is considered in further detail and would link the development to the A60 Nottingham Road, then connect to Allsopp’s Lane on land owned by the developer (see Appendix B). Allsopp’s Lane provides a connection from the southern side of the A60 to Little Moor Lane which provides a link over the railway line and canal to Empress Road on the eastern fringe of Loughborough. Allsopp’s Lane and Little Moor Lane are classified as a bridleway and therefore allows access by both foot and cycle as well as by horse riders to the eastern fringe of Loughborough, linking to the existing towpath on the Grand Union Canal.

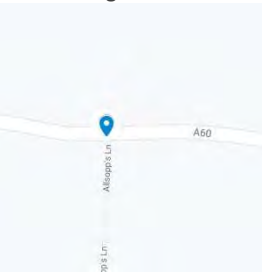



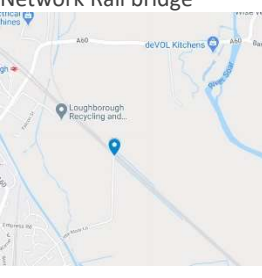

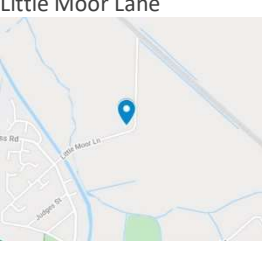

### Route Audit

3.4.6 A site visit was undertaken during April 2021 to audit the route the potential off-site route. The audit was undertaken by cycle to ensure all key issues and barriers could be identified.



**Table 3-2: Route Audit**

| Location  | Photo   | Comments   |
|---|---|--|
| Stanford Lane, Cotes  |   | <p>Stanford Lane is currently a national speed limit road as it leaves Cotes. Five motor vehicles were observed using this route in approximately 5 minutes.</p> <p>Stanford Lane is proposed to be stopped up/closed to through traffic as part of the development.</p> |
| <p>Proposed route between Cotes and A60</p>  |  | <p>View across the field from the A60 Nottingham Road towards Cotes. It is proposed that a new traffic-free pedestrian and cycle route will link Stanford Lane to the A60, emerging opposite Allsopp’s Lane.</p>   |



| Location   | Photo   | Comments   |
|--|---|--|
| <p>A60 Nottingham Road</p>    |    | <p>Location of the proposed Toucan crossing on A60 Nottingham Road where the proposed new traffic-free route meets Allsopp's Lane. There is currently a narrow footway on the northern side and no footway on the southern side.</p> <p>The current speed limit at this location is 60mph.</p> |
| <p>Allsopp's Lane</p>        |   | <p>Allsopp's Lane is a bridleway and provides access to a number of fields with tractor tyre tracks evident along the route. The route is not currently suitable for cycling and would need to be upgraded to a suitable surface.</p>  |
| <p>Network Rail bridge</p>  |  | <p>The network rail bridge over the railway provides a good level of service for pedestrians, cyclists and horse riders.</p>   |
| <p>Little Moor Lane</p>     |  | <p>Little Moor Lane is a wide lane and generally in slightly better condition than Allsopp's Lane. Some larger potholes have been filled with bricks.</p>  |



| Location   | Photo   | Comments  |
|--|---|---|
| <p>Canal bridge and towpath access point</p>  |  | <p>At the southern end of Little Moor Lane there is a canal bridge linking Empress Road. This is very steep and is in need of resurfacing.</p> <p>Alternatively, on the right, there is an access point to the towpath on the northern side of the canal. The existing chicane barrier would be accessible for most users but is not fully inclusive.</p> |

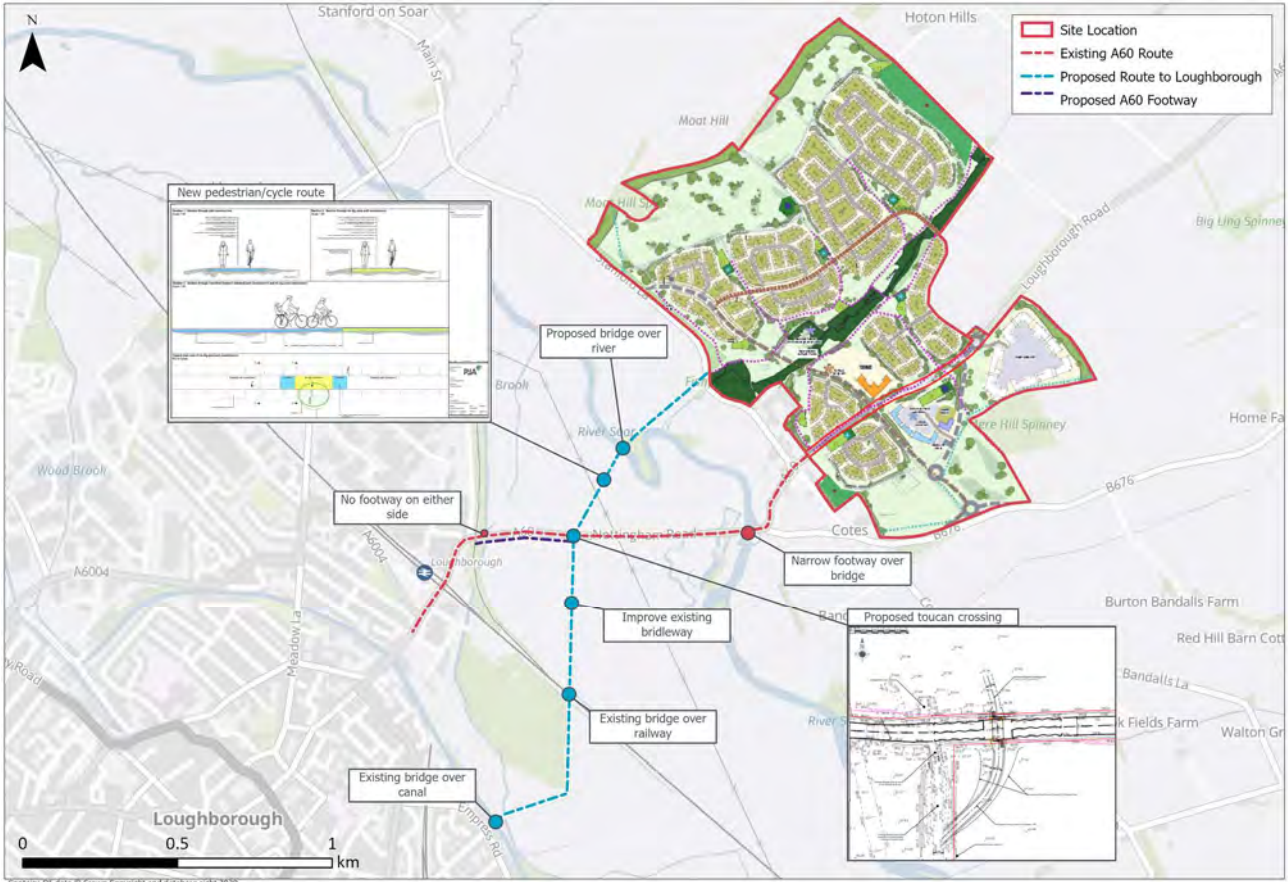
## Proposals

3.4.7 The site audit confirmed that the route is feasible and has the potential to provide a good quality walking and cycling route between the eastern fringe of Loughborough and Riggets Green subject to a number of proposed infrastructure improvements (see Figure 3-6). These are:

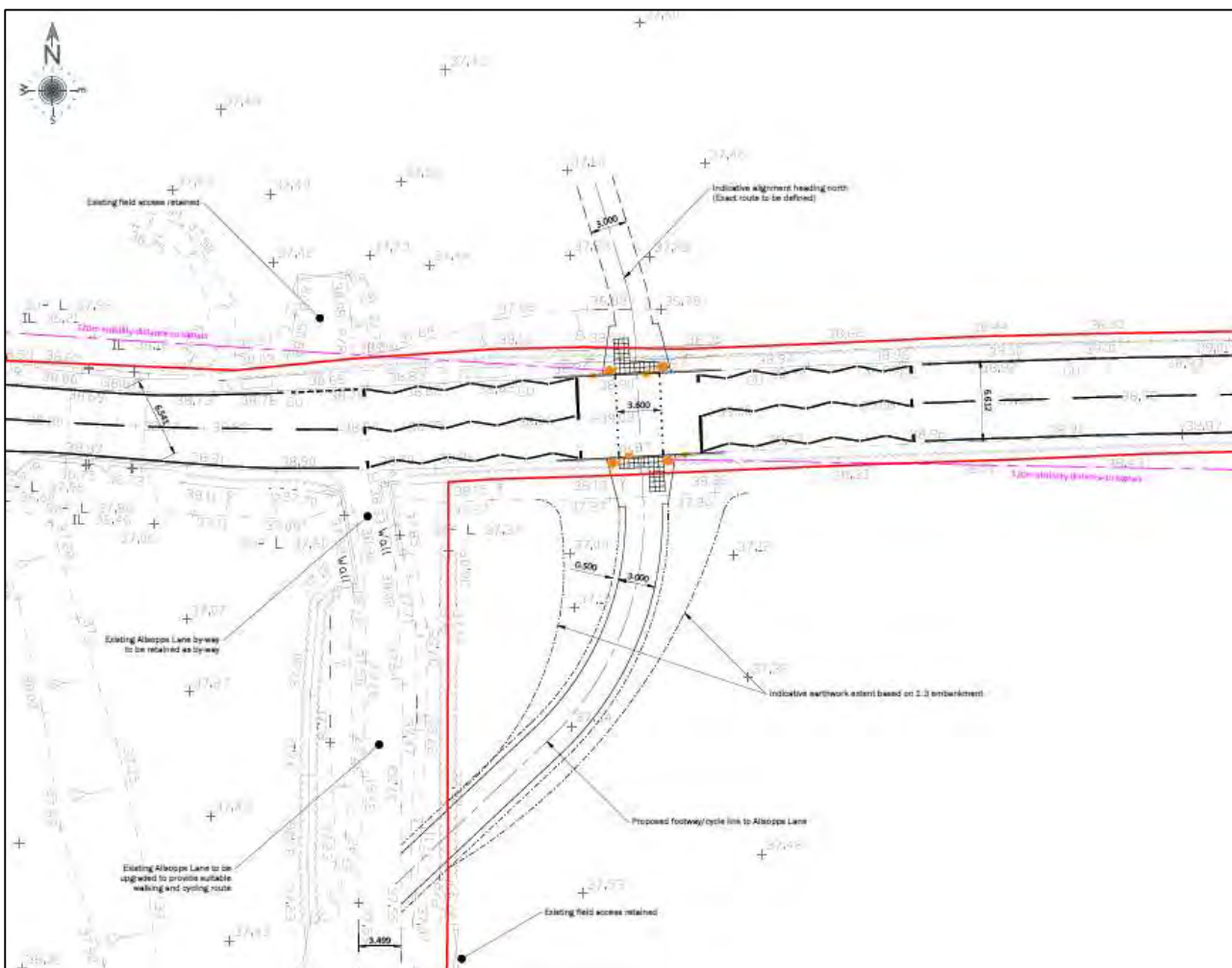
- New shared pedestrian and cycle path between Stanford Lane (see Appendix A for path detail) and the A60 including a new footway/cycle bridge over the River Soar which will need to comply with the Environment Agency’s requirements;
- Toucan crossing on A60 Nottingham Road (see Appendix A for crossing detail);
- New footway on the southern side of the A60, to tie in with the existing footway underneath the railway bridge. This will provide a continuous link from the site to the toucan crossing to Loughborough Station. The landowner has confirmed that sufficient land could be acquired to accommodate this; and
- Upgrading the surface on Allsopp’s Lane and Little Moor Lane to be suitable for year-round cycling plus farm access (i.e. a bound surface) plus consideration of appropriate lighting.



Figure 3-6: Proposed Route to Loughborough

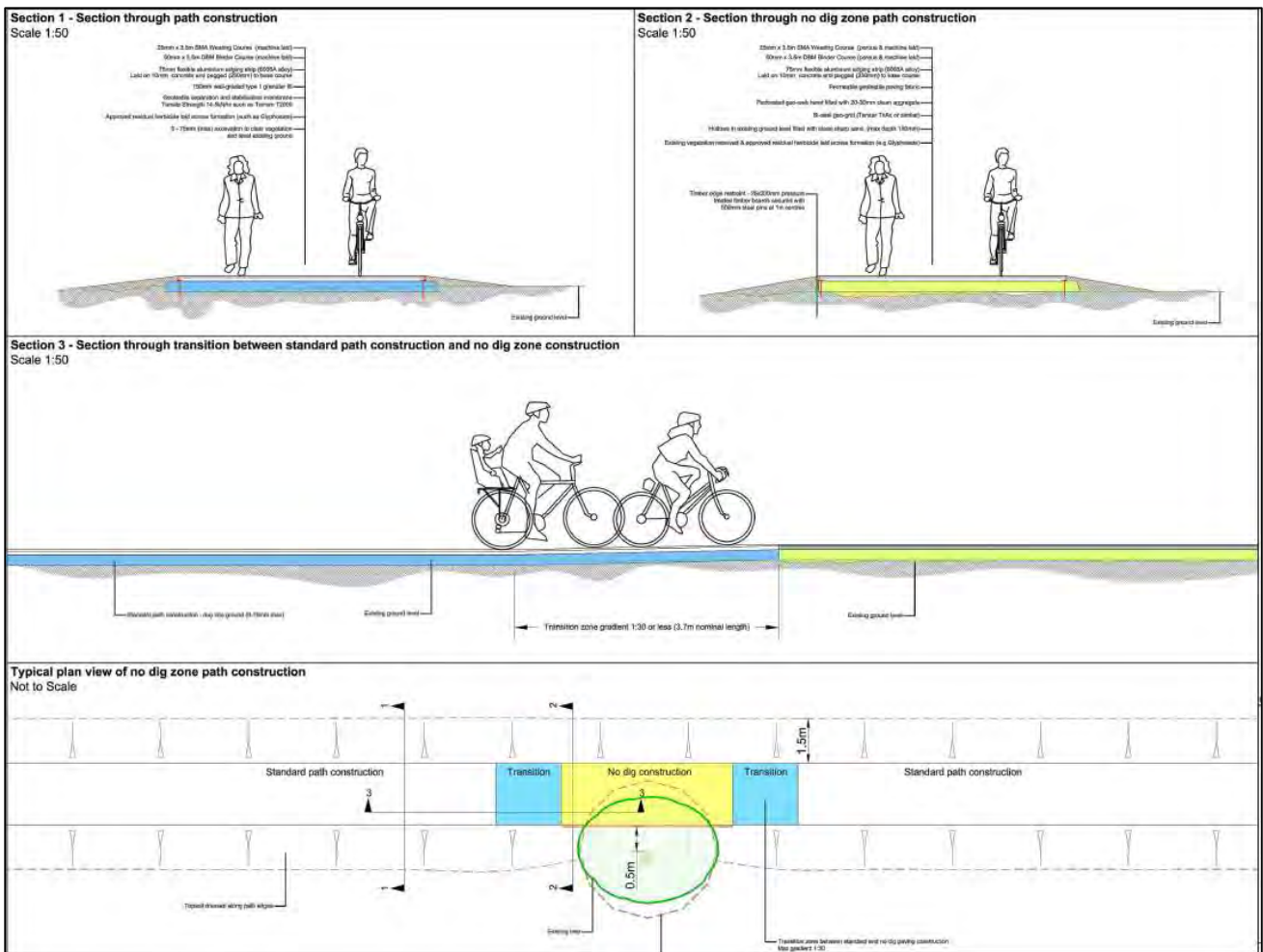


**Extract A**





### Extract B



## 3.5 Links within Loughborough

3.5.1 The proposed route detailed above provides a connection to the eastern fringe of Loughborough from which people can connect to existing routes and facilities to reach a range of destinations. In addition, pedestrians will be able to access Loughborough Station on foot, via a more direct and improved route along the proposed A60 footway. The section below sets out the strategy for linking the shared footway/cycleway route to Loughborough Station and the town centre.

### Link to Loughborough Station

3.5.2 Loughborough Station provides rail services to London, Sheffield, Nottingham, Leicester and beyond. It benefits from existing high quality cycle parking facilities including a secure 130 space cycle hub with pump and tool station as well as covered Sheffield stands (see Figures 3-7 and 3-8).

Figure 3-7: 130 space cycle hub at Loughborough Station





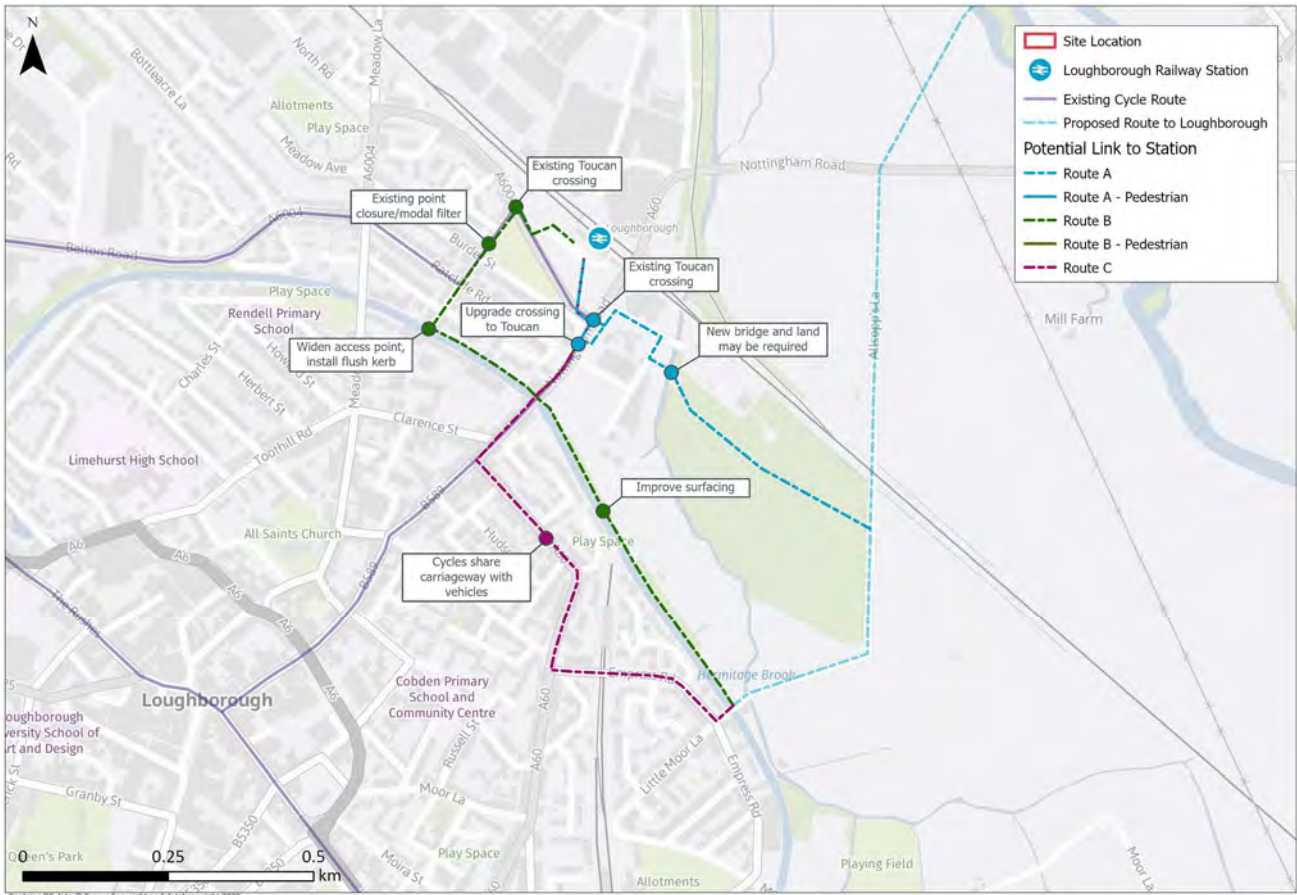
**Figure 3-8: Covered cycle parking at Loughborough Station**



3.5.3 Three potential routes to Loughborough Station were identified and audited (mapped in Figure 3-9):

- Route A – via Allsopps’ Lane Tip
- Route B – via Grand Union Canal towpath
- Route C – via Empress Road, A60 Wharncliffe Road/Queen’s Road and A60 Nottingham Road (Cycle Network Route 2)

**Figure 3-9: Potential routes to Loughborough Station**



3.5.4 While Route A would provide the most direct route from Little Moor Lane to the station, the audit identified a number of issues that would need to be overcome to deliver the route including the lack of public rights of way across the tip site and the potential need for a new bridge over the brook. The pedestrian crossing over the A60 would also need to be upgraded to a Toucan crossing. As a result, Route 1 is likely to be expensive to deliver and may require the purchase of land or agreements with landowners.

3.5.5 Route C would provide an alternative on-carriageway route from Little Moor Lane, utilising part of Loughborough’s existing cycle network (Route 2). It is less direct than routes A and B but may be preferable in the winter or after darkness if the canal towpath route is not lit. However, A60 Wharncliffe Road/Queen’s Road and A60 Nottingham Road are not currently compliant with LTN1/20 due to the volume of traffic and lack of protection for cyclists. A significant scheme to reduce traffic volumes or providing protected cycling infrastructure would be required to make this an inclusive cycle route suitable for all ages and abilities.

3.5.6 Route B is already largely accessible by foot and cycle. Whilst it is slightly less direct than Route A, it is only approximately 3km from the development site meaning it is within easy cycling



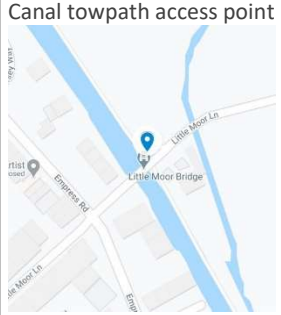

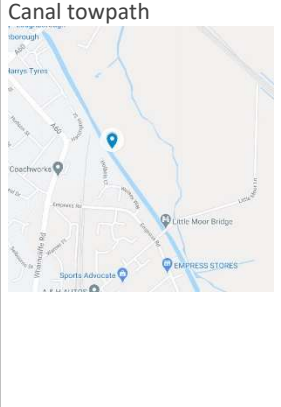

distance. With modest improvements, this route would provide an attractive, largely traffic-free route from the development site to Loughborough Station. Steps up to the A60 provide a shorter route to the station for pedestrians via the A60.

3.5.7 Therefore, Route B is the preferred route to Loughborough Station and has been considered in further detail below.

**Route Audit**

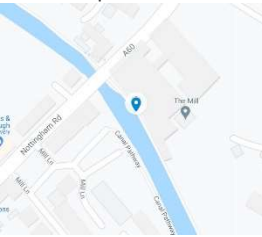

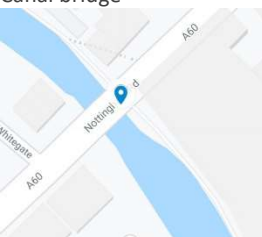

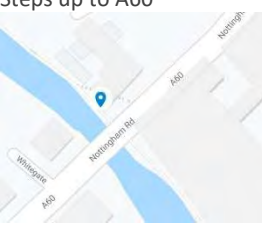

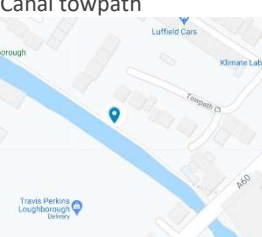
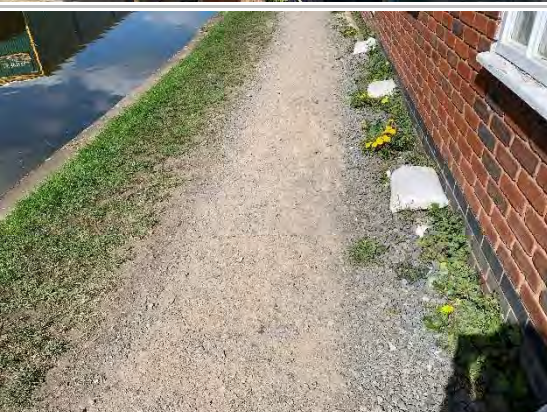
3.5.8 A site visit was undertaken during April 2021 to audit the routes. The audit of Route B is summarised below.

**Table 3-3: Route Audit**





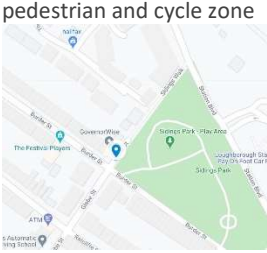



| Location  | Photo   | Comments   |
|---|---|--|
|   |   | <p>Chicane barrier not accessible to all users.</p>  |
|  |  | <p>Surface in poor condition – mix of brick, gravel and compacted earth. 1-2 metres wide.</p> <p>No lighting</p> |





| Location   | Photo   | Comments  |
|--|---|---|
| <p>Canal towpath</p>      |    | <p>At this waterfront apartment development the canal towpath has been widened and a smooth, bound surface has been provided</p> <p>No lighting</p> |
| <p>Canal bridge</p>       |   | <p>The towpath narrows under the A60 bridge</p> <p>No lighting</p>  |
| <p>Steps up to A60</p>  |  | <p>Steps provide a shorter route for pedestrians to the station via the A60.</p>  |
| <p>Canal towpath</p>    |  | <p>Gravel surface, approximately 1-2 metres wide</p> <p>No lighting</p>   |



| Location  | Photo   | Comments  |
|---|---|---|
| <p>Canal towpath access from Glebe Street</p>                  |    | <p>Access point from Glebe Road not accessible to all users due to width of gap and full height kerb</p>        |
| <p>Glebe Street</p>    |   | <p>Glebe Street is a quiet residential street with on-street parking on both sides of the road</p>              |
| <p>Glebe Street/ Sidings Walk pedestrian and cycle zone</p>  |  | <p>Existing high-quality pedestrian and cycle route between Burder Street and Station Blvd.</p>                 |
| <p>Toucan crossing over Station Blvd</p>                     |  | <p>A toucan crossing at the end of Glebe St/Sidings Walk connects to a shared use facility on Station Blvd.</p> |

| Location   | Photo   | Comments   |
|--|---|--|
| <p>Cycle route signage in the station car park</p>  |  | <p>Well-located cycle route signage within the station car park directs to key routes.</p> |

## Proposals

3.5.9 The site audit confirmed that route along the canal towpath provides the opportunity to create a high-quality traffic-free route from the eastern fringe of Loughborough to the station. The proposed improvements are:

- Upgrading the access point from Little Moor Lane including removal of the chicane;
- Improving the access point from Glebe Street including a flush kerb and widening the access;
- Surfacing improvements along the canal towpath to widen the route and provide a smooth, bound surface;
- Lighting to enable year-round use; and
- Signage and wayfinding.

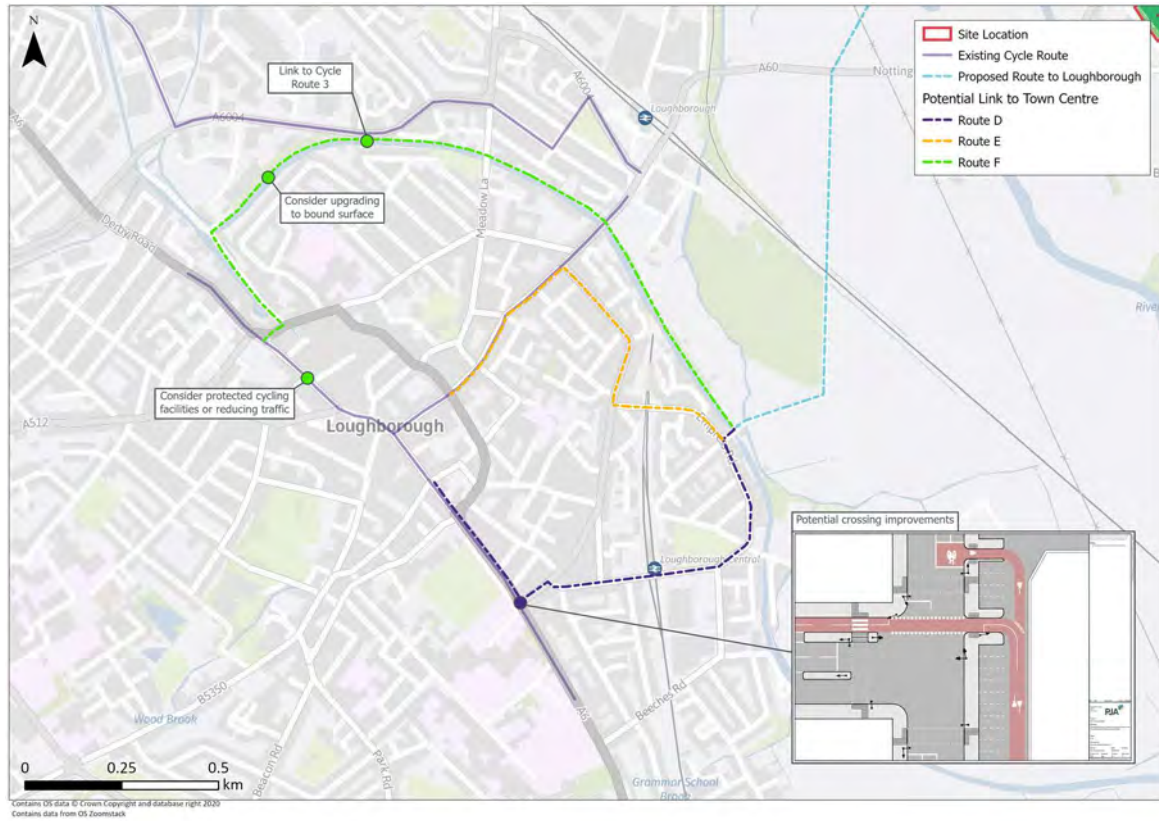
## 3.6 Link to Loughborough Town Centre

3.6.1 Three potential routes to Loughborough town centre were identified (also mapped in Figure 3-10):

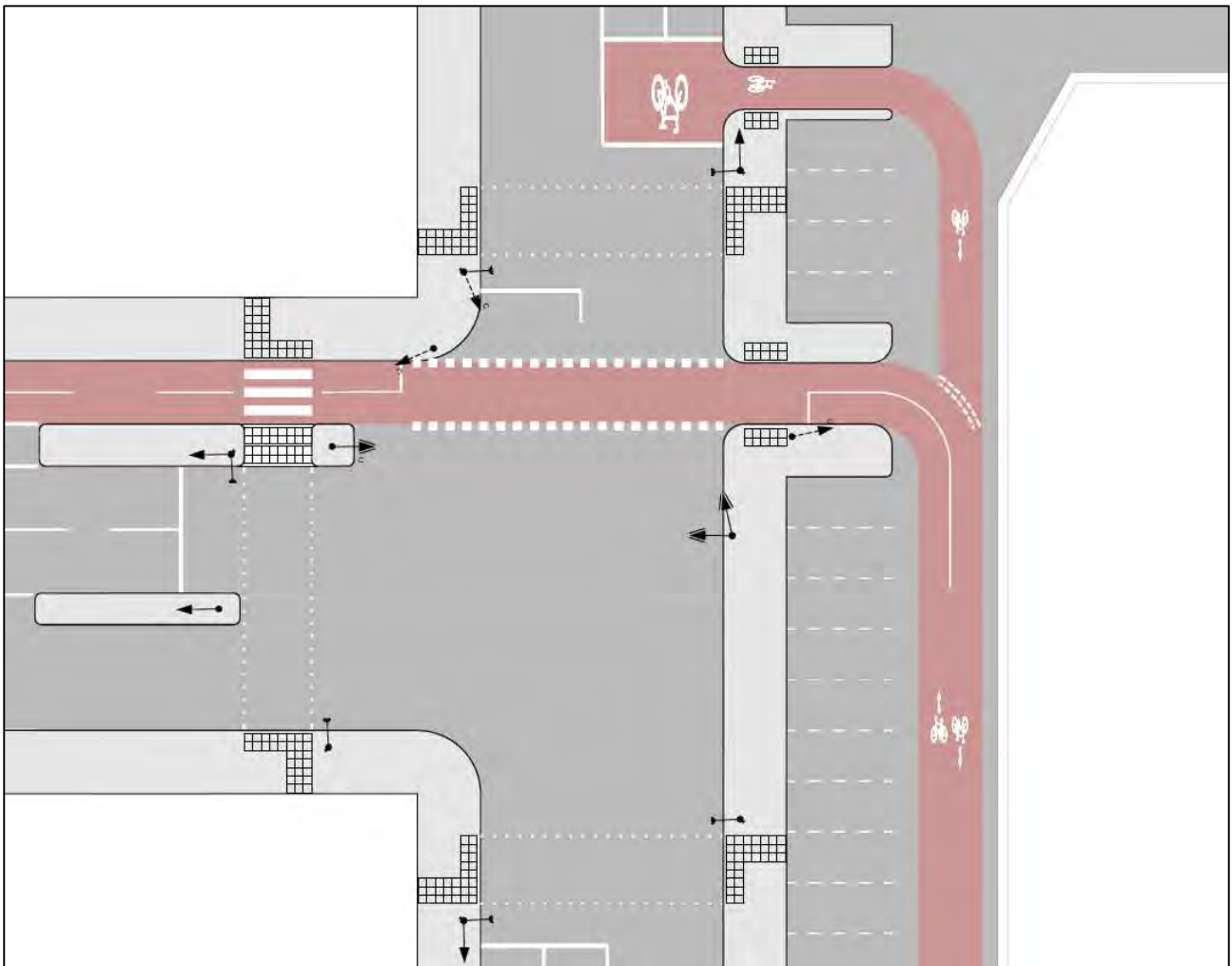
- Route D – via Empress Road, Grand Central Road and A6 Leicester Road (Cycle Network Route 1)
- Route E – via Empress Road, A60 Wharnccliffe Road/Queen’s Road and A60 Nottingham Road (Cycle Network Route 2)
- Route F – via Grand Union Canal towpath, Canal Bank and The Rushes



Figure 3-10: Routes to Loughborough town centre



**Extract A**



- 3.6.2 Route D provides a link from the eastern fringe of Loughborough to the town centre via the A6 which forms part of Loughborough’s existing cycle network (Route 1).
- 3.6.3 Route E follows on the on-carriageway route towards Loughborough Station, turning left instead of right at Nottingham Road to follow Loughborough’s Cycle Network Route 2 into the town centre.
- 3.6.4 Route F is the least direct of the routes to the town centre but benefits from providing a safe, attractive traffic-free route to the edge of the town centre linking to Loughborough Cycle Network Route 1. It also links to Loughborough Cycle Network Route 3 which provides a link to the employment area in the north of the town.

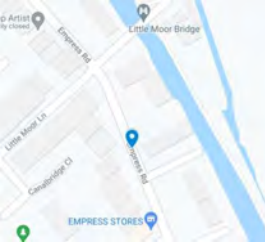



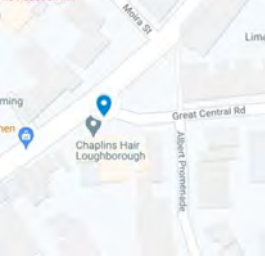





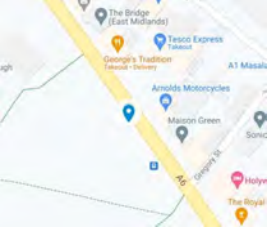



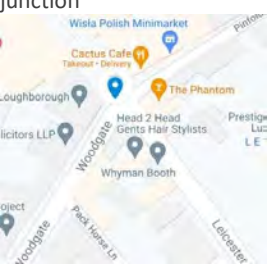

### Route Audits

3.6.5 A site visit was undertaken during April 2021 to audit the routes. The audit was undertaken by cycle to ensure all key issues and barriers could be identified.

### Route D – via Empress Road, Grand Central Road and A6 Leicester Road (Cycle Network Route 1)

Table 3-4: Route D Audit





| Location  | Photo   | Comments  |
|---|---|---|
| <p>Empress Road</p>                              |   | <ul style="list-style-type: none"> <li>Route is relatively quiet enabling on-carriageway cycling</li> </ul> |
| <p>Great Central Road</p>                      |  | <p>Route is relatively quiet enabling on-carriageway cycling</p>  |
| <p>Junction of Great Central Road and A60</p>  |  | <p>Parking on footway outside shops at junction</p>   |

| Location   | Photo   | Comments  |
|--|---|---|
| <p>Junction of A6 and A60</p>                                 |    | <p>No crossing facilities for cycles at junction</p>  |
| <p>A6 service road</p>                                       |   | <p>Quiet service road running parallel to the A6 provides a safe cycling environment</p>        |
| <p>Toucan crossing, junction of A6 and Southfield Road</p>  |  | <p>Existing Toucan crossing</p>   |
| <p>Leicester Road/High Street junction</p>                  |  | <p>Motor vehicle access to the town centre is prohibited providing a safe space for cycling</p> |



### Route E – via Empress Road, A60 Wharncliffe Road/Queen’s Road and A60 Nottingham Road (Cycle Network Route 2)

Table 3-5: Route E Audit

| Location   | Photo   | Comments  |
|--|---|---|
| <p>Loughborough Cycle Network Route 2, Nottingham Road</p>  |   | <ul style="list-style-type: none"> <li>• Cycle symbols and short sections of narrow painted cycle lanes on carriageway</li> </ul> |
| <p>Baxter Street/ Lemington St junction</p>               |  | <p>Cycle contraflow provides access to town centre</p>  |





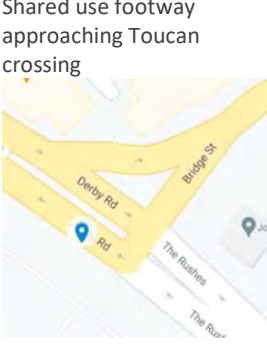

### Route F – via Grand Union Canal towpath, Canal Bank and The Ruses

Table 3-6: Route F Audit

|  |   |  |
|--|---|--|
| <p>Canal route</p>  |  | <p>Gravel surface is in good condition</p> |
|--|---|--|





|   |   |   |
|---|---|---|
| <p>Route along Canal Bank</p>                            |    | <p>Canal Bank is a low traffic environment where pedestrians and cyclists share with motor vehicles</p> |
| <p>Shared use footway</p>                                |   | <p>A shared use footway links Canal Bank to Toucan crossings of Bridge Street/Derby Road/The Ruses</p>  |
| <p>Shared use footway approaching Toucan crossing</p>  |  | <p>Narrow shared footway provides access to Toucan crossings</p>  |



### Proposals

3.6.6 The site audits confirmed that there are merits to all three routes as they enable people to access different parts of Loughborough. For example, while routes D and E provide the most direct link to the town centre, route F benefits from also linking to Loughborough Station and employment in the north of the town as well as providing leisure benefits. Therefore, there is merit in improving all three routes to comply with LTN1/20.

3.6.7 The key proposals for each route are:

#### *Route D*

- Provide safe cycle link from Great Central Road to the existing cycling facilities on the western side of the A6 (Loughborough Cycle Network Route 1);
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on Leicester Road between the A6 and High Street; and
- Install signage and wayfinding.

#### *Route E*

- Provide safe cycle link from Great Central Road to the existing cycling facilities on the western side of the A6 (Loughborough Cycle Network Route 1) (see Appendix A for crossing detail);
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on the A60;
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on Nottingham Road; and
- Install signage and wayfinding.

#### *Route F*

- Widen the canal towpath as much as possible and upgrade to a bound surface;



- Review the potential to install lighting along the canal towpath;
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on The Rushes; and
- Install signage and wayfinding.

### 3.7 Conclusion

3.7.1 A full review of the walking and cycling strategy for the site has been undertaken to ensure that the proposals are fully compliant with LTN 1/20.

3.7.2 This section summarises the strategy and proposals for the three strands of the pedestrian and cycle access: the internal movement strategy, access to Loughborough and links within Loughborough.

#### Internal movement strategy

3.7.3 First, an audit of the site layout was undertaken against the principles set out in LTN 1/20. This confirmed the following:

- The site layout prioritises pedestrians and cyclists to create an exemplar development where walking and cycling are the main modes of transport within the site.
- The mix of uses within the site will reduce the need for residents to travel outside of the development for their everyday needs.
- The connections to public rights of way outside of the site will encourage leisure trips and enable residents to enjoy the countryside on their doorsteps.

3.7.4 The site layout therefore conforms with the five core principles of LTN 1/20:

- It's low traffic nature ensures that cyclists can move between off-road infrastructure and quiet residential streets in a **cohesive** manner.
- Routes through the site are **direct** and provide links between neighbourhoods.
- The realignment of the A60 creates a low-traffic environment within the site, which alongside the off-road routes proposed will ensure the **safety** of pedestrians and cyclists.
- **Comfort** for users is ensured through the extensive network of routes proposed.
- Routes are provided in **attractive**, landscaped areas throughout the site.

#### Links to Loughborough

3.7.5 The proposals for links into Loughborough are summarised below.

- Currently, there is no traffic-free route for cyclists from the development into Loughborough. Therefore, a new traffic-free pedestrian and cycle route will be provided between the



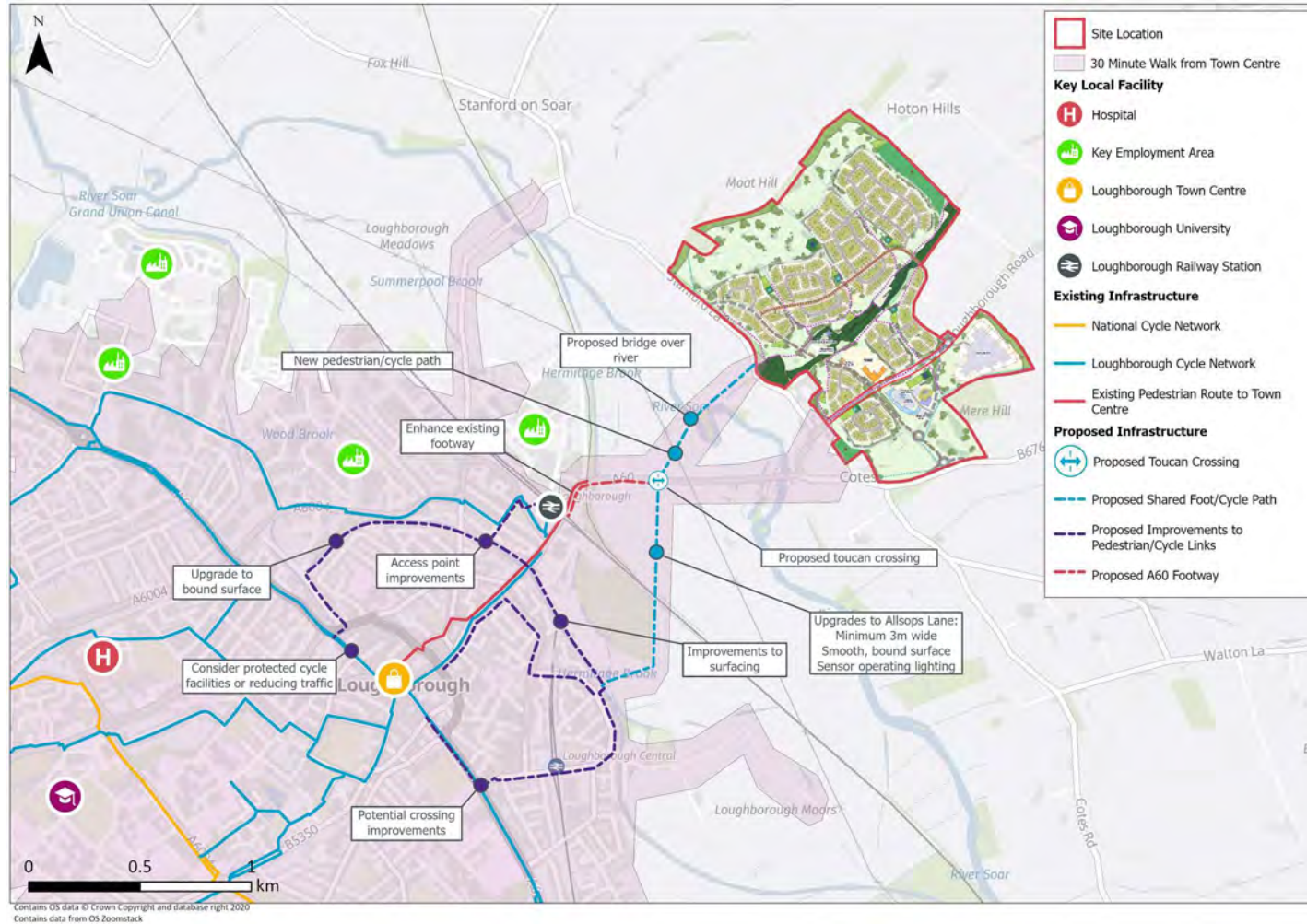
development site and Loughborough, providing a safe, attractive link that gives new and existing residents an alternative route to the A60. The proposals include a new shared use footway/cycleway between the development site across land owned by the proposer between Riggets Green and the A60, including a new pedestrian/cycle bridge over the River Soar, a Toucan crossing on the A60 and upgrades to the existing bridleway along Allsopp's Lane and Little Moor Lane. Upon completion, this will provide a lit, fully surfaced high-quality route designed in accordance with the geometric requirements of LTN 1/20.

- At present there are no crossing facilities on this section of the A60 and therefore a new toucan crossing will be provided to facilitate the proposed shared use route. This will ensure the safety of all users.
- The site benefits from its proximity to Loughborough Railway Station, which is situated within a circa 15-minute walk from the site's southern boundary. However, at present there is not a continuous pedestrian route provided. Therefore, it is proposed to construct a new footway along the southern side of the A60, which will tie in with the existing footway underneath the railway bridge. The section of footway between the railway bridge and the station will be upgraded and widened for the comfort of pedestrians. This will provide a direct, continuous pedestrian route from the site to Loughborough Station and beyond to the town centre.

### **Links within Loughborough**

- 3.7.6 There are two key destinations from the eastern fringe of Loughborough: Loughborough Station and Loughborough town centre.
- 3.7.7 A route along the canal towpath to Loughborough Station is proposed which will create a safe, attractive, almost entirely traffic-free pedestrian and cycle route of approximately 3km. A slightly shorter pedestrian route is available via steps from the canal towpath to the footway alongside the A60. Improvements to access points, surfacing and lighting are proposed to enable the route to be used by commuters year-round.
- 3.7.8 Three routes to Loughborough Station are proposed which all link into existing cycle routes and infrastructure in Loughborough:
- via Empress Road, Grand Central Road and A6 Leicester Road (Cycle Network Route 1);
  - via Empress Road, A60 Wharncliffe Road/Queen's Road and A60 Nottingham Road (Cycle Network Route 2); and
  - via Grand Union Canal towpath, Canal Bank and The Rushes.
- 3.7.9 Improvements proposed include a new cycle crossing on the A6 and reducing traffic volumes and/or providing protected cycling infrastructure along the A60 to comply with LTN1/20.

**Figure 3-11: Proposed Pedestrian and Cycling Strategy**





3.7.10 Through the implementation of this strategy, it has been demonstrated that the five core principles of LTN 1/20 can be satisfied:

- **Cohesive** – the new shared-use route provides a clear and convenient route from the development into Loughborough. Within Loughborough, the proposed upgrades to existing routes, including the improvement of existing access points and improvements to crossing provision, will ensure that routes are legible and cohesive for cyclists.
- **Direct** – there are multiple direct routes from the development to Loughborough for both pedestrians and cyclists. Each route has been planned to specifically align with the key desire lines from the development.
- **Safety** – the safety of pedestrians and cyclists will be significantly improved through the provision of a new toucan crossing on the A60, and the crossing improvements identified on the routes into Loughborough town centre. Furthermore, by providing a traffic-free route into Loughborough, cyclists will not need to mix with traffic on the A60.
- **Comfort** – The comfort of existing routes within Loughborough will be vastly improved by upgrading surfacing where it is currently substandard. In addition, it will be ensured that new routes are designed in accordance with LTN 1/20 geometric requirements.
- **Attractive** – the proposed shared use route will provide an attractive, traffic-free route through a rural area. Moreover, sensor operated lighting will ensure that the route does not detract from its rural surroundings.

3.7.11 By implementing this strategy, walking and cycling will become an attractive, primary mode of transport to and from the development. This will assist in achieving the goals set out in Gear Change (2020), which states that "Cycling and walking will be the natural first choice for many journeys".

3.7.12 It is considered that the provision of these routes will facilitate the walking and cycling demand identified in the TDM, as well as providing routes that can be used by micro-mobility modes, such as E-scooters. These routes respond directly to the TDM, and also provide the opportunity to achieve the modal shift, away from car trips into Loughborough.

## 4 Public Transport Strategy

### 4.1 Overview

4.1.1 As part of the previous planning application, the following public transport strategy was proposed:

- Stage 1 (0-40 Dwellings): Loughborough tariff and ticketing zone expanded to Cotes.
- Stage 2 (41-200 Dwellings): Service 9 Evening and Sunday enhancement.
- Stage 3 (201+ Dwellings): Add new service 10 to provide additional departures to Loughborough.

4.1.2 This strategy was agreed with the local highway authority at the time. However, it is now necessary to revisit the strategy and review it against current policy (section 4.2) and the current baseline conditions.

4.1.3 As such, an updated public transport strategy has been developed for the scheme, based on an analysis of existing bus services and how these would serve the development.

4.1.4 This strategy assesses the proposals against the Government's national bus strategy "bus back better" (released in March 2021) and provides a financial assessment of how these services would be secured.

### 4.2 Policy

4.2.1 LCC's Local Transport Plan 3 (adopted in 2014) and Environmental Strategy (adopted in 2020) include the promotion of sustainable travel and public transport services at their core.

4.2.2 The Government's new national bus strategy paper "bus back better" published in March 2021 has changed the landscape for bus operations in England. This requires local authorities to take a far more proactive role in the development of the bus network and channelling support to it most likely through partnership working with the local transport authority.

4.2.3 This strategy has been developed with a view to ensuring mode share aspirations can be met by the partnership or franchise networks and that the necessary supporting bus infrastructure requirements can be delivered.

### 4.3 Bus routes

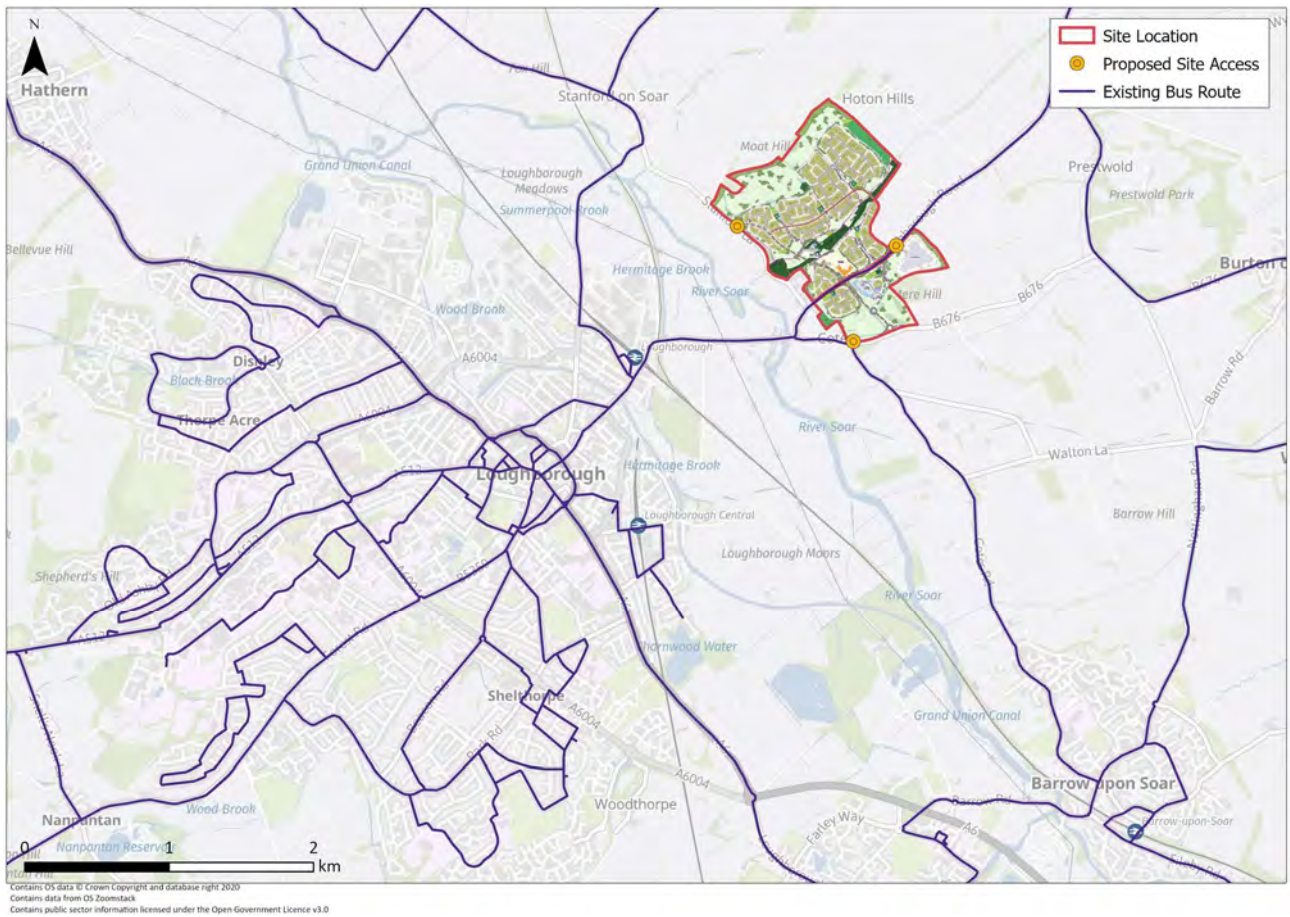
4.3.1 The site is well served by existing bus routes, with three buses per hour on routes to Nottingham (route 9) and Melton Mowbray (route 8) operating along the A60 directly adjacent to the site. Loughborough Railway Station is circa 2km from the site, is served by these routes and is the terminus for the 'Sprint' local town bus service to the University campus.



**Table 4-1: Existing Bus Services**

| Service | Operator  | Route  | Monday to Friday |          |     | Saturday |     | Sunday  |     |
|---------|-----------|--|------------------|----------|-----|----------|-----|---------|-----|
|         |           |  | Peak             | Off-peak | Eve | Daytime  | Eve | Daytime | Eve |
| 8       | Centrebus | Loughborough – Melton Mowbray                              | 60               | 60       | 0   | 60       | 60  | 0       | 0   |
| 9       | Kinchbus  | Loughborough – Nottingham                                  | 30               | 30       | 60  | 30       | 60  | 60      | 0   |
| Sprint  | Kinchbus  | Station – Town Centre – University (university terms only) | 20               | 20       | 30  | 20/15    | 30  | 0       | 0   |

**Figure 4-1: Existing Bus Routes**



## 4.4 Bus Service Proposals

### Recommendation

4.4.1 The provision of bus services would be phased, as follows:

- Phase 1 (up to circa 750 dwellings) – the site will be served by the existing services, provided three buses per hour. A diversion into the site will be necessary as the masterplan is delivered



to a stage where buses can turn internally via an internal roundabout or loop, adjacent to the mobility hub.

- Phase 2 (750-1,500 dwellings) – an enhancement to the bus service provision, based on the following options:
- extension of the Sprint bus to the site every 20 minutes (University terms) from the rail station. This would require 1 bus and cost circa £150,000 (in 2021 costs) inclusive of the Sundays and bank holidays service and would include a service every 30 minutes during the University vacations between the site and the town centre.
- the deployment of an additional vehicle on either route 8 or route 9 to allow the chosen route to operate across the town centre to the University. This would also equate to three bus per hour daytime frequency but would allow a greater degree of linkage between the site and the major employment location in the town. The £150,000 cost would include the Sunday and Bank Holidays Shuttle bus and an option to retain the extension during University vacations.

4.4.2 Figure 4-2 highlights the proposed enhancements to bus service provision.

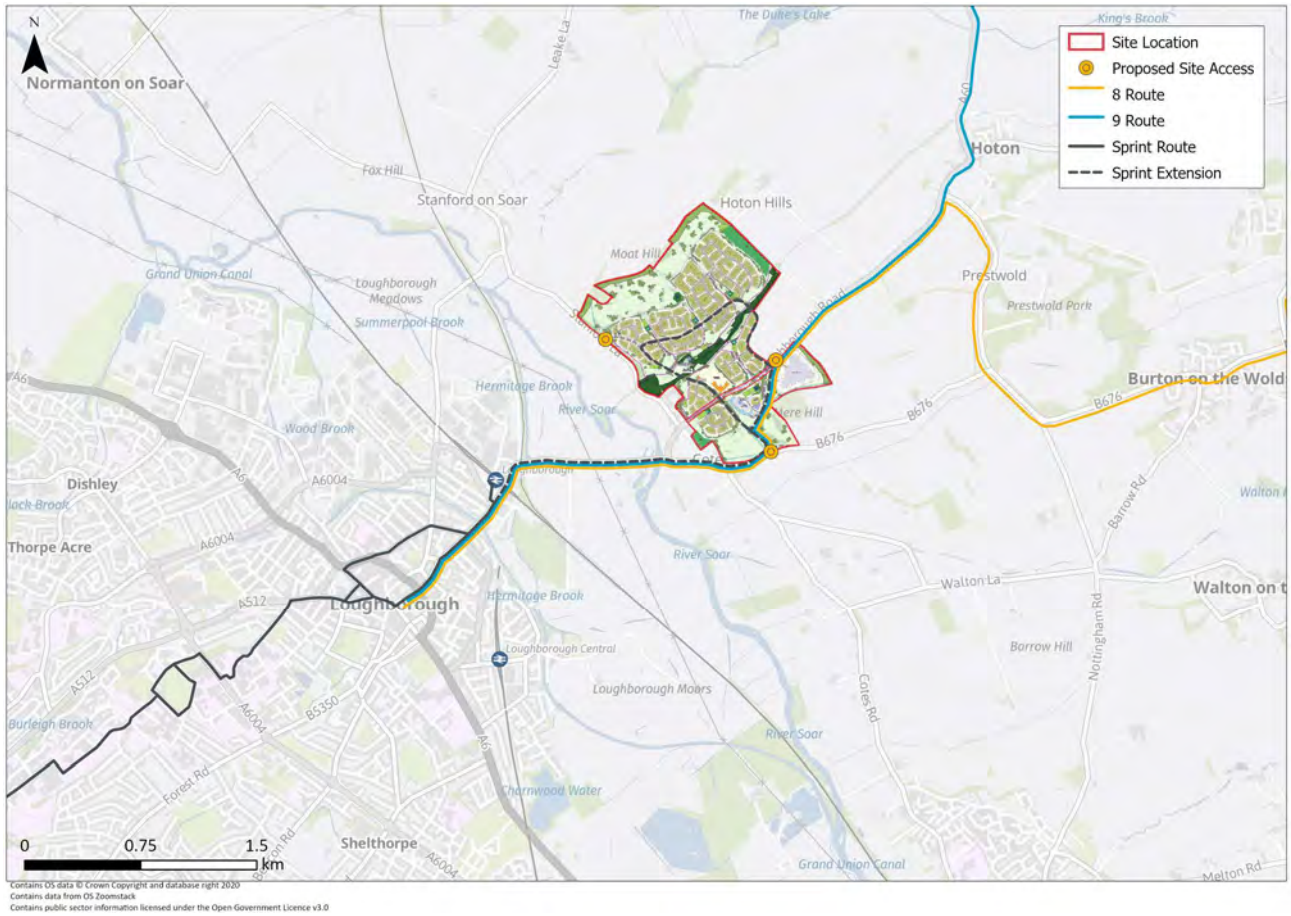
### **Demand Responsive Transport (DRT)**

4.4.3 The potential for a Demand Responsive Service dedicated to the site has also been considered. Whilst DRT is a flexible and attractive solution, a number of factors suggest this to be less tenable option for this site. The limited number of destinations within a reasonable distance of the site and the presence of a high number of fixed route buses running on the A60 indicate that a DRT service would compete for passengers against the fixed route services, often to the same destinations.

4.4.4 As such, A DRT is not proposed as part of this strategy but will be considered as a potential option as the development is built out, subject to passenger demand.



**Figure 4-2: Proposed Bus Route Enhancements**



## 4.5 Bus Service Income

4.5.1 The bus service income generation is proportionate to the mode share and buildout rates. The income levels are based on 2021 prices and provide an indication of the bus trips that a well-served and designed development with good access to bus services could achieve. It should also be noted that this assessment is based on a quantum of 1500 dwellings.

**Table 4-2: Bus Service Estimated Income (based on 2021 prices)**

| Year | Housing        |            |            | Employment |            |            | Bus Income |
|------|----------------|------------|------------|------------|------------|------------|------------|
|      | Homes Buildout | Annual Pax | Bus income | Area m2    | Annual Pax | Bus Income |            |
| 1    | 100            | 17,640     | £19,404    |            | 0          | £0         | £19,404    |
| 2    | 200            | 35,280     | £38,809    |            | 0          | £0         | £38,809    |
| 3    | 300            | 52,920     | £58,213    | 2,750      | 5,040      | £5,877     | £64,090    |
| 4    | 400            | 70,560     | £77,617    |            | 5,040      | £6,043     | £83,660    |
| 5    | 500            | 88,200     | £97,021    |            | 5,040      | £6,209     | £103,230   |
| 6    | 600            | 105,840    | £116,425   |            | 5,040      | £6,376     | £122,801   |
| 7    | 700            | 123,480    | £135,829   | 2,750      | 10,080     | £13,084    | £148,913   |
| 8    | 800            | 141,120    | £155,233   |            | 10,080     | £13,416    | £168,650   |

| Year | Housing        |            |            | Employment |            |            | Bus Income |
|------|----------------|------------|------------|------------|------------|------------|------------|
|      | Homes Buildout | Annual Pax | Bus income | Area m2    | Annual Pax | Bus Income |            |
| 9    | 900            | 158,760    | £174,637   |            | 10,080     | £13,749    | £188,386   |
| 10   | 1000           | 176,400    | £194,041   |            | 10,080     | £14,082    | £208,123   |
| 11   | 1100           | 194,040    | £213,445   |            | 10,080     | £14,414    | £227,860   |
| 12   | 1200           | 211,680    | £232,849   |            | 10,080     | £14,747    | £247,596   |
| 13   | 1300           | 229,320    | £252,253   |            | 10,080     | £15,080    | £267,333   |
| 14   | 1400           | 246,960    | £271,657   |            | 10,080     | £15,412    | £287,070   |
| 15   | 1500           | 264,600    | £291,061   |            | 10,080     | £15,745    | £306,806   |

4.5.2 At this stage no detailed assessment of how this revenue would be split between services has been undertaken nor on the effect on demand of increasing the service frequencies during the development's buildout which in theory would see additional bus journeys due to the more attractive service offered.

4.5.3 Based on viability calculations, it is considered that options will become viable during the development buildout, with a S106 contribution in the order of £500,000. It is recommended that this is placed into a wider Travel Planning S106, and bus capacity is monitored through the travel plan monitoring process, to establish the trigger point for implementation, which will be agreed with LCC.

## 4.6 Summary

4.6.1 This section has proposed an updated bus strategy, that takes into consideration the changes in policy and baseline conditions in the time since the previous planning application was submitted.

4.6.2 This strategy is considered financially viable and can be implemented on a phased basis as the development is constructed.

4.6.3 The implementation of this strategy will facilitate the demand for bus trips identified by the TDM and as the site is built out, the improved bus services provided as part of the strategy will encourage further modal shift.



## 5 Mobility Strategy

### 5.1 Overview

5.1.1 This section sets out the proposed mobility strategy for the proposed development.

5.1.2 The previous TA submitted in 2013 included an integrated transport strategy, a public transport strategy, walking and cycling strategy, a Framework Travel Plan and the application of personalised travel planning, and a masterplan developed with the aim of internalising trips through a mixture of land uses with high quality internal pedestrian and cycle routes.

5.1.3 In the eight years that have passed since the previous application, innovative mobility solutions have been increasingly seen as realistic solutions to creating sustainable developments. As such, the integrated transport strategy proposed as part of the previous TA has been revised to reflect current industry best practice and to take into consideration more modern and innovative sustainable travel solutions.

5.1.4 The shift in attitudes towards sustainable modes of transport is evidenced by Gear Change (2020), which sets out the government's shift in transport policy to prioritise active travel over single-occupancy private vehicles.

5.1.5 The plan set the following vision:

"Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030."

5.1.6 An innovative mobility strategy will be central to ensuring that the proposed development aligns with the vision for walking and cycling outlined by the Gear Change document.

5.1.7 Moreover, micro-mobility modes of transport, such as E-bikes and E-scooters are becoming increasingly popular in the U.K, with several successful E-scooter trials currently in place across towns and cities in the U.K.

5.1.8 For instance, research conducted following a trial in Milton Keynes found that:

- There were more than 23,000 journeys on the e-scooters in the first 10 weeks; and
- 63 per cent of people surveyed replaced a drive alone car trip with an e-scooter ride, with almost a quarter (23 per cent) using e-scooters twice in a typical week.<sup>2</sup>

<sup>2</sup> <https://www.intelligenttransport.com/transport-articles/110974/what-lessons-have-been-learned-from-e-scooter-trials/>

5.1.9 As such, encouraging the use of micro mobility modes of transport, such as E-scooters, will form a central part of this mobility strategy as they offer a highly viable alternative to car journeys.

## 5.2 Mobility Strategy

### Connected Transport

5.2.1 From a transport perspective, the development will become a recognisable place with an offer of different and connected transport modes, supplemented with enhanced facilities and information features to both attract, and benefit the traveller. The site will be designed such that the focus is not placed on the private car, rather on providing public realm spaces that optimise access to and between sustainable transport modes. This will ensure that there is a reduced need to travel for all users of the site.

5.2.2 Not only will the development provide access to traditional forms of transport i.e. bus and cycle, but also shared modes of mobility including electric/bikes and scooters, car club provision, e-cargo bikes etc.

5.2.3 In addition, information will be provided to those using the development, signposting mobility options, preferably in a digital format.

5.2.4 An example of appropriate mobility provision on site could be as follows:

| Mobility component: public transport                                      | Mobility components: non-public transport   | Mobility related components  | Non mobility & urban realm  |
|---|---|--|---|
| <ul style="list-style-type: none"> <li>Local bus</li> <li>Taxi</li> </ul> | <ul style="list-style-type: none"> <li>Car Club bay with a choice of van/estate car</li> <li>Bike/scooter share</li> <li>E-cargo bike share/trailers</li> </ul> | <ul style="list-style-type: none"> <li>Bike repair stand</li> <li>Electric vehicle charging bays</li> <li>Secure cycle parking</li> <li>Digital pillar (transport info, ticketing, way finding, walk distances, local services)</li> </ul> | <ul style="list-style-type: none"> <li>Covered waiting area</li> <li>Package delivery lockers</li> <li>Traffic calming</li> <li>Community exercise equipment</li> </ul> |

5.2.5 Developing the site in this manner will offer the following benefits:

- Mode choice – travellers to, and from the development will have a real mode choice for different journeys and needs. It encourages people to think multi-modally, and therefore reduce reliance on car use and associated impacts;
- Convenience – travellers to, and from the development will provide convenience for multi-modal trips allowing for seamless transitions between modes;
- Focus on public realm – development will be organised such that space is organised for the benefit of pedestrians and cyclists, creating a pleasant urban realm; and

- Density – providing a real mode choice for travellers to, and from the development means that less car parking will be required on-site, allowing a higher density to be accommodated on site.

5.2.6 There are of course a number of factors that influence mode choice and mobility decisions are influenced by practical, psychological and social factors as well as by demographics and circumstances. Practical factors relate to how well a form of transport can meet people’s practical needs, for example whether the transport infrastructure is conducive to travelling by car or public transport. **Figure 5-1** illustrates how these factors influence our transport behaviour.

5.2.7 The development will positively influence transport behaviour through improved transport choices. The development will also positively influence practical factors through improved infrastructure, good design and improved transport services. Softer measures through a residential travel plan delivered at the outset of the development will encourage a change of travel habit on occupancy of the development.

**Figure 5-1: Factors that Influence Mobility Decisions**



## Mobility Hub

5.2.8 A mobility hub will be provided in a central location on the site. The provision of this is central to the mobility strategy for the site, as the facilities provided by the hub will reduce the need to travel and make alternative modes of travel to the car more appealing and easily accessible to residents.



5.2.9 The UK Mobility Hub Guidance document provides the following definition:

“A mobility hub is a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller.”

5.2.10 The Mobility Hub will be located so as to minimise the distance that a vehicle has to drive into the site before being able to park. Access to Mobility Hubs should generally be taken from the primary road network.

5.2.11 Mobility hubs are likely to be multi-storey structures, with active frontages provided at ground floor level. These buildings will act as a focal point for the community offering a one stop location for transport and other related services, potentially including:

- E-Scooters - with docking and charging facilities.
- Car/Van Club - provision of infrastructure and parking spaces (all vehicles required to be Electric and all spaces to have active Electric Vehicle Charging Point (EVCP)).
- E-Bikes (for hire and sharing) - with docking and charging facilities.
- Bike Repair Workshop.
- Package Delivery Lockers.
- Ride Hailing (shared taxis).
- "Delivery Hub" - which allows all deliveries to be made to a central point, with deliveries then collected by occupiers by foot, or distributed by cargo or electric bike.
- EV Parking and Charging Infrastructure.
- Ride Hailing (shared taxis).
- Work-hubs - with High-Speed Broadband, Meetings Rooms etc to encourage working on-site.
- A new bus terminus for the proposed extension to the Sprint route (detailed within the public transport strategy in Chapter 3), which currently terminates at the Rail Station. The terminus will include an indoor waiting area with seating and real-time bus timings on digital displays.

5.2.12 Because of the potential importance of mobility hub buildings, in both their location and its ability to set new 'standards' in the way we live, means they need to be architecturally significant and functionally robust, combining a set of uses that are unique and at the same time future proofed to meet the accelerated changes in transportation that are on the horizon. The structure(s) itself will also be constructed so that it can be adapted to alternative uses in the future in response to predicted changes in car ownership levels.



5.2.13 In order to be most effective, mobility hubs need to be located within easy walking distance of the dwellings they serve. It is considered that the provision of a mobility hub in a central location within the site (for instance, adjacent to the local centre) would mean that the services provided by the hub are within an acceptable walking distance for all residents.

5.2.14 The central mobility hub will incorporate smart city thinking, allowing information on availability of spaces and pricing strategies to be shared with real-time information displays across the site and potentially with users' smart phones via an app. Pedestrian and cyclist access routes to the hubs will be carefully considered to ensure that they accord with the key principles of coherence, directness, comfort, attractiveness and personal safety.

**Figure 5-2: Example Mobility Hub Illustration (Source: UK Mobility Hubs Guidance, CoMoUK)**



### *Mobility Hub Benefits*

5.2.15 Providing a mobility hub will result in the following benefits<sup>3</sup>:

- Reclaim the kerb for sustainable modes of travel, reducing the dominance of the private car;
- Provide convenience for multi-modal trips;
- Provide a choice of modes for users;

<sup>3</sup> Source: UK Mobility Hubs Guidance (CoMoUK), Available at: <https://como.org.uk/shared-mobility/mobility-hubs/what/>





- Mobility hubs by design offer a more comfortable and safer dwell time;
- Increases the visibility and raises the appeal of sustainable travel modes;
- Improve public realm by reorganising space for the benefit of pedestrians and cyclists whilst also addressing parking problems;
- Improve accessibility to local facilities and destinations;
- Provide an impetus for change in reducing parking provision and creating high density development; and
- Help solve the issue of “street clutter” from dockless/free floating micro-mobility services.

### **5.3 Travel Planning Strategy**

5.3.1 A robust travel plan will be prepared for the site and will contain various travel-related measures and strategies that will be implemented to encourage residents of the site to consider the use of a range of travel modes. The key objectives of a Travel Plan are to:

- Deliver a long-term and sustained commitment to changing and widening travel choice;
- Address the access needs of residents by enabling walking, cycling, public transport and car sharing;
- Promote healthy lifestyles and raise awareness about the benefits of utilising sustainable travel opportunities; and
- Build upon good urban design principles that promote the permeability of development, encouraging walking and cycling as the first choice for local trips.

5.3.2 The Travel Plan will facilitate the implementation of the transport strategy set out in this report, with a thorough monitoring strategy that will be used to ascertain whether any additional measures or revisions to existing measures are required to meet targets.

### **5.4 Summary**

5.4.1 This section has summarised the mobility strategy for the proposed development:

- The site will be designed such that the focus is not placed on the private car, rather on providing public realm spaces that optimise access to and between sustainable transport modes.
- There will be a mobility hub on site, which will provide access to a range of sustainable modes of transport and reduce the need to travel.
- A robust travel plan will be implemented, with a thorough monitoring strategy.

5.4.2 The implementation of this mobility strategy will be central to achieving the mode shift identified within the TDM. The mobility strategy will also facilitate the implementation of the



associated walking & cycling and public transport strategies, by providing the infrastructure required to maximise the attractiveness and convenience of sustainable modes of travel.

## 6 Highway Strategy

### 6.1 Overview

6.1.1 The highway strategy devised as part of the previous TA has been reviewed against current policy and the updated transport strategy for the development. It should be noted that this strategy was agreed with the local highway authority at the time.

6.1.2 It is considered that the previously proposed highway strategy remains valid. As such, the strategy remains similar overall, with some changes proposed in order to facilitate the updated walking and cycling strategy set out in Chapter 3.

### 6.2 Proposed Highway Strategy

6.2.1 The highway strategy for the site includes the diversion of the A60 from its current alignment, with a new highway link being provided between the A60 and junction of Barrow Road/Cotes Road.

6.2.2 In order to allow for the provision of a new toucan crossing on the A60 which will facilitate the proposed walking and cycling route, the speed limit on the A60 will be reduced from national speed limit to 40mph between the site's eastern most access and the edge of Loughborough.

6.2.3 The strategy is summarised below:

- Provision of two new four-arm roundabouts on the A60 (referred to as the eastern site access and western site access roundabouts);
- New highway link to act as a diversion of the A60 between the western site access roundabout and Barrow Road/Cotes Road junction;
- Re-alignment of Barrow Road between Back Lane and the junction with the A60;
- Stopping up of Back Lane approximately 140m from the junction with Barrow Road;
- Stopping up of A60/Barrow Road junction;
- New highway link from western site access roundabout to connect to existing Stanford Lane, north of the proposed sports pitches;
- Stopping up of Stanford Lane to the north and south of the proposed sports pitches and provision of turning heads.
- Re-instatement of vehicular access to Back Lane from the north to provide access for the first 100m (approx.);
- Upgrade of the existing Stanford Lane/Meadow Lane priority junction to provide a roundabout.



## **6.3 Review of Highway Strategy**

6.3.1 The stated benefits of the highway strategy are still valid and contribute to the changes in transport policy brought about through LTN1/20. The internal movement strategy, including measures proposed as part of this highway strategy, have been reviewed in detail against the core principles of LTN1/20 within Chapter 3 of this report.

6.3.2 There are a number of significant benefits associated with the highway strategy and these are summarised below:

- The reduction of the speed limit on the A60 to 40mph will improve highway safety and will allow for the provision of a Toucan Crossing on the A60 as part of the walking and cycling strategy for the development.
- The village of Cotes will in effect become a cul-de-sac and there will be no through traffic on the existing section of Stanford Lane from the A60 to the proposed sports pitches, or the section of the A60 which passes existing dwellings. This offers significant benefits to the existing residents of Cotes with regard to a reduction in traffic flows, and potential improvements in respect of noise and air quality.
- The narrow section of Stanford Lane immediately to the north of Cotes will be closed to through traffic and will be replaced by a new road link through the development site. This will bring benefits in terms of highway safety.
- The current priority junction at Meadow Lane/Stanford Lane is sub-standard when considered against design guidance due to poor visibility on all approaches to the junction. The proposed improvement at this location to provide a three-arm roundabout will bring benefits both in terms of network capacity and highway safety.

## **6.4 Summary**

6.4.1 The highway strategy for the site includes the diversion of the A60 from its current alignment, with a new highway link being provided between the A60 and junction of Barrow Road/Cotes Road. This will provide a number of benefits in terms of network capacity, congestion in Cotes and improved highway safety.

6.4.2 The implementation of the highway strategy will encourage walking and cycling journeys to be undertaken within the site by reducing the severance that would have been caused by the current alignment of the A60. Moreover, the highway strategy has been revised to allow for the safe provision of a new toucan crossing on the A60, which facilitates the proposed walking and cycling route into Loughborough. Therefore, the implementation of the highway strategy will contribute to encouraging the uptake of sustainable modes of travel, ultimately reducing the number of vehicle trips generated by the development.



## 7 Summary and Conclusions

### 7.1 Summary

7.1.1 The original outline planning application was refused in July 2014. All transportation matters were agreed with Leicestershire County Council (LCC) at the time of the submission, with the exception of the accessibility of the site to services by walking and cycling:

- Concerns were raised with regard to the ability to deliver sufficient on-site facilities in order provide a genuine mixed-use development;
- General issues were raised in relation to the proximity of the site to key services in Loughborough; and
- Finally, there were concerns that high quality walk/cycle routes to Loughborough could not be provided.

7.1.2 This report has provided an updated transport strategy for the development which addresses each of the points above.

7.1.3 Both travel behaviour and the development proposals have changed when considering the 2013 planning application, and the amended proposals now being promoted.

7.1.4 The development proposals have been amended and the most substantial change relates to an increase in the number of dwellings from 975 in the 2013, and 1,500 dwellings in the current scheme. This is a significant increase in dwellings and will in part address previous concerns relating the viability/feasibility of delivering on-site facilities in order to reduce the need to travel.

7.1.5 A travel demand model has been prepared, which demonstrates the following:

- The mixture of land uses provided within the development means that a high number of trips can be internalised. These trips will be able to be undertaken by walking and cycling via the proposed routes within the development.
- Most external trips will be towards Loughborough. It is considered that these trips offer the most potential for modal shift through the measures set out in this transport strategy.
- A potential modal shift of 12% reduction in car use is considered reasonable based upon research undertaken by ActDev. This would equate to a reduction of 108 vehicular trips during the AM peak and a reduction of 98 during the PM peak.

7.1.6 A detailed walking and cycling strategy has been developed:



- The internal movement strategy prioritises pedestrians and cyclists, creating an exemplar development where walking and cycling are the key modes of transport within the site while the mix of uses within the site including local shops and a primary school will reduce the need for residents to travel outside of the development for their everyday needs.
- A new traffic-free pedestrian and cycle route is proposed between the development site and Loughborough, providing a safe, attractive link that gives new and existing residents an alternative route to the A60. On the A60, a new footway is proposed, which will facilitate a direct and continuous pedestrian route to Loughborough Station.
- Proposed routes have been identified within Loughborough, providing links to the railway station and town centre. A series of improvements have been recommended to ensure that these routes are suitable.

7.1.7 An updated bus strategy has been identified that takes into consideration the changes in policy and baseline conditions in the time since the previous planning application was submitted.

7.1.8 This strategy is considered financially viable and can be implemented on a phased basis as the development is constructed.

7.1.9 In the eight years that have passed since the previous application, innovative mobility solutions have been increasingly seen as realistic solutions to creating sustainable developments. As such, the integrated transport strategy proposed as part of the previous TA has been revised to reflect current industry best practice and to take into consideration more modern and innovative sustainable travel solutions.

7.1.10 As such, encouraging the use of micro mobility modes of transport, such as E-scooters and E-Bikes, will form a central part of this mobility strategy as they offer a highly viable alternative to car journeys. These forms of micro-mobility were not widely available in 2013, but now provide a realistic proposition.

7.1.11 The highway strategy devised as part of the previous TA has been reviewed against current policy and the updated transport strategy for the development. It should be noted that this strategy was agreed with the local highway authority at the time.

## **7.2 Conclusion**

7.2.1 In conclusion, it is considered that the implementation of this strategy will provide the necessary measures and infrastructure required to make the proposed development acceptable from a highways perspective.



## Appendix A: Travel Demand Model Methodology

# Technical Note

**Project:** Cotes, Loughborough

**Subject:** Travel Demand Methodology

|                    |                      |                  |    |
|--------------------|----------------------|------------------|----|
| <b>Client:</b>     | Jelson Homes Limited | <b>Version:</b>  | A  |
| <b>Project No:</b> | 05424                | <b>Author:</b>   | DB |
| <b>Date:</b>       | 23/04/21             | <b>Approved:</b> | ME |

## I Introduction

### I.1 Purpose of Note

1.1.1 This note has been prepared to provide an overview of the methodology used in the travel demand calculations associated with the proposed development.

### I.2 Content of Note

1.2.1 A Travel Demand Model (TDM) has been developed in order to calculate the travel demand associated with the proposed development. This TDM has been developed based on the following development quantum assumptions:

- 1500 residential dwellings;
- 22,000sqm employment, comprising office, light industrial, research & industrial and general industrial land uses;
- A care home (0.68ha);
- A 1FE primary school (238 students); and
- A local centre comprising a convenience store (450sqm) and a mixture of local centre retail offerings (840sqm).

1.2.2 In order to identify the distribution of trips travelling to/from the site, a gravity model approach has been undertaken. This approach identifies the likely distribution of traffic on the local network as a result of development, accounting for differences between trips based on their journey purpose.





## 2 Trip Generation

### 2.1 Residential

2.1.1 In order to identify the likely person trip generation associated with the development, residential trip rates have been obtained from TRICS using the following search parameters:

- Land use: 03 – Residential (A – Houses Privately Owned);
- Excluding sites in Northern Ireland and London;
- Monday – Friday;
- 900 – 2000 dwellings; and
- “Edge of Town” location.

**Table 1: Person Trip Generation – Residential**

|                                  | AM Peak (08:00-09:00) |        |       | PM Peak (17:00-18:00) |        |       |
|----------------------------------|-----------------------|--------|-------|-----------------------|--------|-------|
|                                  | Arrive                | Depart | Total | Arrive                | Depart | Total |
| Trip Rates (per dwellings)       | 0.184                 | 0.73   | 0.914 | 0.593                 | 0.248  | 0.841 |
| Trip Generation (1500 dwellings) | 276                   | 1095   | 1371  | 890                   | 372    | 1262  |

### 2.2 Employment

2.2.1 In order to identify the likely person trip generation associated with the development, employment trip rates have been obtained from TRICS using the following search parameters:

- Land use: 02 - Employment (D - Industrial Estate)
- Excluding sites in Northern Ireland and London;
- Monday – Friday
- 5,000sqm – 50,000sqm GFA;
- Edge of town location; and
- Manually deselected sites with no general industrial or office uses, surveys undertaken during Covid or with a low number of employees (less than 100).

**Table 2: Person Trip Generation – Employment**

|                             | AM Peak (08:00-09:00) |        |       | PM Peak (17:00-18:00) |        |       |
|-----------------------------|-----------------------|--------|-------|-----------------------|--------|-------|
|                             | Arrive                | Depart | Total | Arrive                | Depart | Total |
| Trip Rates (per 100sqm)     | 0.969                 | 0.389  | 1.358 | 0.423                 | 0.991  | 1.414 |
| Trip Generation (22,000sqm) | 213                   | 86     | 299   | 93                    | 218    | 311   |

2.2.2 It is noted that a percentage of employment trips will be internal to the development, which has been considered in further detail within Section 3.

## 2.3 Local Centre

2.3.1 In order to identify the likely person trip generation associated with the development, employment trip rates have been obtained from TRICS using the following search parameters:

- Land Use: 03 Retail (I -Local shops)
- Excluding sites in Northern Ireland and London;
- Monday – Friday; and
- Edge of Town location.

**Table 3: Person Trip Generation – Local Centre**

|                            | AM Peak (08:00-09:00) |        |        | PM Peak (17:00-18:00) |        |        |
|----------------------------|-----------------------|--------|--------|-----------------------|--------|--------|
|                            | Arrive                | Depart | Total  | Arrive                | Depart | Total  |
| Trip Rates (per 100sqm)    | 6.993                 | 5.866  | 12.859 | 9.685                 | 9.317  | 19.002 |
| Trip Generation (1,290sqm) | 90                    | 76     | 166    | 125                   | 120    | 245    |

2.3.2 It is noted that a high percentage of local centre trips will be internal to the development or ‘pass-by’ trips, which has been detailed within this note in Section 3.

## 2.4 Care Home

2.4.1 In order to identify the likely person trip generation associated with the development, employment trip rates have been obtained from TRICS using the following search parameters:

- Land Use: 03 – Residential (O – Retirement and Care Community)
- Excluding sites in Northern Ireland and London;
- Monday – Friday; and
- Edge of Town location.

**Table 4: Person Trip Generation – Care Home**

|                           | AM Peak (08:00-09:00) |        |        | PM Peak (17:00-18:00) |        |        |
|---------------------------|-----------------------|--------|--------|-----------------------|--------|--------|
|                           | Arrive                | Depart | Total  | Arrive                | Depart | Total  |
| Trip Rates (per Ha)       | 8.995                 | 3.704  | 12.699 | 10.317                | 13.757 | 24.074 |
| Trip Generation (0.68 Ha) | 6                     | 3      | 9      | 7                     | 9      | 16     |

## 2.5 Primary School

2.5.1 It has been calculated that all trips generated by the proposed primary school will be internal to the development. The calculations are summarised within this note, in Section 3.2.

## 3 Mode Share and Journey Purpose

### 3.1 Residential

3.1.1 TEMPRO data has been collected for the 'Charnwood 002' super output area – middle layer (MSOA) in order to determine the journey purpose split and mode share for development trips. The TEMPRO journey purposes have been aggregated into 'Employment', 'Education' and 'Retail' categories as follows:

- **Employment** – 'Work', 'Employers Business', 'Personal Business';
- **Education** – 'Education'; and
- **Retail** – 'Shopping', 'Recreation', 'Visit', 'Holiday'.

**Table 5: Journey Purpose – Charnwood 002 MSOA (All Modes)**

| Time         | Employment | Education | Retail | Total |
|--------------|------------|-----------|--------|-------|
| AM Peak Hour | 62%        | 20%       | 19%    | 100%  |
| PM Peak Hour | 51%        | 9%        | 44%    | 100%  |

3.1.2 The modal split, broken down by journey purpose, is presented below:

**Table 6: Mode Split by Journey Purpose – Charnwood 002 MSOA**

| Mode                | Employment  | Education   | Retail      |
|---------------------|-------------|-------------|-------------|
| <b>AM Peak Hour</b> |             |             |             |
| Walk                | 10%         | 47%         | 24%         |
| Cycle               | 5%          | 3%          | 2%          |
| Car Driver          | 63%         | 13%         | 45%         |
| Car Passenger       | 11%         | 28%         | 21%         |
| Bus                 | 5%          | 9%          | 7%          |
| Rail                | 6%          | 1%          | 1%          |
| <b>Total</b>        | <b>100%</b> | <b>100%</b> | <b>100%</b> |
| <b>PM Peak Hour</b> |             |             |             |
| Walk                | 12%         | 41%         | 22%         |
| Cycle               | 5%          | 3%          | 2%          |
| Car Driver          | 62%         | 23%         | 41%         |
| Car Passenger       | 12%         | 25%         | 29%         |
| Bus                 | 4%          | 7%          | 5%          |
| Rail                | 5%          | 1%          | 1%          |
| <b>Total</b>        | <b>100%</b> | <b>100%</b> | <b>100%</b> |

3.1.3 The residential trip generation according to journey purpose has been calculated using this and is summarised below.

**Table 7: Residential Trip Generation – Cars**

| AM Peak Hour      |            |            | PM Peak Hour |            |            |
|-------------------|------------|------------|--------------|------------|------------|
| Arrivals          | Departures | Two-Way    | Arrivals     | Departures | Two-Way    |
| <b>Employment</b> |            |            |              |            |            |
| 108               | 427        | 534        | 287          | 120        | 407        |
| <b>Education</b>  |            |            |              |            |            |
| 7                 | 28         | 35         | 11           | 4          | 15         |
| <b>Retail</b>     |            |            |              |            |            |
| 23                | 93         | 116        | 160          | 67         | 227        |
| <b>Total</b>      |            |            |              |            |            |
| <b>138</b>        | <b>547</b> | <b>685</b> | <b>458</b>   | <b>191</b> | <b>649</b> |

**Table 8: Residential Trip Generation – Walking**

| AM Peak Hour      |            |         | PM Peak Hour |            |         |
|-------------------|------------|---------|--------------|------------|---------|
| Arrivals          | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Employment</b> |            |         |              |            |         |
| 18                | 70         | 87      | 56           | 23         | 80      |
| <b>Education</b>  |            |         |              |            |         |
| 25                | 101        | 126     | 19           | 8          | 26      |
| <b>Retail</b>     |            |         |              |            |         |
| 12                | 49         | 61      | 84           | 35         | 119     |
| <b>Total</b>      |            |         |              |            |         |
| 55                | 219        | 275     | 158          | 66         | 225     |

**Table 9: Residential Trip Generation – Cycling**

| AM Peak Hour      |            |         | PM Peak Hour |            |         |
|-------------------|------------|---------|--------------|------------|---------|
| Arrivals          | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Employment</b> |            |         |              |            |         |
| 8                 | 33         | 41      | 22           | 9          | 31      |
| <b>Education</b>  |            |         |              |            |         |
| 1                 | 6          | 7       | 1            | 0          | 2       |
| <b>Retail</b>     |            |         |              |            |         |
| 1                 | 4          | 5       | 10           | 4          | 13      |
| <b>Total</b>      |            |         |              |            |         |
| 11                | 43         | 54      | 33           | 14         | 46      |

**Table 10: Residential Trip Generation – Bus**

| AM Peak Hour      |            |         | PM Peak Hour |            |         |
|-------------------|------------|---------|--------------|------------|---------|
| Arrivals          | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Employment</b> |            |         |              |            |         |
| 8                 | 32         | 40      | 20           | 8          | 29      |
| <b>Education</b>  |            |         |              |            |         |
| 5                 | 18         | 23      | 3            | 1          | 4       |
| <b>Retail</b>     |            |         |              |            |         |
| 4                 | 15         | 19      | 19           | 8          | 27      |
| <b>Total</b>      |            |         |              |            |         |
| 16                | 65         | 81      | 42           | 18         | 60      |

**Table 11: Residential Trip Generation – Rail**

| AM Peak Hour      |            |           | PM Peak Hour |            |           |
|-------------------|------------|-----------|--------------|------------|-----------|
| Arrivals          | Departures | Two-Way   | Arrivals     | Departures | Two-Way   |
| <b>Employment</b> |            |           |              |            |           |
| 10                | 41         | 51        | 21           | 9          | 30        |
| <b>Education</b>  |            |           |              |            |           |
| 0                 | 2          | 2         | 0            | 0          | 1         |
| <b>Retail</b>     |            |           |              |            |           |
| 0                 | 1          | 2         | 5            | 2          | 7         |
| <b>Total</b>      |            |           |              |            |           |
| <b>11</b>         | <b>44</b>  | <b>55</b> | <b>26</b>    | <b>11</b>  | <b>37</b> |

### *Internalisation*

- 3.1.4 For the purposes of this assessment, it has been assumed that a 1FE primary school will be provided on site, with capacity for 238 pupils. It has been assumed that all primary school pupils residing on site will attend the proposed primary school. The degree of internalisation within the development is detailed in Section 3.
- 3.1.5 There will also be a degree of internalisation associated with employment trips generated by the residential development due to the employment proposed on site. In order to calculate an internalisation percentage, a gravity model has been prepared which looks at key employment locations in the surrounding area, and weights their attractiveness based on a function of distance from the site and the total number of jobs in the area (workplace population), extracted at Output Area level from the 2011 census.
- 3.1.6 The estimated number of jobs provided by the employment on site, has been estimated by calculating the average number of employees per sqm from a selection of comparable employment sites in TRICS.

**Table 12: Employment Internalisation – Gravity Model**

| Employment Area                                  | Estimated Job Numbers | Distance to Site (km) <sup>1</sup> | Weighted Distribution |
|--|-----------------------|------------------------------------|-----------------------|
| On-Site Employment                               | 349                   | 0.50                               | 10%                   |
| Falcon / Charnwood Business Park                 | 6960                  | 2.90                               | 35%                   |
| Loughborough University and Loughborough College | 4805                  | 4.90                               | 14%                   |
| Loughborough Town Centre                         | 5631                  | 2.90                               | 29%                   |

<sup>1</sup> Distance calculated as driving distance from approximate site access.

| Employment Area                               | Estimated Job Numbers | Distance to Site (km) <sup>1</sup> | Weighted Distribution |
|---|-----------------------|------------------------------------|-----------------------|
| Loughborough Hospital                         | 508                   | 4.30                               | 2%                    |
| University Science and Enterprise Park        | 1218                  | 6.00                               | 3%                    |
| East Midlands Airport / East Midlands Gateway | 7054                  | 15.10                              | 7%                    |

3.1.7 Based on the above, an internalisation factor of 10% has been applied to residential trips with an employment journey purpose.

3.1.8 The revised employment trip generation, by mode, is summarised in the following table.

**Table 13: Residential to Employment Trip Generation (with internalisation)**

| AM Peak Hour |            |         | PM Peak Hour |            |         |
|--------------|------------|---------|--------------|------------|---------|
| Arrivals     | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Car</b>   |            |         |              |            |         |
| 96           | 383        | 479     | 258          | 108        | 365     |
| <b>Walk</b>  |            |         |              |            |         |
| 16           | 63         | 78      | 50           | 21         | 71      |
| <b>Cycle</b> |            |         |              |            |         |
| 7            | 30         | 37      | 20           | 8          | 28      |
| <b>Bus</b>   |            |         |              |            |         |
| 7            | 28         | 36      | 18           | 8          | 26      |
| <b>Rail</b>  |            |         |              |            |         |
| 9            | 37         | 46      | 19           | 8          | 27      |

### Mode Share and Journey Purpose – Employment

3.1.9 To determine the modal split of trips generated by the on-site employment, method of travel to work data has been obtained from the 2011 census, for the workplace population of the Charnwood 002 MSOA. This is summarised below.

**Table 14: Method of Travel to Work – Charnwood 002 Workplace Population**

| Method of Travel to Work               | Percentage  |
|--|-------------|
| Underground, metro, light rail or tram | 0%          |
| Train                                  | 1%          |
| Bus, minibus or coach                  | 4%          |
| Taxi                                   | 0%          |
| Motorcycle, scooter or moped           | 1%          |
| Driving a car or van                   | 72%         |
| Passenger in a car or van              | 5%          |
| Bicycle                                | 5%          |
| On foot                                | 11%         |
| Other                                  | 0%          |
| <b>Total</b>                           | <b>100%</b> |

3.1.10 The number of internalised trips made from the residential development has been extracted from the employment trip generation to take into account the impact of internalisation on the trip generation of the employment land uses.

**Table 15: Employment Trip Generation (with internalisation)**

| AM Peak Hour |            |         | PM Peak Hour |            |         |
|--------------|------------|---------|--------------|------------|---------|
| Arrivals     | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Car</b>   |            |         |              |            |         |
| 143          | 18         | 161     | 38           | 145        | 183     |
| <b>Walk</b>  |            |         |              |            |         |
| 21           | 2          | 23      | 4            | 21         | 25      |
| <b>Cycle</b> |            |         |              |            |         |
| 10           | 1          | 12      | 3            | 11         | 13      |
| <b>Bus</b>   |            |         |              |            |         |
| 8            | 0          | 8       | 2            | 8          | 9       |
| <b>Rail</b>  |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 1       |

#### **Mode Share and Journey Purpose – Local Centre**

3.1.11 The modal split for trips generated by the local centre has been calculated using the TEMPRO data for ‘retail’ journeys, as summarised in Table 6.

3.1.12 There will be a high level of internalisation associated with the local centre on site, as it will be built to primarily serve residents and employees. Moreover, a high number of external trips



made to the local centre will be pass-by trips. As such, it is considered reasonable to apply a 90% internalisation factor to trips generated by the local centre.

3.1.13 The resultant trip generation is summarised below.

**Table 16: Local Centre Trip Generation (with internalisation and pass-by reduction)**

| AM Peak Hour |            |         | PM Peak Hour |            |         |
|--------------|------------|---------|--------------|------------|---------|
| Arrivals     | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Car</b>   |            |         |              |            |         |
| 4            | 3          | 8       | 5            | 5          | 10      |
| <b>Walk</b>  |            |         |              |            |         |
| 2            | 2          | 4       | 3            | 3          | 5       |
| <b>Cycle</b> |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |
| <b>Bus</b>   |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |
| <b>Rail</b>  |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |

#### **Mode Share and Journey Purpose – Care Home**

3.1.14 The modal split for trips generated by the proposed care home has been calculated using TEMPRO data for the ‘visiting friends and relatives’ journey purpose, which can be summarised as follows.

**Table 17: TEMPRO – Visiting Friends and Relatives (Charnwood 002)**

| Mode          | AM          | PM          |
|---------------|-------------|-------------|
| Walk          | 19%         | 23%         |
| Cycle         | 2%          | 3%          |
| Car Driver    | 37%         | 38%         |
| Car Passenger | 36%         | 30%         |
| Bus           | 5%          | 5%          |
| Rail          | 1%          | 1%          |
| <b>Total</b>  | <b>100%</b> | <b>100%</b> |

3.1.15 The resultant trip generation is summarised in the following table:

**Table 18: Care Home Trip Generation**

| AM Peak Hour |            |         | PM Peak Hour |            |         |
|--------------|------------|---------|--------------|------------|---------|
| Arrivals     | Departures | Two-Way | Arrivals     | Departures | Two-Way |
| <b>Car</b>   |            |         |              |            |         |
| 2            | 1          | 3       | 3            | 4          | 6       |
| <b>Walk</b>  |            |         |              |            |         |
| 1            | 0          | 2       | 2            | 2          | 4       |
| <b>Cycle</b> |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |
| <b>Bus</b>   |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 1       |
| <b>Rail</b>  |            |         |              |            |         |
| 0            | 0          | 0       | 0            | 0          | 0       |

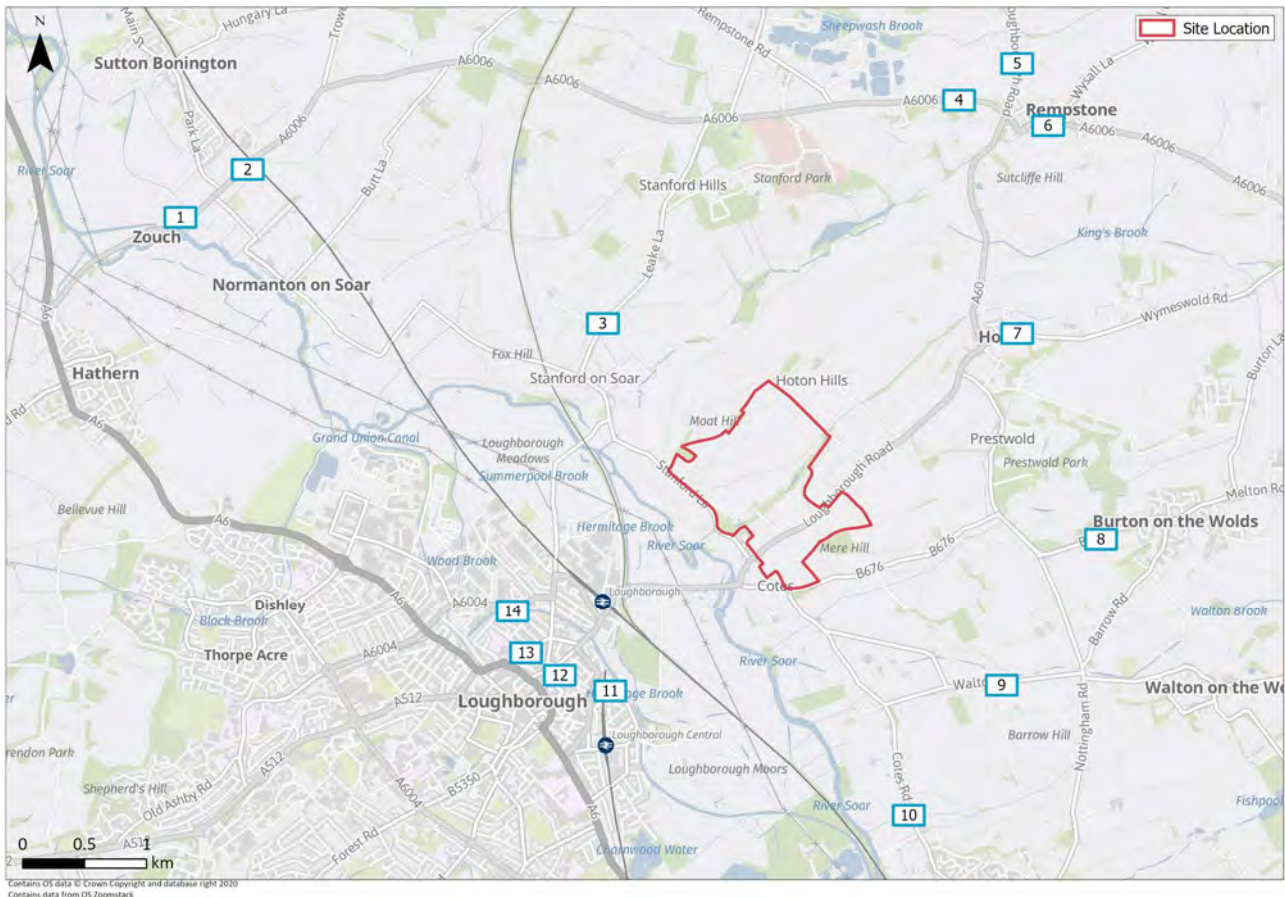
## 3.2 Trip Distribution

3.2.1 For car, walking and cycling trips, a manual approach to traffic distribution has been carried out for each journey purpose and land use, as follows:

- **Residential to Employment** – Journey to Work data derived from the 2011 census;
- **External to Employment** – Journey to Work data derived from the 2011 census;
- **Education** – Gravity Model calculated using pupil capacity and distance to site for primary, secondary and sixth form/college educational establishments; and
- **Retail** – Gravity Model calculated using gross floor area and distance to site for ‘Food’ and ‘Non-Food’ retail establishments.
- **Local Centre** – Gravity model calculated using population of likely Local Centre catchment area and distance to site.
- **Care Home** – Gravity model calculated using MSOA populations and distance to site.

3.2.2 A zone system has been identified to ensure that there is a common basis for the distribution of trips by each journey purpose. Each element has been assigned to a zone based upon Google Maps routing. Zones correspond with the edges of the study area as defined in Figure 1.

**Figure 1: Zone Plan**



3.2.3 For trips by bus, it has been assumed that residents/employees would use the existing 8 and 9 bus services which will run through the site. For rail trips, residents and employees will be able to travel via Loughborough Station, which will be accessible on foot, by bike or by car from the proposed development.

**Journey Purpose – Employment**

3.2.4 The employment trip distribution has been calculated using ‘Journey to Work’ data derived from the 2011 Census. The trip distribution of employment trips for those whose ‘usual residence’ was ‘Charnwood 002’ MSOA has been used as a proxy for trips generated by the residential development. The resultant distribution is summarised below.

**Table 19: Residential to Employment Trip Distribution**

| Zone | Description                 | % Distribution |
|------|-----------------------------|----------------|
| 1    | A6006 South (Zouch)         | 9.6%           |
| 2    | A6006 North                 | 0.0%           |
| 3    | Leake Lane                  | 1.9%           |
| 4    | Ashby Road                  | 0.0%           |
| 5    | Loughborough Road           | 4.1%           |
| 6    | Main Street (Rempstone)     | 0.0%           |
| 7    | Wymeswold Road (Hoton)      | 0.3%           |
| 8    | Loughborough Road (Burton)  | 1.7%           |
| 9    | Walton Lane (Walton)        | 5.6%           |
| 10   | Barrow upon Soar (Cotes Rd) | 18.9%          |
| 11   | A60 (Wharncliffe Road)      | 7.7%           |
| 12   | Nottingham Rd/ B589         | 5.9%           |
| 13   | Toothill Road               | 36.9%          |
| 14   | Belton Road                 | 7.4%           |

3.2.5 Likewise, 2011 Census ‘Journey to Work’ data has also been used to derive the trip distribution for journeys to the employment proposed on site. The trip distribution for those whose ‘place of work’ was ‘Charnwood 002’ MSOA has been used as a proxy for trips generated by the employment development. The resultant distribution is summarised below.

**Table 20: External to Employment Trip Distribution**

| Zone | Description                 | % Distribution |
|------|-----------------------------|----------------|
| 1    | A6006 South (Zouch)         | 13%            |
| 2    | A6006 North                 | 1%             |
| 3    | Leake Lane                  | 0%             |
| 4    | Ashby Road                  | 2%             |
| 5    | Loughborough Road           | 7%             |
| 6    | Main Street (Rempstone)     | 0%             |
| 7    | Wymeswold Road (Hoton)      | 0%             |
| 8    | Loughborough Road (Burton)  | 9%             |
| 9    | Walton Lane (Walton)        | 2%             |
| 10   | Barrow upon Soar (Cotes Rd) | 23%            |
| 11   | A60 (Wharncliffe Road)      | 4%             |
| 12   | Nottingham Rd/ B589         | 10%            |
| 13   | Toothill Road               | 11%            |
| 14   | Belton Road                 | 17%            |

3.2.6 For walking journeys, 'Journey to Work' data was derived from the 2011 census, taking into account journeys made on foot only. This enabled a revised walking distribution to be calculated and factored into the Travel Demand Model.

### **Journey Purpose – Education**

3.2.7 The trip generation for education journeys at the proposed development has been distributed using a gravity model for 'primary', 'secondary' and 'sixth-form/college' schools individually.

3.2.8 For the purposes of this assessment, expected pupil yields from the development have been calculated based on the age structure of the 'Charnwood 002' MSOA from 2011 census data. The proposed development is estimated to have the following:

- 278 Primary School aged pupils (aged 4-11);
- 168 Secondary School aged pupils (aged 11-16); and
- 106 College/Sixth Form aged pupils (aged 16-18).

3.2.9 For the purposes of this assessment, it has been assumed that a 1FE primary school will be provided on site, with capacity for 238 pupils. It has been assumed that all primary school aged pupils residing on site will attend the proposed primary school. The resultant education journeys are summarised below.

**Table 21: Education Trip Breakdown (All Modes)**

| Stage of Education         | Pupils on site | On-Site Provision | Pupil Trips off Site | External Pupil Trips to Site |
|----------------------------|----------------|-------------------|----------------------|------------------------------|
| Primary (4-10)             | 278            | 238               | 40                   | -                            |
| Secondary (11-15)          | 168            | -                 | 168                  | -                            |
| College/Sixth-Form (16-18) | 106            | -                 | 106                  | -                            |
| <b>Total</b>               | <b>552</b>     | <b>238</b>        | <b>314</b>           | <b>0</b>                     |

3.2.10 The trips generated are distributed individually for internal pupils travelling off site, and external pupils travelling to the site. The car driver mode share percentage for education-based trips has been applied to the figures above to quantify the number of school car trips arriving at and departing from the site.

3.2.11 In the case of pupils travelling off site for education purposes, demand has been determined based on the capacity and distance from the site of the education establishment. Further to this, a factor has been applied to the model which weights establishments in favour of distance over

population. This assumes that pupils are more likely to go to and be accepted at their nearest establishment.

**Table 22: Education Pupil Distribution**

| School / College            | Pupil Numbers <sup>2</sup> | Distance to Site (km) <sup>3</sup> | Weighted Distribution | Zone |
|-----------------------------|----------------------------|------------------------------------|-----------------------|------|
| <b>Primary School</b>       |                            |                                    |                       |      |
| Rendell Primary School      | 337                        | 2.4                                | 43%                   | 12   |
| Cobden Primary School       | 371                        | 3.0                                | 31%                   | 12   |
| Hall Orchard Primary School | 529                        | 3.9                                | 26%                   | 10   |
| <b>Secondary School</b>     |                            |                                    |                       |      |
| Humphrey Perkins            | 763                        | 3.3                                | 42%                   | 10   |
| Limehurst Academy           | 606                        | 2.5                                | 58%                   | 12   |
| <b>Sixth Form/College</b>   |                            |                                    |                       |      |
| Charnwood College           | 206                        | 5.1                                | 7%                    | 14   |
| De Lisle College            | 187                        | 5.0                                | 7%                    | 14   |
| Loughborough College        | 1383                       | 3.8                                | 86%                   | 12   |

3.2.12 For walking journeys, only schools within an approximate 3km walking distance were considered. Where there were no schools within 3km, only the nearest school to the site was considered. The alternative distribution for walking is summarised below:

**Table 23: Education Pupil Distribution - Walking**

| School / College          | Pupil Numbers <sup>4</sup> | Distance to Site (km) <sup>5</sup> | Weighted Distribution | Zone |
|---------------------------|----------------------------|------------------------------------|-----------------------|------|
| <b>Primary School</b>     |                            |                                    |                       |      |
| Rendell Primary School    | 337                        | 2.4                                | 59%                   | 12   |
| Cobden Primary School     | 371                        | 3.0                                | 41%                   | 12   |
| <b>Secondary School</b>   |                            |                                    |                       |      |
| Limehurst Academy         | 606                        | 2.5                                | 100%                  | 12   |
| <b>Sixth Form/College</b> |                            |                                    |                       |      |
| Loughborough College      | 1383                       | 3.8                                | 100%                  | 12   |

<sup>2</sup> Pupil capacity has been sourced from Gov.UK School Comparison.

<sup>3</sup> Distance calculated as driving distance from approximate site access.

<sup>4</sup> Pupil numbers have been sourced from Gov.UK School Comparison.

<sup>5</sup> Distance calculated as driving distance from approximate site access.

### Journey Purpose – Retail

3.2.13 The forecast vehicular trips for retail journeys from the development have been distributed using a gravity model that considers ‘food’ and ‘other’ retail trips individually. The retail gravity model determines demand based on the ‘size’ (measured in gross floor area) of the retail element and ‘distance to the site’. A factor has been applied that weights retail elements in favour of distance over size.

**Table 24: Retail Distribution**

| Retail Area                | Store Area (sqm) <sup>6</sup> | Distance to Site (km) <sup>7</sup> | Weighted Distribution | Zone     |
|----------------------------|-------------------------------|------------------------------------|-----------------------|----------|
| <b>Food Retail</b>         |                               |                                    |                       |          |
| On-Site Convenience Store  | 585                           | 0.50                               | 57%                   | Internal |
| Aldi                       | 1770                          | 3.00                               | 5%                    | 14       |
| Tesco Superstore           | 5055                          | 2.7                                | 17%                   | 12       |
| Lidl                       | 2320                          | 3.3                                | 5%                    | 12       |
| Sainsburys                 | 4466                          | 3.2                                | 11%                   | 12       |
| Morrison’s                 | 5850                          | 5.5                                | 5%                    | 14       |
| Marks and Spencer          | 590                           | 3                                  | 2%                    | 12       |
| <b>Non-Food Retail</b>     |                               |                                    |                       |          |
| Belton Road – Retail Units | 12250                         | 3.00                               | 4%                    | 14       |
| Willowbrook Retail Park    | 10500                         | 4.10                               | 2%                    | 14       |
| Loughborough Town Centre   | 145000                        | 2.60                               | 69%                   | 12       |
| Leicester City Centre      | 740000                        | 19.50                              | 6%                    | 10       |
| Nottingham City Centre     | 600000                        | 23.20                              | 4%                    | 5        |
| On-Site Local Centre       | 1092                          | 0.50                               | 14%                   | Internal |

3.2.14 For walking journeys, retail offerings outside of walking distance of the site (i.e. Leicester and Nottingham) were excluded from the analysis.

**Table 25: Retail Distribution - Walking**

| Retail Area               | Store Area (sqm) <sup>8</sup> | Distance to Site (km) <sup>9</sup> | Weighted Distribution | Zone     |
|---------------------------|-------------------------------|------------------------------------|-----------------------|----------|
| <b>Food Retail</b>        |                               |                                    |                       |          |
| On-Site Convenience Store | 585                           | 0.50                               | 59%                   | Internal |
| Aldi                      | 1770                          | 3.00                               | 5%                    | 14       |

<sup>6</sup> Store area estimated based on Google Maps.

<sup>7</sup> Distance calculated as driving distance from approximate location of proposed site access.

<sup>8</sup> Store area estimated based on Google Maps.

<sup>9</sup> Distance calculated as driving distance from approximate location of proposed site access.

| Retail Area                | Store Area (sqm) <sup>8</sup> | Distance to Site (km) <sup>9</sup> | Weighted Distribution | Zone     |
|----------------------------|-------------------------------|------------------------------------|-----------------------|----------|
| Tesco Superstore           | 5055                          | 2.7                                | 18%                   | 12       |
| Lidl                       | 2320                          | 3.3                                | 5%                    | 12       |
| Sainsburys                 | 4466                          | 3.2                                | 11%                   | 12       |
| Marks and Spencer          | 590                           | 3                                  | 2%                    | 12       |
| <b>Non-Food Retail</b>     |                               |                                    |                       |          |
| Belton Road – Retail Units | 12250                         | 3.00                               | 5%                    | 14       |
| Willowbrook Retail Park    | 10500                         | 4.10                               | 2%                    | 14       |
| Loughborough Town Centre   | 145000                        | 2.60                               | 77%                   | 12       |
| On-Site Local Centre       | 1092                          | 0.50                               | 16%                   | Internal |

3.2.15 To determine the split between “Food Retail” trips and “Non-Food Retail” trips, the TRICS database (Version 7.7.3) has been interrogated. All day trip rates have been derived for the following land uses:

- 01/A – Food Superstore and 01/K Retail Park Excluding Food;
- Excluding surveys in Greater London or Northern Ireland;
- Monday – Friday; and
- Edge of Town or Suburban location.

3.2.16 The resultant trip rates and split have been summarised in Table 8:

**Table 26: Retail Split**

| Land Use                     | All Day Trip Rate (per 100sqm) | Split (%) |
|------------------------------|--------------------------------|-----------|
| Food Superstore              | 75.799                         | 63%       |
| Retail Park (Excluding Food) | 44.005                         | 37%       |

### Local Centre Trip Distribution

3.2.17 The forecast external trips to the local centre have been distributed by identifying locations surrounding the site where the proposed retail offering on site would be the closest in terms of distance. This primarily includes the rural areas surrounding the site, which are further from supermarkets within Loughborough. The gravity model determines demand based on population and distance from the site. A weighting has been applied which favours distance in terms of population.



**Table 27: Local Centre Distribution**

| Retail Area                              | Population | Distance to Site (km) <sup>10</sup> | Weighted Distribution | Zone |
|--|------------|-------------------------------------|-----------------------|------|
| Stanford-on-Soar                         | 128        | 1.2                                 | 21%                   | 3    |
| Hoton                                    | 353        | 2.4                                 | 14%                   | 7    |
| Burton on the Wolds                      | 1218       | 3.4                                 | 24%                   | 8    |
| Loughborough (area surrounding Glebe St) | 701        | 2.0                                 | 41%                   | 12   |

### Care Home Trip Distribution

3.2.18 The forecast trips the care home have been distributed using a population-based gravity model approach. The gravity model identifies MSOAs within the locality of the site, covering Loughborough, East Leake, Quorn and Barrow upon Soar. Demand has been determined based on population and distance from the site.

**Table 28: Care Home Distribution**

| Retail Area    | Population | Distance to Site (km) <sup>11</sup> | Weighted Distribution | Zone |
|----------------|------------|-------------------------------------|-----------------------|------|
| Charnwood 001  | 6061       | 5.60                                | 5%                    | 14   |
| Charnwood 002  | 11278      | 2.20                                | 24%                   | 13   |
| Charnwood 003  | 9882       | 3.3                                 | 14%                   | 13   |
| Charnwood 004  | 5829       | 5.5                                 | 5%                    | 14   |
| Charnwood 007  | 10662      | 5                                   | 10%                   | 13   |
| Charnwood 008  | 6156       | 4.2                                 | 7%                    | 9    |
| Charnwood 009  | 9433       | 4.1                                 | 11%                   | 11   |
| Charnwood 010  | 9088       | 5                                   | 8%                    | 12   |
| Charnwood 011  | 6534       | 3.90                                | 8%                    | 10   |
| Charnwood 012  | 6493       | 6.60                                | 5%                    | 11   |
| Rushcliffe 015 | 7315       | 7.40                                | 5%                    | 3    |

3.2.19 Again, for walking trips, MSOAs outside of walking distance to the site were removed, resulting in the following revised distribution:

<sup>10</sup> Distance calculated as driving distance from approximate location of proposed site access.

<sup>11</sup> Distance calculated as driving distance from approximate location of proposed site access.

**Table 29: Care Home Distribution – Walking**

| Retail Area   | Population | Distance to Site (km) <sup>12</sup> | Weighted Distribution | Zone |
|---------------|------------|-------------------------------------|-----------------------|------|
| Charnwood 002 | 11278      | 2.20                                | 52%                   | 13   |
| Charnwood 003 | 9882       | 3.3                                 | 31%                   | 13   |
| Charnwood 011 | 6534       | 3.90                                | 17%                   | 10   |

**Total Distribution**

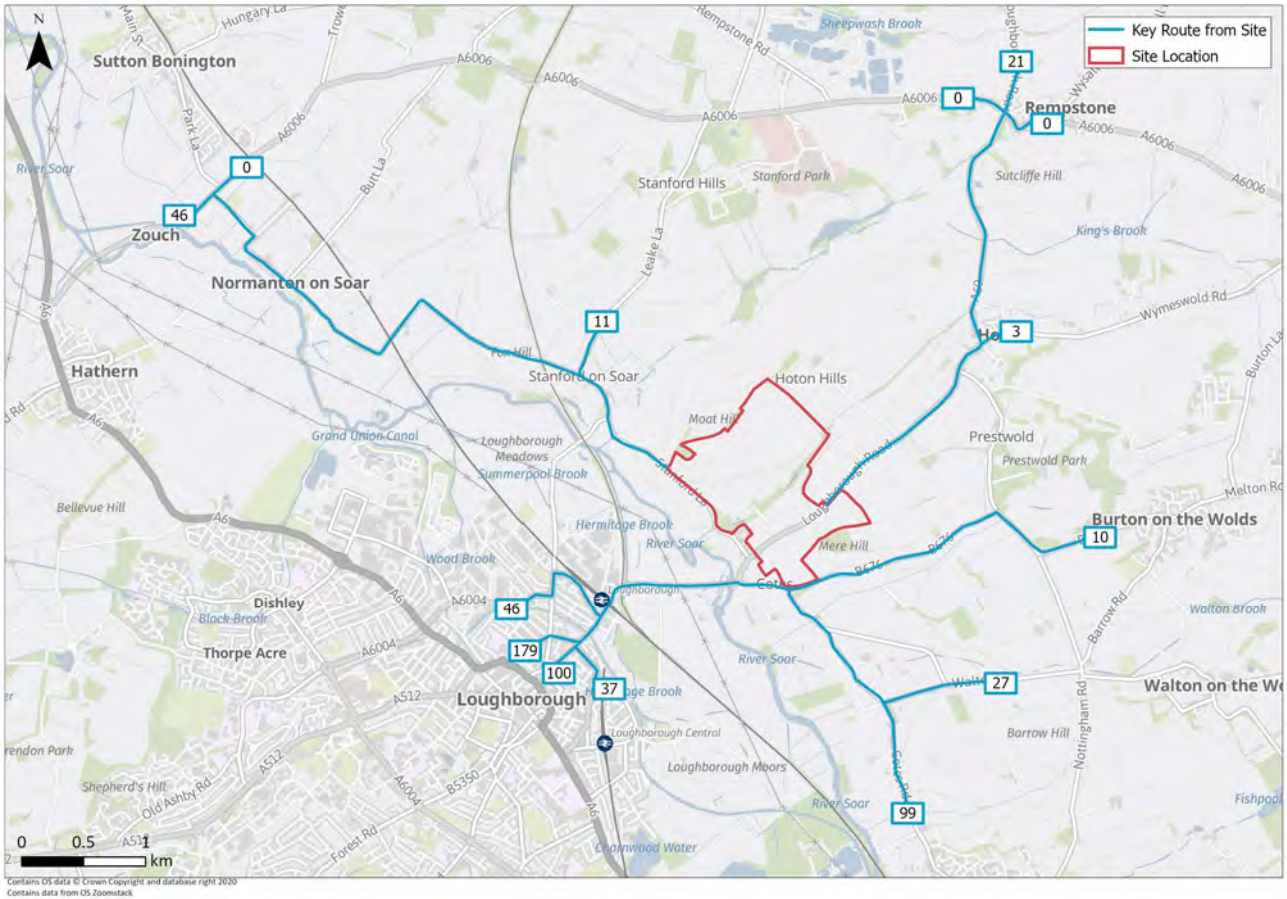
3.2.20 The total trip generation and zone distribution associated with the development is provided in Table 29 as follows.

**Table 30: Total Trip Distribution – Car drivers**

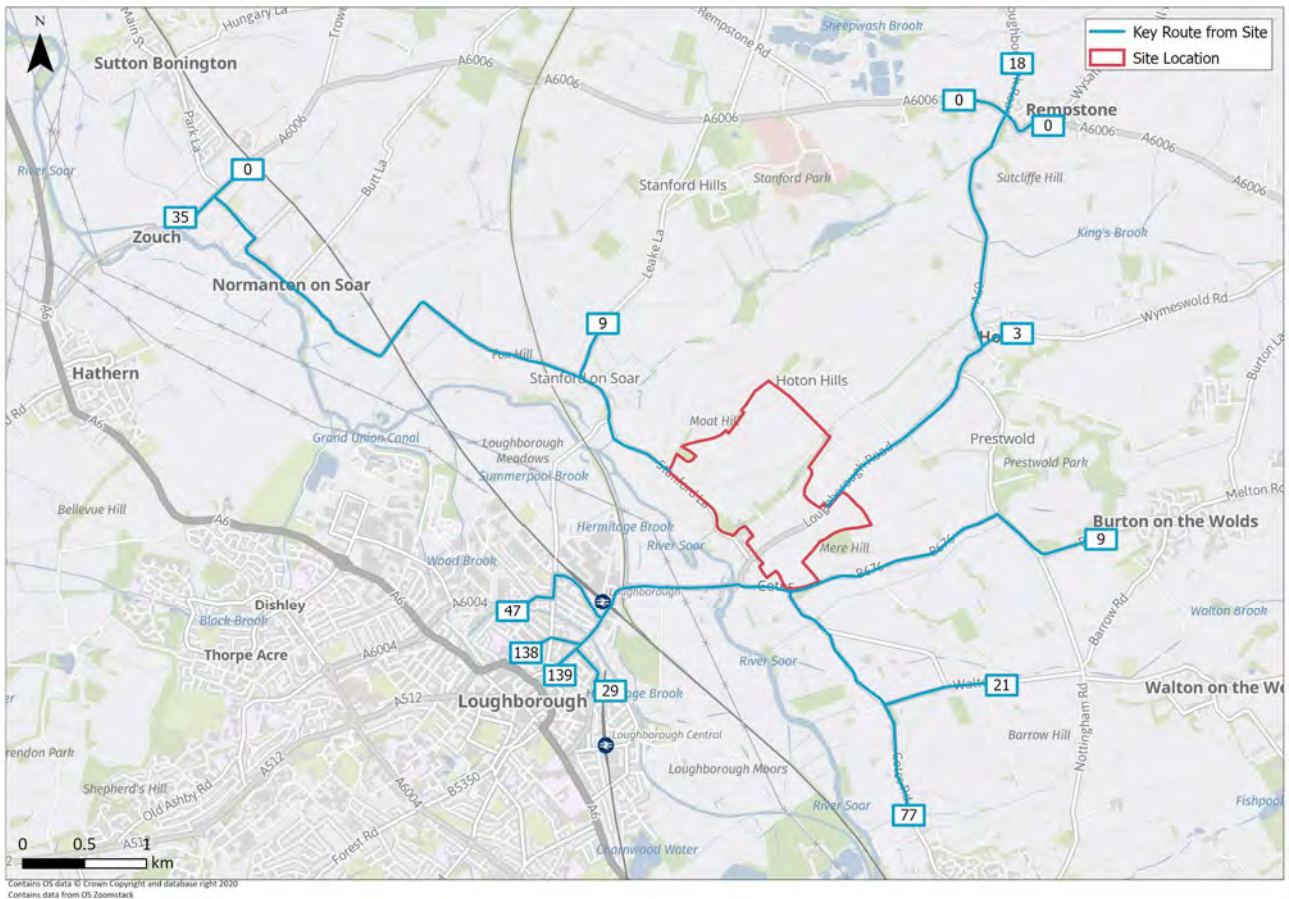
| Zone         | AM Peak Hour |            |            | PM Peak Hour |            |            |
|--------------|--------------|------------|------------|--------------|------------|------------|
|              | Arrivals     | Departures | Total      | Arrivals     | Departures | Total      |
| 1            | 9            | 37         | 46         | 25           | 10         | 35         |
| 2            | 0            | 0          | 0          | 0            | 0          | 0          |
| 3            | 3            | 8          | 11         | 6            | 3          | 9          |
| 4            | 0            | 0          | 0          | 0            | 0          | 0          |
| 5            | 4            | 17         | 21         | 13           | 5          | 18         |
| 6            | 0            | 0          | 0          | 0            | 0          | 0          |
| 7            | 1            | 2          | 3          | 2            | 1          | 3          |
| 8            | 3            | 7          | 10         | 6            | 3          | 9          |
| 9            | 6            | 22         | 27         | 15           | 6          | 21         |
| 10           | 20           | 79         | 99         | 54           | 23         | 77         |
| 11           | 8            | 30         | 37         | 20           | 9          | 29         |
| 12           | 21           | 79         | 100        | 97           | 42         | 139        |
| 13           | 37           | 142        | 179        | 96           | 42         | 138        |
| 14           | 9            | 37         | 46         | 33           | 14         | 47         |
| <b>Total</b> | <b>121</b>   | <b>458</b> | <b>578</b> | <b>366</b>   | <b>158</b> | <b>524</b> |

<sup>12</sup> Distance calculated as driving distance from approximate location of proposed site access.

**Figure 2: Total Trip Distribution – Car Drivers (AM)**



**Figure 3: Total Trip Distribution – Car Drivers (PM)**

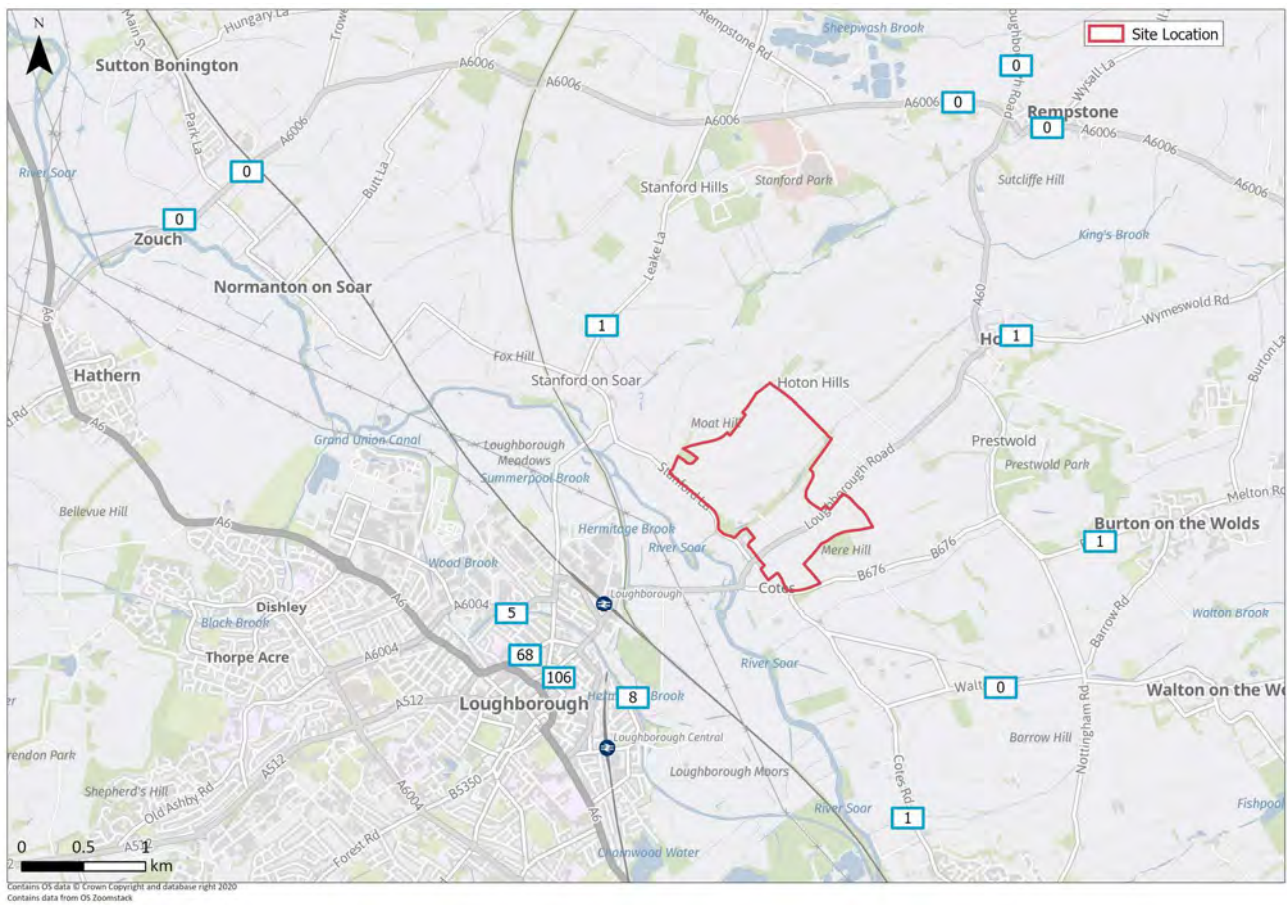


**Table 31: Total Trip Distribution – Walking**

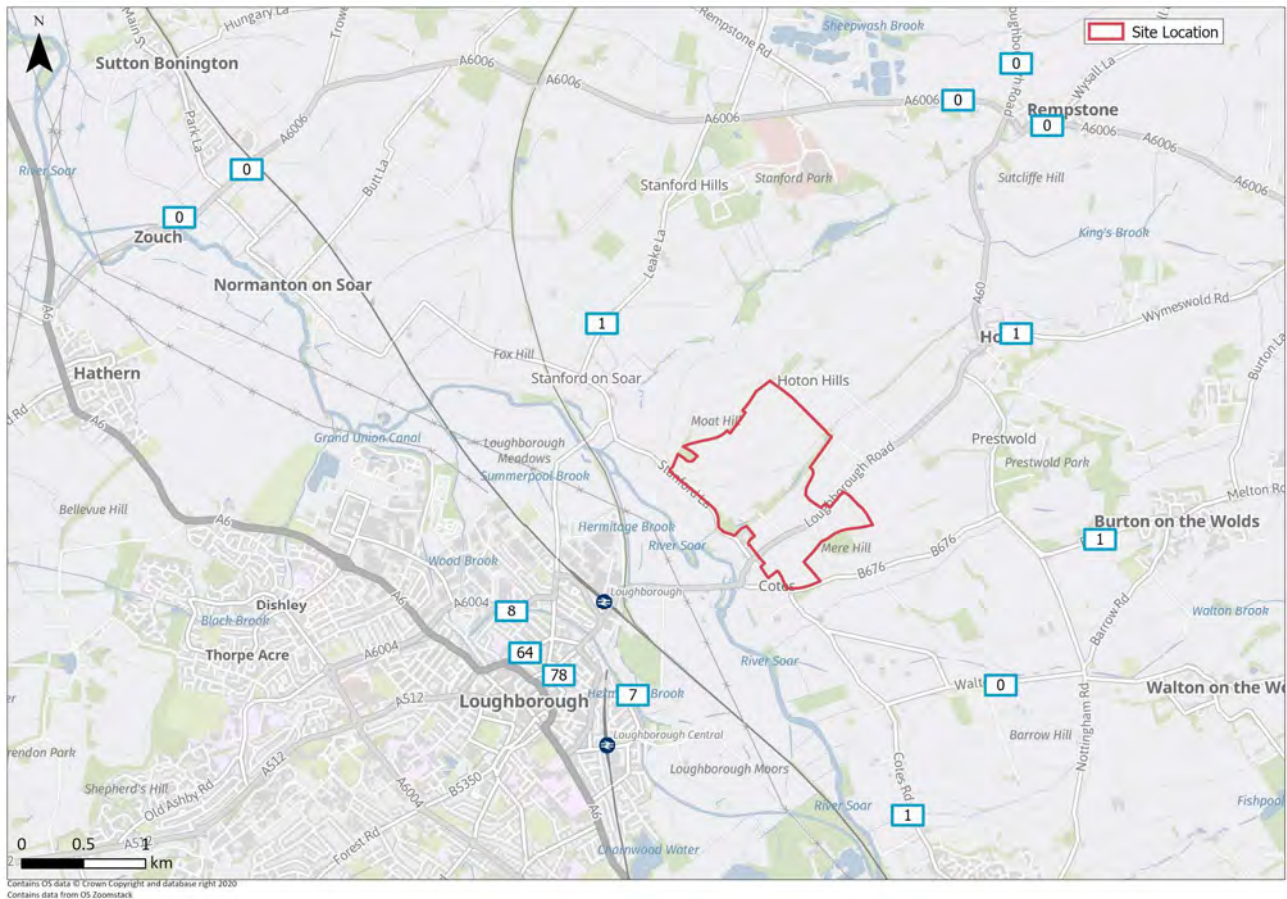
| Zone | AM Peak Hour |            |       | PM Peak Hour |            |       |
|------|--------------|------------|-------|--------------|------------|-------|
|      | Arrivals     | Departures | Total | Arrivals     | Departures | Total |
| 1    | 0            | 0          | 0     | 0            | 0          | 0     |
| 2    | 0            | 0          | 0     | 0            | 0          | 0     |
| 3    | 0            | 0          | 1     | 1            | 1          | 1     |
| 4    | 0            | 0          | 0     | 0            | 0          | 0     |
| 5    | 0            | 0          | 0     | 0            | 0          | 0     |
| 6    | 0            | 0          | 0     | 0            | 0          | 0     |
| 7    | 0            | 0          | 1     | 0            | 0          | 1     |
| 8    | 1            | 0          | 1     | 1            | 1          | 1     |
| 9    | 0            | 0          | 0     | 0            | 0          | 0     |
| 10   | 0            | 1          | 1     | 1            | 1          | 1     |
| 11   | 2            | 6          | 8     | 5            | 2          | 7     |
| 12   | 22           | 84         | 106   | 55           | 24         | 78    |
| 13   | 14           | 54         | 68    | 44           | 20         | 64    |

| Zone         | AM Peak Hour |            |            | PM Peak Hour |            |            |
|--------------|--------------|------------|------------|--------------|------------|------------|
|              | Arrivals     | Departures | Total      | Arrivals     | Departures | Total      |
| 14           | 1            | 4          | 5          | 6            | 2          | 8          |
| <b>Total</b> | <b>41</b>    | <b>150</b> | <b>190</b> | <b>113</b>   | <b>50</b>  | <b>163</b> |

**Figure 4: Total Trip Distribution – Walking (AM)**



**Figure 5: Total Trip Distribution – Walking (PM)**

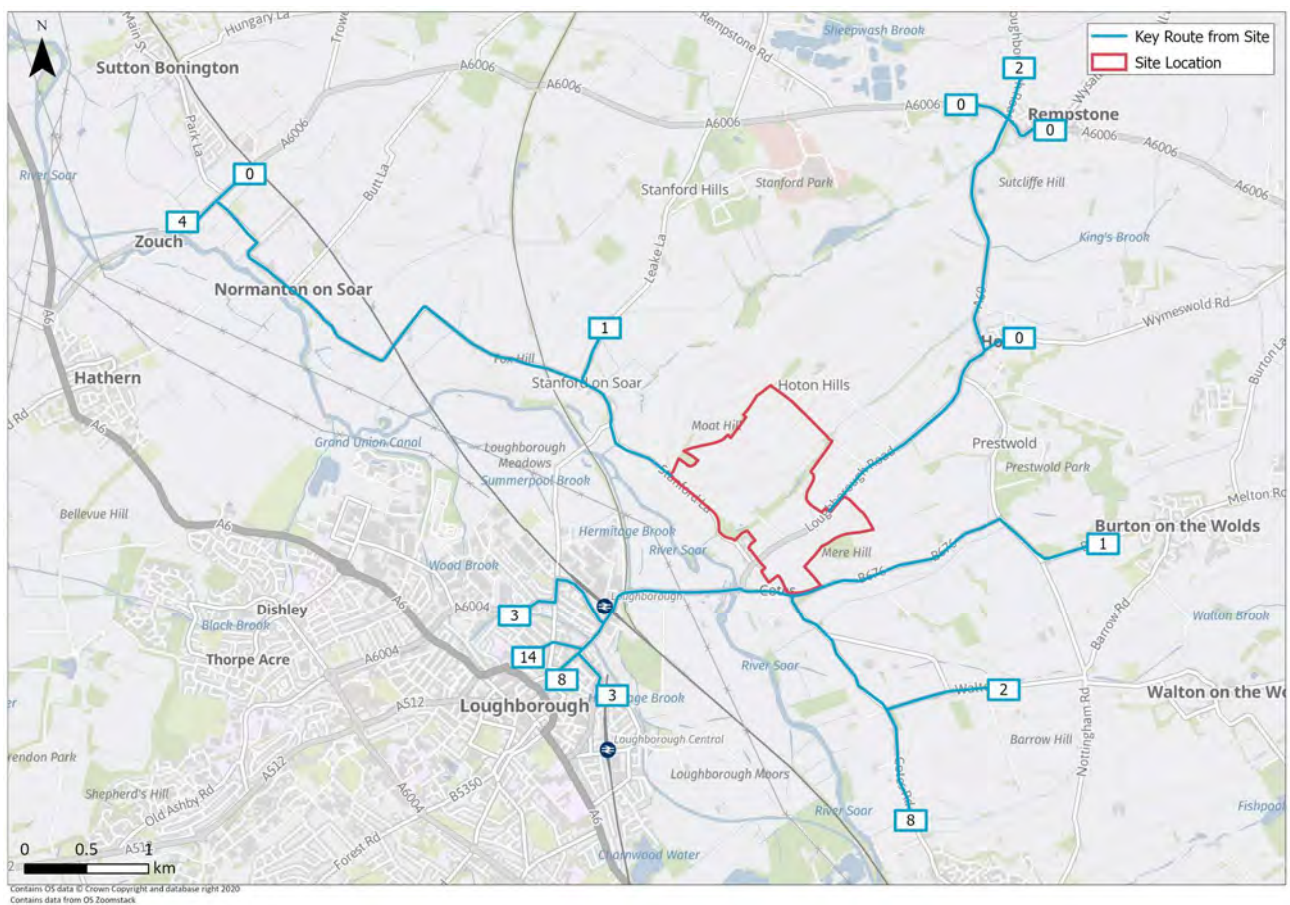


**Table 32: Total Trip Distribution – Cycling**

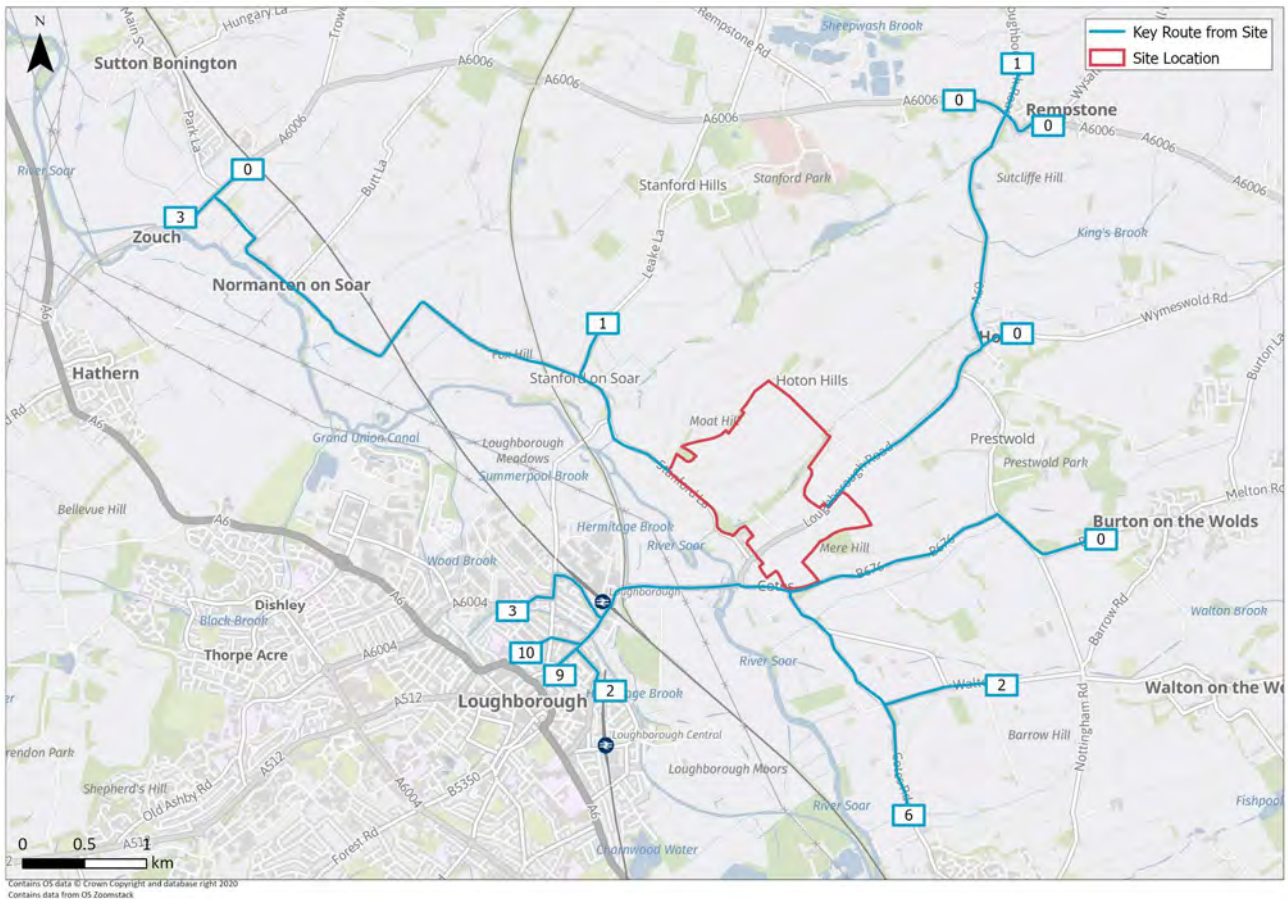
| Zone | AM Peak Hour |            |       | PM Peak Hour |            |       |
|------|--------------|------------|-------|--------------|------------|-------|
|      | Arrivals     | Departures | Total | Arrivals     | Departures | Total |
| 1    | 1            | 3          | 4     | 2            | 1          | 3     |
| 2    | 0            | 0          | 0     | 0            | 0          | 0     |
| 3    | 0            | 1          | 1     | 0            | 0          | 1     |
| 4    | 0            | 0          | 0     | 0            | 0          | 0     |
| 5    | 0            | 1          | 2     | 1            | 0          | 1     |
| 6    | 0            | 0          | 0     | 0            | 0          | 0     |
| 7    | 0            | 0          | 0     | 0            | 0          | 0     |
| 8    | 0            | 1          | 1     | 0            | 0          | 0     |
| 9    | 0            | 2          | 2     | 1            | 0          | 2     |
| 10   | 2            | 7          | 8     | 4            | 2          | 6     |
| 11   | 1            | 2          | 3     | 2            | 1          | 2     |
| 12   | 2            | 6          | 8     | 6            | 3          | 9     |
| 13   | 3            | 11         | 14    | 7            | 3          | 10    |

| Zone         | AM Peak Hour |            |           | PM Peak Hour |            |           |
|--------------|--------------|------------|-----------|--------------|------------|-----------|
|              | Arrivals     | Departures | Total     | Arrivals     | Departures | Total     |
| 14           | 1            | 3          | 3         | 2            | 1          | 3         |
| <b>Total</b> | <b>9</b>     | <b>36</b>  | <b>45</b> | <b>26</b>    | <b>11</b>  | <b>37</b> |

**Figure 6: Total Trip Distribution – Cycling (AM)**



**Figure 7: Total Trip Distribution – Cycling (PM)**



## 4 Summary

- 4.1.1 This note has been prepared to set out the methodology used to calculate the travel demand of the proposed Riggets Green development in Loughborough.
- 4.1.2 Within the note, the estimated trip generation of the proposed development has been set out. The note has also detailed the methodology used to break-down development trips by journey purpose, distribute trips and assign trips to the local highway network.





## Appendix B: Walking and Cycling Audit



**Jelson Homes Limited**

**Cotes, Loughborough**

**Walking and Cycling Audit**

April 2021

Project Code: 05424





## Version Control and Approval

| Version | Date          | Main Contributors | Issued by | Approved by |
|---------|---------------|-------------------|-----------|-------------|
| A       | 21 April 2021 | CS                | SB        | ME          |
|         |               |                   |           |             |

**Prepared for**

**Jelson Homes Limited**





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# I Introduction

## I.1 Background

PJA has been commissioned to produce a walking and cycling strategy to support the new application for Riggets Green.

A previous planning application was refused with concerns about access to the site by walking and cycling cited in the reasons for refusal. Since then, new, more ambitious national policy and design guidance on walking and cycling infrastructure has been published by Government.

This strategy addresses the concerns raised in relation to the previous application and ensures compliance with the new guidance to enable active modes to be the natural choice for journeys within the new development within the site as well as enabling walking and, particularly, cycling journeys to key trip attractors in Loughborough.

Three key strands have been reviewed to support the application:

- 1 An internal movement strategy for the development site
- 2 Access to Loughborough from the site
- 3 Links within Loughborough

## I.2 Report Structure

The report structure presents the findings from each of the individual project strands and concludes at the end with a recommended approach.



## 2 Policy Context

### 2.1 National Policy Context

The national policy context for active travel has changed significantly since the original planning application was submitted with the publication of ‘Gear Change’ and the revised Local Transport Note 1/20 ‘Cycle Infrastructure Design’ in 2020. These two policies outline significant changes for the future of transport planning and design in the UK and the prioritisation of measures that encourage increased levels of walking and cycling.



2.1.1

2.1.2 Gear Change (2020)

The Cycling and Walking Plan for England, ‘Gear change: a bold vision for cycling and walking’, was published on 27 July 2020. The plan sets out the government’s shift in transport policy: to prioritise active travel over single-occupancy private vehicles.

The plan set the following vision:



“Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.”

The plan recognises the need to take action to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling.

The plan recognises the need to reduce rat-running on residential streets through more low traffic neighbourhoods (LTNs) as well as creating direct, continuous routes, separated from traffic, service places people want to go.

### 2.1.3 LTN 1/20 – Cycle Infrastructure Design (2020)

In addition, the Department for Transport’s recently published Cycle Infrastructure Design - Local Transport Note 1/20 establishes much higher standards for cycling infrastructure including geometric requirements.

Rather than a strict set of standards or a “one size fits all” approach, LTN1/20 encourages designers to consider the context when designing cycling infrastructure. For example, Figure 4.1 (reproduced below) identifies what level of protection from motor traffic is appropriate based on the speed and volume of traffic, noting these are not fixed.



**Figure 4.1:** Appropriate protection from motor traffic on highways

| Speed Limit <sup>1</sup> | Motor Traffic Flow (pcu/24 hour) <sup>2</sup> | Protected Space for Cycling |                     |                   | Cycle Lane (mandatory/ advisory) | Mixed Traffic |
|--------------------------|---|-----------------------------|---------------------|-------------------|----------------------------------|---------------|
|                          |   | Fully Kerbed Cycle Track    | Stepped Cycle Track | Light Segregation |                                  |               |
| 20 mph <sup>3</sup>      | 0   | Green                       | Green               | Green             | Green                            | Green         |
|                          | 2000  | Green                       | Green               | Green             | Green                            | Green         |
|                          | 4000  | Green                       | Green               | Green             | Green                            | Yellow        |
|                          | 6000+   | Green                       | Green               | Green             | Yellow                           | Pink          |
| 30 mph                   | 0   | Green                       | Green               | Green             | Yellow                           | Yellow        |
|                          | 2000  | Green                       | Green               | Green             | Yellow                           | Yellow        |
|                          | 4000  | Green                       | Green               | Green             | Yellow                           | Pink          |
|                          | 6000+   | Green                       | Green               | Green             | Yellow                           | Pink          |
| 40 mph                   | Any   | Green                       | Yellow              | Yellow            | Pink                             | Pink          |
| 50+ mph                  | Any   | Green                       | Pink                | Pink              | Pink                             | Pink          |

■ Provision suitable for most people  
■ Provision not suitable for all people and will exclude some potential users and/or have safety concerns  
■ Provision suitable for few people and will exclude most potential users and/or have safety concerns

**Notes:**  
 1. If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied  
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow  
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

LTN1/20 also notes that new housing development provides a major opportunity to create new and improved cycle infrastructure. It is important that Transport Assessments (TAs) for new developments don't overstate motor traffic travel demands which can make it difficult to provide well-designed cycle infrastructure, particularly at the site access points. LTN1/20 states that travel demand forecasts should take into account the potential for the increased levels of cycling that will be enabled by high-quality cycle facilities, both on and off-site.

In addition, it notes that new developments that have important destinations within them, such as schools and retail centres, should be provided with cycle and pedestrian links to adjacent residential areas and local cycle routes so that residents can cycle to the new facilities.

## 2.2 Local Policy Context

### 2.2.1 Charnwood Local Plan 2011 – 2018



The Charnwood Local Plan 2011 – 2018 was adopted in November 2015 and superseded the previous Charnwood Local Plan (2004). Strategic Objective 7 of the Local Plan is “to reduce contributions to climate change and to promote prudent use of resources through patterns of development, design, transport measures...” and Strategic Objective 8 is “to develop integrated transport schemes and measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities, for example in and around Loughborough...”.

The following points from the Local Plan are relevant to this walking and cycling strategy:

- Small villages and hamlets have less potential to provide for a sustainable community where people can access what they need by walking, cycling and public transport and are poor locations for new development;
- Proposals will be supported that relate to the River Soar and Grand Union Canal Corridor which provide high quality walking and cycling links between the corridor and our towns and villages; and
- Major developments are expected to extend the walking and cycling network.

#### 2.2.2 Charnwood Sustainable Transport Study (2020)

The Charnwood Sustainable Transport Study published in September 2020 recognises that although there has been significant investment in cycling facilities, especially in Loughborough through the Local Sustainable Transport Fund, there are opportunities for further improvement. It identifies the River Soar and the National Cycle Network as providing potential to develop a series of commuter and leisure routes.

The strategy also notes the potential for new developments that are designed around walking and cycling from the outset can achieve mode shift.

#### 2.2.3 Loughborough’s Cycle Network

Loughborough does not yet have a published Local Cycling and Walking Infrastructure Plan but there is a cycle network map available on Charnwood Borough Council’s website which identifies 7 cycle routes in Loughborough plus National Cycle Network Route 6. These routes are generally well signposted on the ground with clear, well-positioned signs.

The network map also identifies a number of other signed routes and sections of cycling infrastructure in the town. The existing cycle network mainly comprises shared use footways, signed routes on quiet streets and some signed route on busier roads which are not compliant with LTN1/20. Some of these routes are considered in greater detail in the audit below.



The Loughborough Cycle Map is provided at Appendix A.



## 3 Internal Movement Strategy

### 3.1 Masterplan proposals

The vision for Riggets Green is to create an exemplar development where walking and cycling are the key modes of transport within the site itself. The mix of uses within the site including local shops and a primary school will reduce the need for residents to travel outside of the development for their everyday needs.

The Illustrative Masterplan provided in Appendix B shows the key design principles and proposed on-site walking and cycling provision which includes:

- Amending the alignment of the A60 to effectively bypass Cotes and closing Stanford Lane to through traffic to deliver a low traffic environment.
- New pedestrian/cycle link running east-west through the centre of the site linking to Footway H88 in the east and Bridleway K51 via a proposed Toucan crossing on A60 Nottingham Road forming a traffic-free green central spine through the development.
- New pedestrian/cycle link running north/south from Footpath H84 to the south of the site (including a crossing on the A60), to Hoton and Footpath H88 to the north of the site.
- ‘The Avenue’ spine road providing high quality walking, cycling and bus route through the development. This will include a bus gate ensure through traffic uses the A60.
- A new pedestrian and cycle crossing of the A60 to link the wider development to the employment land.
- A layout designed to be fully permeable for pedestrians and cyclists using the local road network and the extensive network of new footpaths and shared provision within the site providing connections to the primary school, local centre, care home and recreation facilities.
- Connections to the wider countryside via existing public rights of way network to provide access for informal recreation.

### 3.2 Compliance with LTNI/20

The illustrative masterplan has been reviewed against the five core design principles in LTN1/20 – cohesion, directness, safety, comfort and attractiveness - to confirm they are compliant. These are summarised in the table below.





| Core design principle | Comments  |
|-----------------------|---|
| Cohesion              | The low traffic nature of Riggets Green means that cyclists will be able to move between the off-road infrastructure and quiet residential streets, providing a good network density.   |
| Directness            | The proposed pedestrian/cycle routes through the site including the 'green spine' provide direct routes to key destinations as well as links between neighbourhoods.<br><br>The re-alignment of the A60 will create a low traffic environment within Riggets Green reducing the need to cross busy roads. |
| Safety                | The realignment of the A60 to create a low traffic environment throughout the development along with the proposed off-road pedestrian and cycle routes through Riggets Green will create a safe environment for walking and cycling.  |
| Comfort               | An extensive walking and cycling network is proposed including off-road routes.   |
| Attractiveness        | The proposed network of off-road pedestrian and cycle routes are in attractive, landscaped areas.   |

### 3.3 Conclusion and recommendations

The review confirms that the illustrative masterplan complies with LTN1/20.

## 4 Access to Loughborough

### 4.1 Introduction

The site is just under 3km from Loughborough town centre and less than 2km from Loughborough Station meaning they are within easy cycling distance if a safe and attractive route is provided. Other key trip generators within Loughborough include Loughborough University and Loughborough Hospital to the west of the town centre and the large employment area which covers the northern fringe of Loughborough (see Figure 4-2). The proposed development is also likely to generate trips from Loughborough, for example to the primary school and employment area.

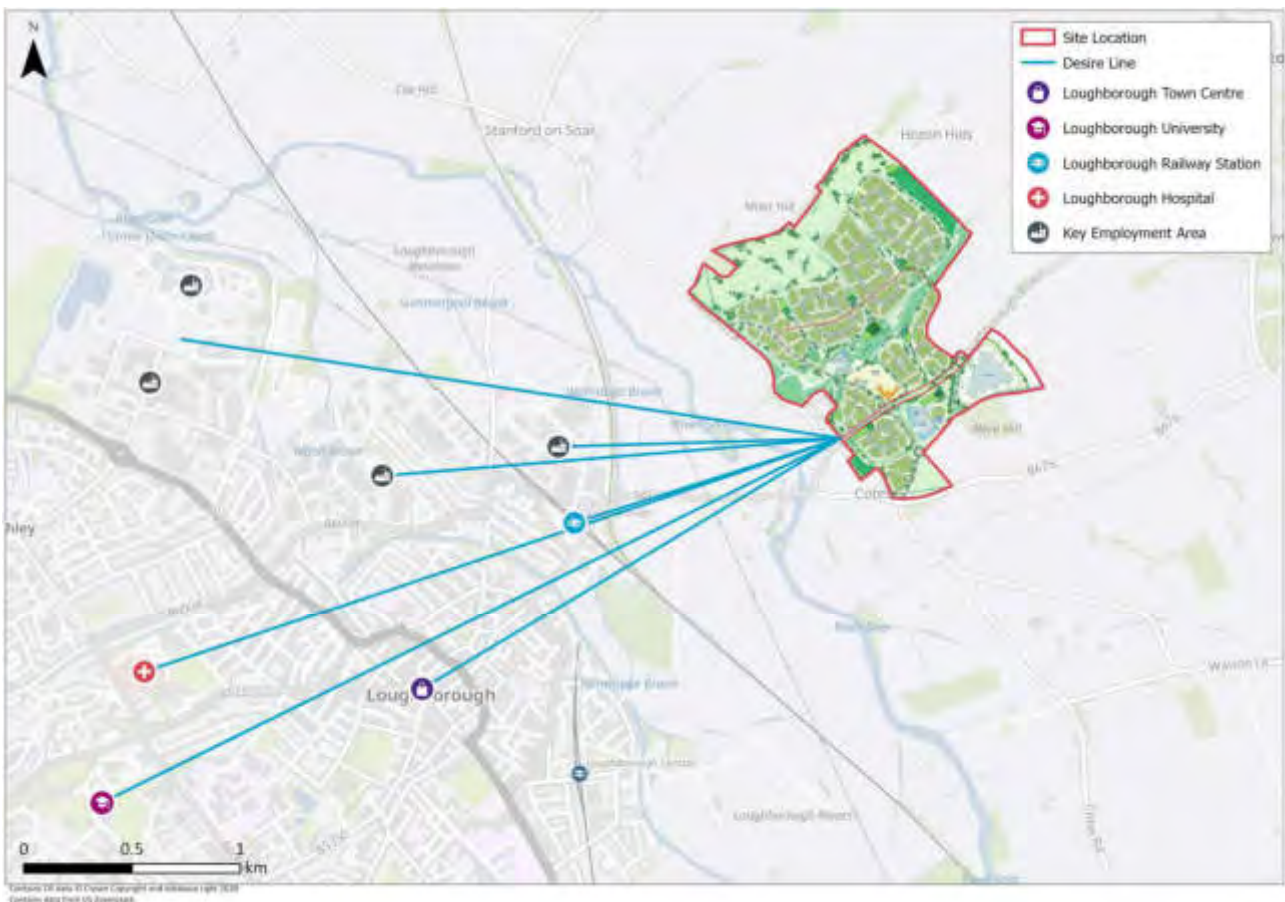
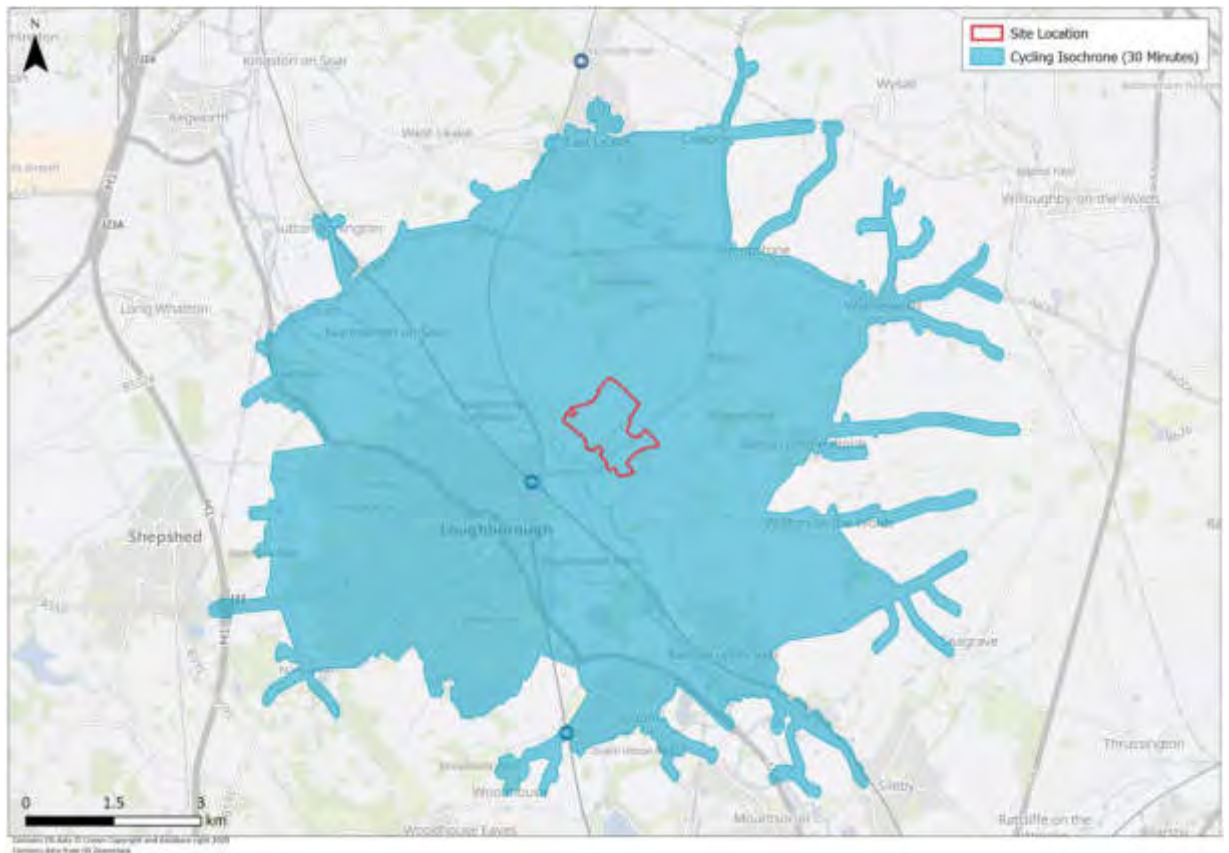


Figure 4-1: Desire lines

Figure 4-2 below shows that the whole of Loughborough plus a number of surrounding settlements are accessible within a 30 minute cycle ride of the development site.

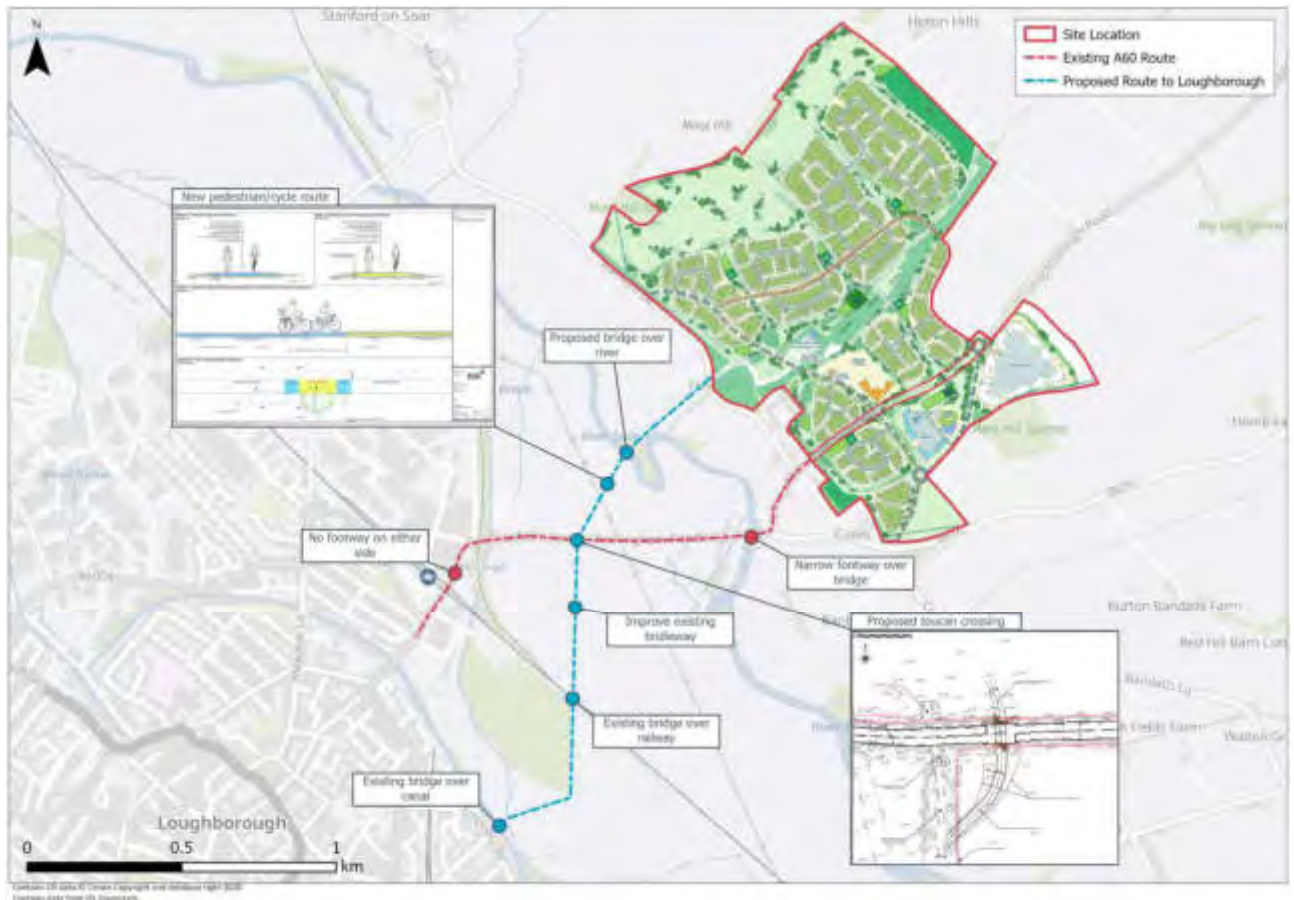


**Figure 4-2: 30 minute cycling catchment from the development site**

Two potential routes between the site and Loughborough have been identified (also mapped in Figure X):

**Route 1 – along the A60:** The A60 Nottingham Road currently links Cotes to Loughborough. A walking and cycling audit has been undertaken of the route to identify whether it could be improved to provide an LTN1/20 compliant walking and cycling link between Loughborough and Riggets Green. The key issues are highlighted in the table below.







**Route 2 – via Allsopp’s Lane:** An alternative off-carriageway route has been proposed with a new shared pedestrian and cycle facility constructed from Stanford Road to the A60 Nottingham Road connecting to Allsopp’s Lane on land owned by the developer (see Appendix C). Allsopp’s Lane provides a connection from the southern side of the A60 to Little Moor Lane which provides a link over the railway line and canal to Empress Road on the eastern fringe of Loughborough. Allsopp’s Lane and Little Moor Lane are classified as a bridleway and therefore allows access by both foot and cycle as well as by horse riders.









**Figure 4-3: Route from the site to Loughborough**



- Both routes were audited on site. Key observations for each route are detailed below.
- 
- **Route 1 - along the A60**



| Location   | Photo   | Comments  |
|--|---|---|
| <p>A60 through Cotes</p>                              |    | <p>Signed 30mph limit through Cotes.</p> <p>No cycling infrastructure.</p> <p>Narrow footway on one side of the road.</p> <p>No crossing facilities</p> |
| <p>A60 approach to Cotes</p>                         |   | <p>Signed 30mph limit at entrance to Cotes.</p> <p>Narrow footway on one side of the road.</p> <p>No cycling infrastructure.</p>                        |
| <p>Start of national speed limit leaving Cotes</p>  |  | <p>Very narrow footway over bridge.</p> <p>Start of national speed limit section.</p> <p>No cycling infrastructure.</p>                                 |

| Location   | Photo   | Comments   |
|--|---|--|
| <p>A60 between Cotes and Loughborough</p>                   |    | <p>Narrow footway encroached by vegetation and sediment from the road.</p> <p>No cycling infrastructure.</p>   |
| <p>Start of national speed limit leaving Loughborough</p>  |   | <p>National speed limit signage coincides with section over the bridge where there is no footway.</p> <p>No cycling infrastructure.</p>                              |
| <p>A60/Station Blvd junction</p>                          |  | <p>Advanced stop line and suggested cycle route painted through junction to Station Boulevard.</p> <p>Controlled crossings currently only cater for pedestrians.</p> |









| Location                               | Photo  | Comments  |
|--|--|---|
| Start of on-carriageway route to Cotes |   | Leaving Loughborough Station, cyclists must immediately re-join the carriageway where no cycling facilities are provided. |
| Loughborough Station                   |  | Signed cycle route to Cotes along the A60.  |

**Route 2 – via Allsopp’s Lane:**







| Location             | Photo   | Comments   |
|----------------------|---|--|
| Stanford Lane, Cotes |  | <p>Stanford Lane is currently a national speed limit road as it leaves Cotes. Five motor vehicles were observed using this route in approximately 5 minutes.</p> <p>Stanford Lane is proposed to be stopped up/closed to through traffic as part of the development.</p> |



| Location  | Photo   | Comments   |
|---|---|--|
| <p>Proposed route between Cotes and A60</p>  |    | <p>View across the field from the A60 Nottingham Road towards Cotes. It is proposed that a new traffic-free pedestrian and cycle route will link Stanford Lane to the A60, emerging opposite Allsopp's Lane.</p>   |
| <p>A60 Nottingham Road</p>                  |   | <p>Location of the proposed Toucan crossing on A60 Nottingham Road where the proposed new traffic-free route meets Allsopp's Lane. There is currently a narrow footway on the northern side and no footway on the southern side.</p> <p>The current speed limit at this location is 60mph.</p> |
| <p>Allsopp's Lane</p>                      |  | <p>Allsopp's Lane is a bridleway and provides access to a number of fields with tractor tyre tracks evident along the route. The route is not currently suitable for cycling and would need to be upgraded to a suitable surface.</p>  |





| Location   | Photo   | Comments  |
|--|---|---|
| <p>Network Rail bridge</p>                      |    | <p>The network rail bridge over the railway provides a good level of service for pedestrians, cyclists and horse riders.</p>  |
| <p>Little Moor Lane</p>                        |   | <p>Little Moor Lane is a wide lane and generally in slightly better condition than Allsopp's Lane. Some larger potholes have been filled with bricks.</p>   |
| <p>Canal bridge and towpath access point</p>  |  | <p>At the southern end of Little Moor Lane there is a canal bridge linking Empress Road. This is very steep and is in need of resurfacing.</p> <p>Alternatively, on the right, there is an access point to the towpath on the northern side of the canal. The existing chicane barrier would be accessible for most users but is not fully inclusive.</p> |

## 4.2 Route audit summary and conclusions

### Route 1 – along the A60

The audit confirmed that a narrow footway is provided on the northern side of the A60 along much of the route. However, there is a short distance where there is no provision and other sections



where the current provision is substandard (below 1.4m). There is currently no cycling provision along the A60 so cyclists must share the carriageway with motor vehicles. Much of the A60 corridor between Loughborough and Cotes is national speed limit (60mph) and carries over 12,500 vehicles (and approximately 80 cyclists) a day<sup>1</sup>. According to LTN1/20, protected cycling infrastructure is required due to the speed and volume of traffic using the route.

While there are sections where the footway could be widened to provide a shared footway/cycleway, there are a number of bridges along the route with brick parapets meaning significant infrastructure works would be required to widen the route to provide adequate walking and cycling infrastructure. Therefore, it is not considered that the A60 could be made acceptable for walking or cycling.

#### **Route 2 – via Allsopp’s Lane:**

The site audit confirmed that the route is feasible and has the potential to provide a good quality walking and cycling route between the eastern fringe of Loughborough and Riggets Green subject to a number of infrastructure improvements. These are:

- New shared pedestrian and cycle path between Sandford Road and the A60 including a new footway/cycle bridge over the River Soar
- Toucan crossing on A60 Nottingham Road
- Improvements to Allsopp’s Lane and Little Moor Lane.

Both routes are at risk of potential fluvial flooding in a 1 in 100 year event. While it is unlikely to be feasible to raise the route above the flood level, it is proposed that the level of the new route will be raised with ditches provided on either side to aid drainage. The new pedestrian and cycle bridge will need to be free-spanning.

### **4.3 Compliance with LTN1/20**

In line with LTN1/20, the new shared use path should be a minimum of 3 metres wide. For the route to be used year-round for commuting and other purposes, a smooth, bound surface should be provided. It is likely that tractors and other farm vehicles will need to continue to use sections of Allsopp’s Lane and Little Moor Lane to access fields and this should inform the choice of surfacing alongside the flood risk detailed above.

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<sup>1</sup> Department for Transport Road Traffic Statistics <https://roadtraffic.dft.gov.uk/manualcountpoints/56573>



Consideration should also be given to lighting. Options including lighting that is switched off between midnight and 5am, lighting operated by sensors, and low levels lighting or LED studs. Further guidance on the design of traffic-free routes is provided in chapter 8 of LTN1/20.

In order to provide a safe crossing of the A60, it is recommended that the speed limit is reduced to 40mph. The footway on the northern side of the road will need to be widened and a new footway constructed on the southern side to accommodate.

#### **4.4 Conclusion and recommendations**

In conclusion, the site audit confirmed that the proposed off-carriageway walking and cycling route is feasible and compliant with LTN1/20. The route will provide a safe and attractive pedestrian and cycle route for new and existing residents at Cotes as well as improve access from Loughborough to the River Soar and public rights of way network. Key proposals include:

- New shared pedestrian and cycle path between Sandford Road and the A60 including a new footway/cycle bridge over the River Soar which will need to comply with the Environment Agency's requirements;
- Toucan crossing on A60 Nottingham Road;
- Improvements to Allsopp's Lane and Little Moor Lane including improvements to the surface; and
- Onward links to key destinations in Loughborough (see next section).

## 5 Links within Loughborough

The proposed route detailed in Section 4 provides a connection to the eastern fringe of Loughborough from which people can connect to existing routes and facilities to reach a range of destinations such as the town centre and Loughborough Station.

### 5.1 Link to Loughborough Station

Loughborough Station provides rail services to London, Sheffield, Nottingham, Leicester and beyond. It benefits from existing high quality cycle parking facilities including a secure 130 space cycle hub with pump and tool station as well as covered Sheffield stands (see Figures 5-1 and 5-2).



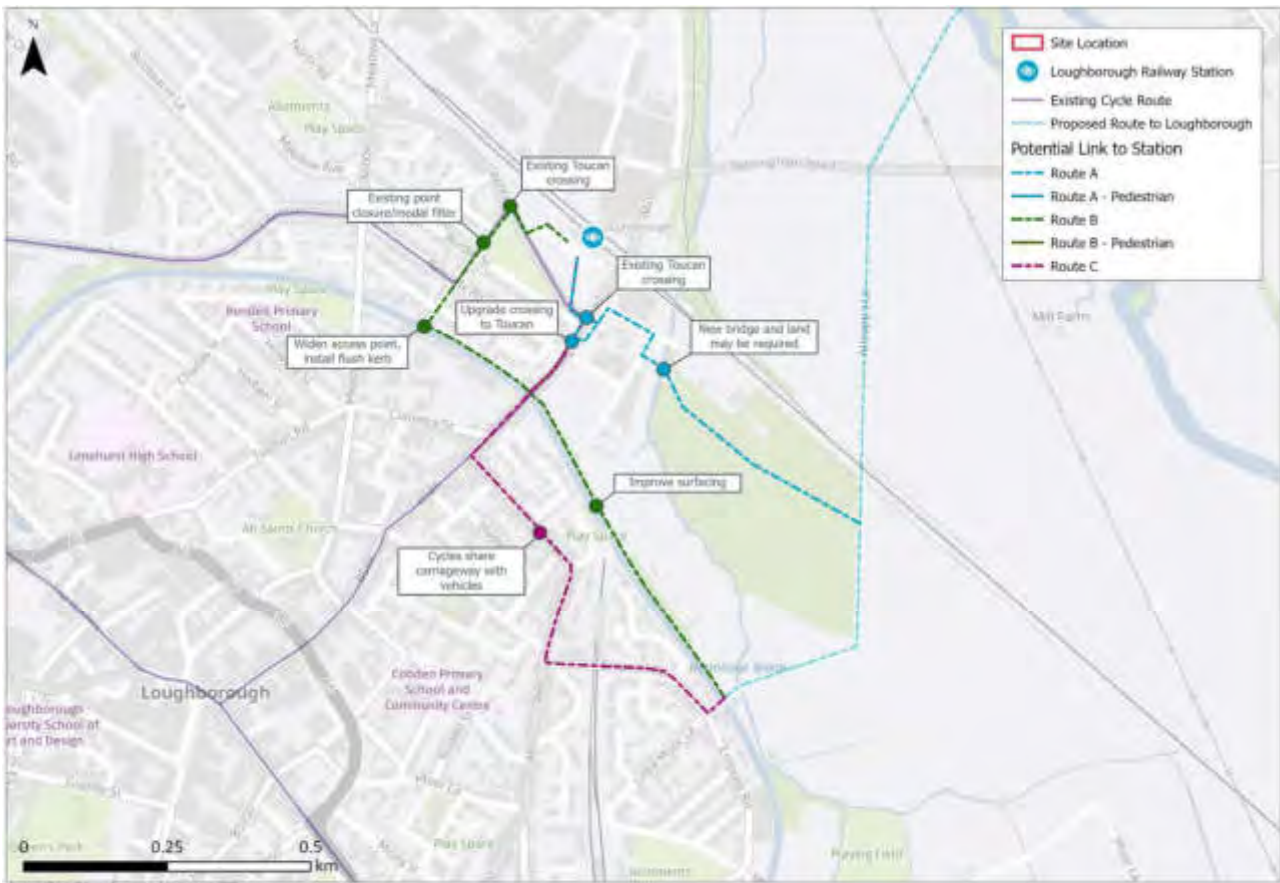
**Figure 5-1: 130 space cycle hub at Loughborough Station**



**Figure 5-2: Covered cycle parking at Loughborough Station**

Three potential routes to Loughborough Station were identified (mapped in Figure X):

- Route A – via Allsopps’ Lane Tip
- Route B – via Grand Union Canal towpath
- Route C – via Empress Road, A60 Wharcliffe Road/Queen’s Road and A60 Nottingham Road (Cycle Network Route 2)
-



**Figure 5-3: Routes to Loughborough Station**







- 







All three routes were audited on site. Key observations for each route are detailed below.

**Route A – via Allsopp’s Lane Tip**

| Location  | Photo   | Comments   |
|---|---|--|
|  |  | <ul style="list-style-type: none"> <li>• There is no public right of way across the Allsopp’s Lane Tip site but there is evidence of informal use.</li> <li>•</li> </ul> |









| Location   | Photo   | Comments   |
|--|---|--|
|                               |    | <p>Access past the household waste recycling site to the existing bridge over the brook would be required. Alternatively, a new bridge a route to Falcon Street could be provided.</p> |
| <p>Railway Terrace</p>       |   | <p>Railway Terrace provides access to a number of industrial units and the household waste recycling centre.</p>   |
| <p>Steps up to the A60</p>  |  | <p>There is a significant level difference between Railway Terrace and the A60 accessible by pedestrians by a set of steps.</p>  |

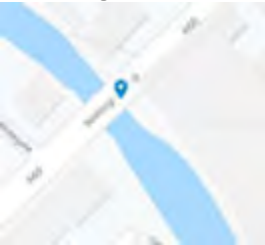

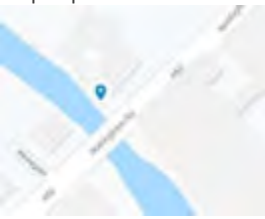


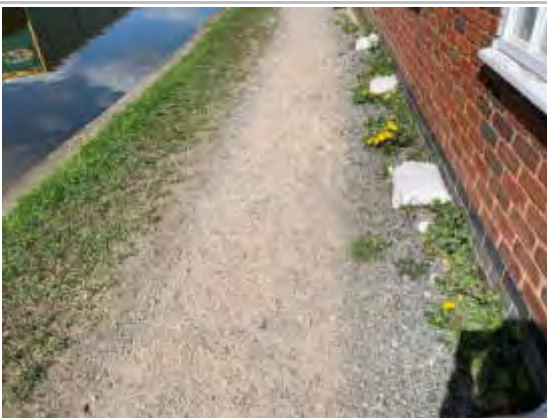
| Location   | Photo   | Comments  |
|--|---|---|
| <p>Cycle route</p>                  |    | <p>There is an existing cycle link from the end of Railway Terrace to the pedestrian crossing on the A60.</p>   |
| <p>Toucan crossing to Station</p>  |   | <p>The crossings on the station side of the A60 are already Toucan crossings but the crossings of the A60 itself would need to be upgraded from pedestrian to Toucan crossings.</p> |
| <p>Loughborough Station</p>       |  | <ul style="list-style-type: none"> <li>• High quality pedestrian and cycle entrance to Loughborough Station</li> </ul>  |

**Route B – via Grand Union Canal towpath**











| Location  | Photo   | Comments  |
|---|---|---|
| <p>Canal towpath access point</p>  |    | <ul style="list-style-type: none"><li>Chicane barrier not accessible to all users.</li></ul>  |
| <p>Canal towpath</p>              |   | <p>Surface in poor condition – mix of brick, gravel and compacted earth. 1-2 metres wide.</p> <p>No lighting</p>                                    |
| <p>Canal towpath</p>             |  | <p>At this waterfront apartment development the canal towpath has been widened and a smooth, bound surface has been provided</p> <p>No lighting</p> |

| Location  | Photo   | Comments   |
|---|---|--|
| <p>Canal bridge</p>      |    | <p>The towpath narrows under the A60 bridge</p> <p>No lighting</p>               |
| <p>Steps up to A60</p>  |   | <p>Steps provide a shorter route for pedestrians to the station via the A60.</p> |
| <p>Canal towpath</p>   |  | <p>Gravel surface, approximately 1-2 metres wide</p> <p>No lighting</p>          |









| Location  | Photo   | Comments   |
|---|---|--|
| <p>Canal towpath access from Glebe Street</p>                  |    | <p>Access point from Glebe Road not accessible to all users due to width of gap and full height kerb</p> |
| <p>Glebe Street</p>   |   | <p>Glebe Street is a quiet residential street with on-street parking on both sides of the road</p>       |
| <p>Glebe Street/ Sidings Walk pedestrian and cycle zone</p>  |  | <p>Existing high-quality pedestrian and cycle route between Burder Street and Station Blvd.</p>          |

| Location  | Photo  | Comments  |
|---|--|---|
| <p>Toucan crossing over Station Blvd</p>             |   | <p>A toucan crossing at the end of Glebe St/Sidings Walk connects to a shared use facility on Station Blvd.</p> |
| <p>Cycle route signage in the station car park</p>  |  | <p>Well-located cycle route signage within the station car park directs to key routes.</p>                      |



**Route C – via Empress Road, A60 Wharncliffe Road/Queen’s Road and A60 Nottingham Road (Cycle Network Route 2)**

| Location  | Photo   | Comments  |
|---|---|---|
| <p>Canal bridge</p>  |  | <ul style="list-style-type: none"> <li>• Bridge over canal is closed to motor vehicles.</li> <li>•</li> </ul> |



| Location   | Photo   | Comments  |
|--|---|---|
| <p data-bbox="153 338 300 369">Empress Road</p>               |    | <p data-bbox="1010 338 1417 400">Empress road is a relatively quiet residential street with on-street parking.</p>  |
| <p data-bbox="153 786 416 817">Empress Road pinch point</p>  |   | <p data-bbox="1010 786 1425 880">A pinch point prevents large vehicles crossing the weak bridge over the railway line and acts to slow vehicles.</p>                                    |
| <p data-bbox="153 1211 341 1243">A60 Queen's Road</p>       |  | <p data-bbox="1010 1211 1370 1274">No cycling infrastructure on the A60 Queen's Road.</p> <p data-bbox="1010 1301 1425 1364">On-street parking on one side along most of the length</p> |



| Location   | Photo   | Comments  |
|--|---|---|
| <p>A60 Nottingham Road</p>  |  | <p>A60 Nottingham Road forms part of Cycle Route 2.</p> <p>No cycling infrastructure other than painted bike symbols.</p> |

### 5.1.1 Route audit summary

#### Route A

While Route A is the most direct route from Little Moor Lane to the station, the audit identified a number of issues that would need to be overcome to deliver the route including the lack of public rights of way across the tip site and the potential need for a new bridge over the brook. The pedestrian crossing over the A60 would also need to be upgraded to a Toucan crossing. As a result, Route 1 is likely to be expensive to deliver and may require the purchase of land or agreements with landowners.

#### Route B

Route B is less direct but is already largely navigable by foot and cycle. With modest improvements, this route would provide an attractive, largely traffic-free route from the development site to Loughborough Station. Steps up to the A60 provide a shorter route to the station for non-disabled pedestrians via the A60. Key improvements required include:

- Upgrading the access point from Little Moor Lane including removal of the chicane
- Improving the access point from Glebe Street including a flush kerb and widening the access
- Surfacing improvements to widen the route and provide a smooth, bound surface
- Lighting to enable year-round use
- Signage and wayfinding

#### Route C



Route C provides an alternative on-carriageway route from Little Moor Lane. It is less direct than routes A and B but may be preferable in the winter or after darkness if the canal towpath route is not lit. Route C follows the A60 Wharnccliffe Road/Queen's Road and A60 Nottingham Road (part of Loughborough's Cycle Route 2 which is not currently compliant with LTN1/20 due to the volume of traffic and lack of protection for cyclists. A significant scheme to reduce traffic volumes or providing protected cycling infrastructure would be required to make this an inclusive cycle route suitable for all ages and abilities.

### 5.1.2 Conclusion and recommendations

In conclusion, it is recommended that Route B is developed as the preferred route from the development site to Loughborough Station. The recommended improvements include:

- Providing an inclusive access point from Little Moor Lane to the canal towpath;
- Widening the canal towpath as much as possible and upgrading to a bound surface;
- Review the potential to install lighting along the canal towpath;
- Improving the access point from the canal towpath to Glebe Street; and
- Installing signage and wayfinding.

Route 3 could be signposted as an alternative on-road route for more confident cyclists but requires improvement to be compliant with LTN1/20. It is recommended that the feasibility of reducing traffic volumes and/or providing protected infrastructure on the A60 is reviewed though this may need to be as part of a wider cycling strategy for Loughborough.

## 5.2 Link to Loughborough Town Centre

Three potential routes to Loughborough town centre were identified (also mapped in Figure X):

- Route D – via Empress Road, Grand Central Road and A6 Leicester Road (Cycle Network Route 1)
- Route E – via Empress Road, A60 Wharnccliffe Road/Queen's Road and A60 Nottingham Road (Cycle Network Route 2)
- Route F – via Grand Union Canal towpath, Canal Bank and The Rushes

All three routes were audited on site. Key observations for each route are detailed below.

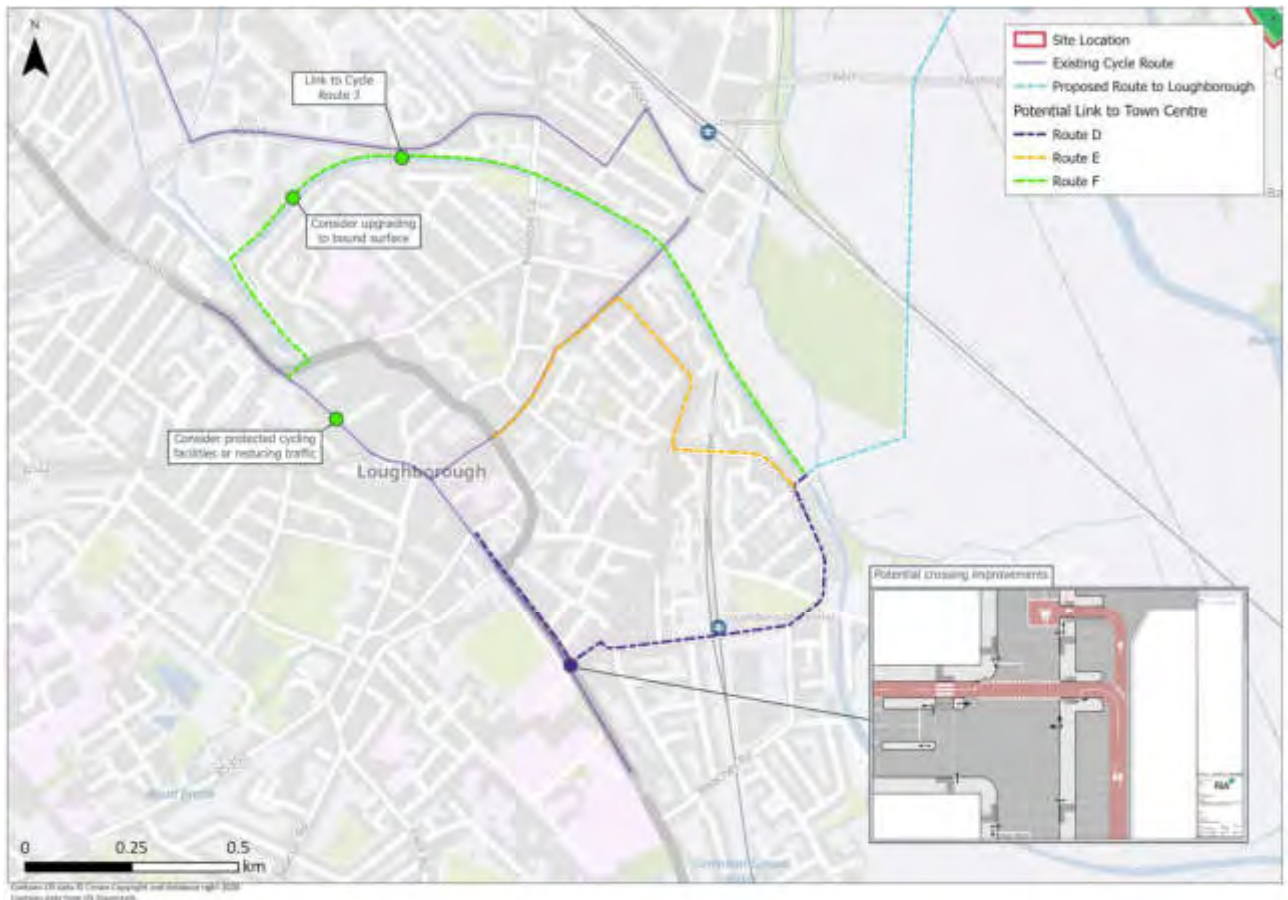




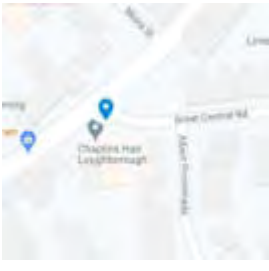



Figure 5-4: Routes to Loughborough town centre



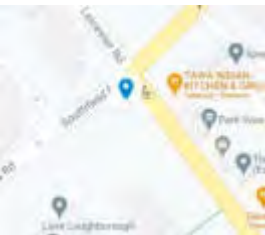



**Route D – via Empress Road, Grand Central Road and A6 Leicester Road (Cycle Network Route 1)**

| Location  | Photo   | Comments  |
|---|---|---|
| <p>Empress Road</p>  |  | <ul style="list-style-type: none"> <li>Route is relatively quiet enabling on-carriageway cycling</li> </ul> |









| Location   | Photo   | Comments   |
|--|---|--|
| <p>Great Central Road</p>                       |    | <p>Route is relatively quiet enabling on-carriageway cycling</p> |
| <p>Junction of Great Central Road and A60</p>  |   | <p>Parking on footway outside shops at junction</p>              |
| <p>Junction of A6 and A60</p>                 |  | <p>No crossing facilities for cycles at junction</p>             |



| Location  | Photo   | Comments  |
|---|---|---|
| <p>A6 service road</p>                                       |    | <p>Quiet service road running parallel to the A6 provides a safe cycling environment</p>        |
| <p>Toucan crossing, junction of A6 and Southfield Road</p>  |   | <p>Existing Toucan crossing</p>   |
| <p>Leicester Road/High Street junction</p>                 |  | <p>Motor vehicle access to the town centre is prohibited providing a safe space for cycling</p> |

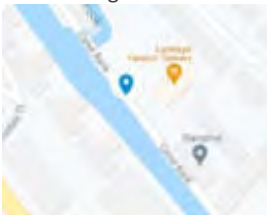





**Route E – via Empress Road, A60 Wharncliffe Road/Queen’s Road and A60 Nottingham Road (Cycle Network Route 2)**



| Location   | Photo  | Comments  |
|--|--|---|
| <p>Loughborough Cycle Network Route 2, Nottingham Road</p>  |   | <ul style="list-style-type: none"><li>• Cycle symbols and short sections of narrow painted cycle lanes on carriageway</li></ul> |
| <p>Baxter Street/ Lemyngton St junction</p>                |  | <p>Cycle contraflow provides access to town centre</p>  |

**Route F – via Grand Union Canal towpath, Canal Bank and The Rushes**

|  |   |  |
|--|---|--|
| <p>Canal route</p>  |  | <p>Gravel surface is in good condition</p> |
|--|---|--|

|   |   |   |
|---|---|---|
| <p>Route along Canal Bank</p>                            |    | <p>Canal Bank is a low traffic environment where pedestrians and cyclists share with motor vehicles</p> |
| <p>Shared use footway</p>                                |   | <p>A shared use footway links Canal Bank to Toucan crossings of Bridge Street/Derby Road/The Rushes</p> |
| <p>Shared use footway approaching Toucan crossing</p>  |  | <p>Narrow shared footway provides access to Toucan crossings</p>  |



### 5.2.1 Route audit summary

#### Route D

Route D provides a link from the eastern fringe of Loughborough to the town centre via the A6 which forms part of Loughborough’s existing cycle network (Route 1). Most of the route is along roads that are already quiet and suitable for cycling such as Empress Road and Great Central Road. However, the junction between Great Central Road and the A60 New King Street is busier and there was evidence of pavement parking outside the parade of shops. In addition, there are no cycle crossing facilities on the A6 to help cyclists reach the quiet service road which runs alongside the A6 towards the town centre. A shared use footway and Toucan crossing help cyclists navigate the A6 towards the town centre where existing access restrictions provide a low traffic environment.

#### Route E

Route E follows on the on-carriageway route towards Loughborough Station, turning left instead of right at Nottingham Road to follow Loughborough’s Cycle Network Route 2 into the town centre. The lack of cycling infrastructure along this route along with the volume of traffic means it is not currently suitable for all ages and abilities. The junction of Baxter Gate and the A6 provides a cycle contraflow to enable direct cycle access to the town centre.

#### Route F

Route F is the least direct of the routes to the town centre that were identified for auditing but benefits from providing a safe, attractive traffic-free route to the edge of the town centre. It also links to Loughborough Cycle Network Route 3 which provides a link to the employment area in the north of the town. The gravel surface along the canal town path is generally in good condition but would benefit from widening and upgrading to a bound surface. There are currently no cycling



facilities on The Rushes between the pedestrianised town centre and the Toucan crossings of Derby Road/Bridge Street which has a number of bus stops along it.

### 5.2.2 Conclusion and recommendations

The site audit demonstrated that there are weaknesses on each route including along sections that are part of Loughborough's existing cycle network. However, all three routes are useful in terms of provide links to Loughborough town centre and beyond via the existing cycle network.

While routes D and E provide the most direct link to the town centre, route F benefits from also linking to Loughborough Station and employment in the north of the town as well as providing leisure benefits. Therefore, there is merit in improving all three routes to comply with LTN1/20.

Key recommendations for each route are:

Route D:

- Provide safe cycle link from Great Central Road to the existing cycling facilities on the western side of the A6 (Loughborough Cycle Network Route 1) (see Appendix F);
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on Leicester Road between the A6 and High Street; and
- Install signage and wayfinding.

Route E:

- Provide safe cycle link from Great Central Road to the existing cycling facilities on the western side of the A6 (Loughborough Cycle Network Route 1);
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on the A60;
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on Nottingham Road; and
- Install signage and wayfinding.

Route F

- Widen the canal towpath as much as possible and upgrading to a bound surface;
- Review the potential to install lighting along the canal towpath;
- Review potential to reduce traffic volumes and/or provide protected cycling infrastructure on The Rushes; and
- Install signage and wayfinding.



## 6 Conclusion and recommendations

This chapter briefly summarises the key recommendations for each of the three strands contained within the report: the internal movement strategy, access to Loughborough and links within Loughborough.

### 6.1 Internal movement strategy

The illustrative masterplan has been reviewed against the five core design principles in LTN1/20 – cohesion, directness, safety, comfort and attractiveness – and is compliant. A number of areas that will require further consideration as the proposals are developed.

### 6.2 Access to Loughborough

Two potential routes from the development site to the eastern fringe of Loughborough were identified and audited: along the A60 and a new off-carriageway route via Allsopp's Lane.

The audit confirmed that the proposed off-carriageway walking and cycling route is feasible and compliant with LTN1/20. The route will provide a safe and attractive pedestrian and cycle route for new and existing residents in Cotes, providing an alternative to the A60, as well as improve access from Loughborough to the River Soar and public rights of way network.

### 6.3 Links within Loughborough

Two key destinations from the eastern fringe of Loughborough were identified: Loughborough Station and Loughborough town centre. Three routes to each destination were identified and audited on site.

The site audit confirmed that the preferred route to Loughborough Station is along the canal (Route B) which will provide an almost entirely traffic-free route between Riggets Green and Loughborough Station.

The audit identified weaknesses in all three routes to Loughborough town centre, particularly on-carriageway sections, including existing parts of Loughborough's cycle network but identified merit in all three as they enable cyclists to access different parts of Loughborough.

While Route F along the canal is the least direct route, it requires the least on-carriageway cycling to reach the town centre and connects to employment uses to the north of Loughborough.



## Appendix A    Loughborough Cycle Map



Leicestershire  
County Council

Leicestershire  
County Council

Leicestershire  
County Council

**KEY**

|  |  |  |  |
|--|--|--|--|
|  | Loughborough Cycle Network (agreed)  |  | Traffic control area                   |
|  | On-road / Off-road   |  | One way                                |
|  | National Cycle Network (agreed)  |  | Railways with station / Local crossing |
|  | On-road / Off-road   |  | Motorway railway                       |
|  | Off-road cycle route (agreed)  |  | Cycle parking                          |
|  | Other recommended route (on-road / off-road)                                     |  | Street crossing                        |
|  | Prohibition area   |  | Mini stop                              |
|  | No cycling (Blue line / Green line)  |  | School / College / University          |
|  | Market Place only - no other way on Thursdays and Saturdays - no cycling 24h 24h |  | Hospital                               |
|  | Please dismount or use alternative route   |  | Library                                |
|  | Priority / College campus  |  | Town attraction                        |
|  | The public right of way - access for staff, students and visitors only           |  | Tourist information                    |

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The reproduction of a road or a path is no indication of a public right or use. Shows all of roads known to the user as of the date of this map. We cannot guarantee that all roads and crossings will appear as shown on this software or in any printed representation thereof. No liability is accepted.

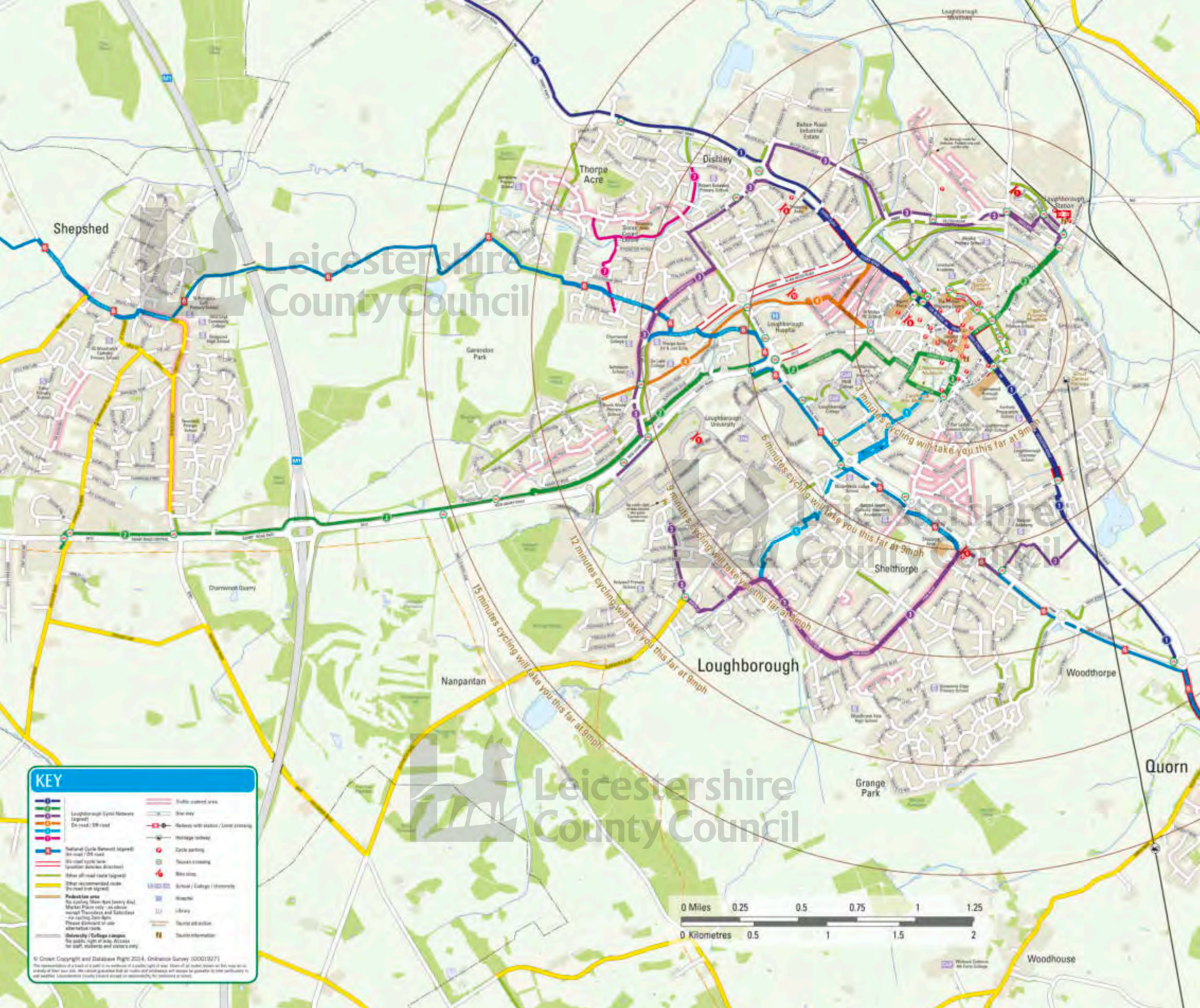


15 minutes cycling will take you this far at 9mph

12 minutes cycling will take you this far at 9mph

9 minutes cycling will take you this far at 9mph

5 minutes cycling will take you this far at 9mph


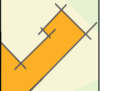



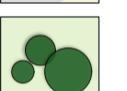


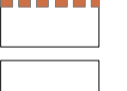
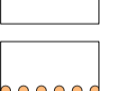
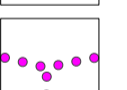







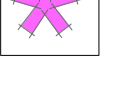


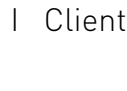




## Appendix B Illustrative Masterplan



**KEY**

-  **Indicative Residential Parcels**  
42.3 Ha = Circa 1,450 dwellings (35 dph)
-  **Indicative Primary School Area**  
2.29 Ha
-  **Indicative Local Centre Area**  
1.3 Ha
-  **Indicative Care Home Area**  
0.68 Ha
-  **Indicative Employment Area**  
5.5 Ha
-  **Indicative Mobility Hub Area**
-  **Existing Vegetation**
-  **Indicative Open Space with Vegetation and Planting**
-  **Main Roads**
-  **The Avenue**
-  **Streets**
-  **Proposed Bus Route**
-  **New Pedestrian / Cycle Links**
-  **New Pedestrian Links**
-  **Public Rights of Way**
-  **Youth / Adult Space and Sports Pitches**  
7.28 Ha
-  **Childrens Play Space**  
1.42 Ha
-  **Local Equipped Areas of Play**  
0.47 Ha
-  **Neighbourhood Equipped Areas of Play**  
0.4 Ha
-  **Allotments**  
1 Ha
-  **Grassland Habitats**
-  **Local Site of Interest**

0 100 250 m

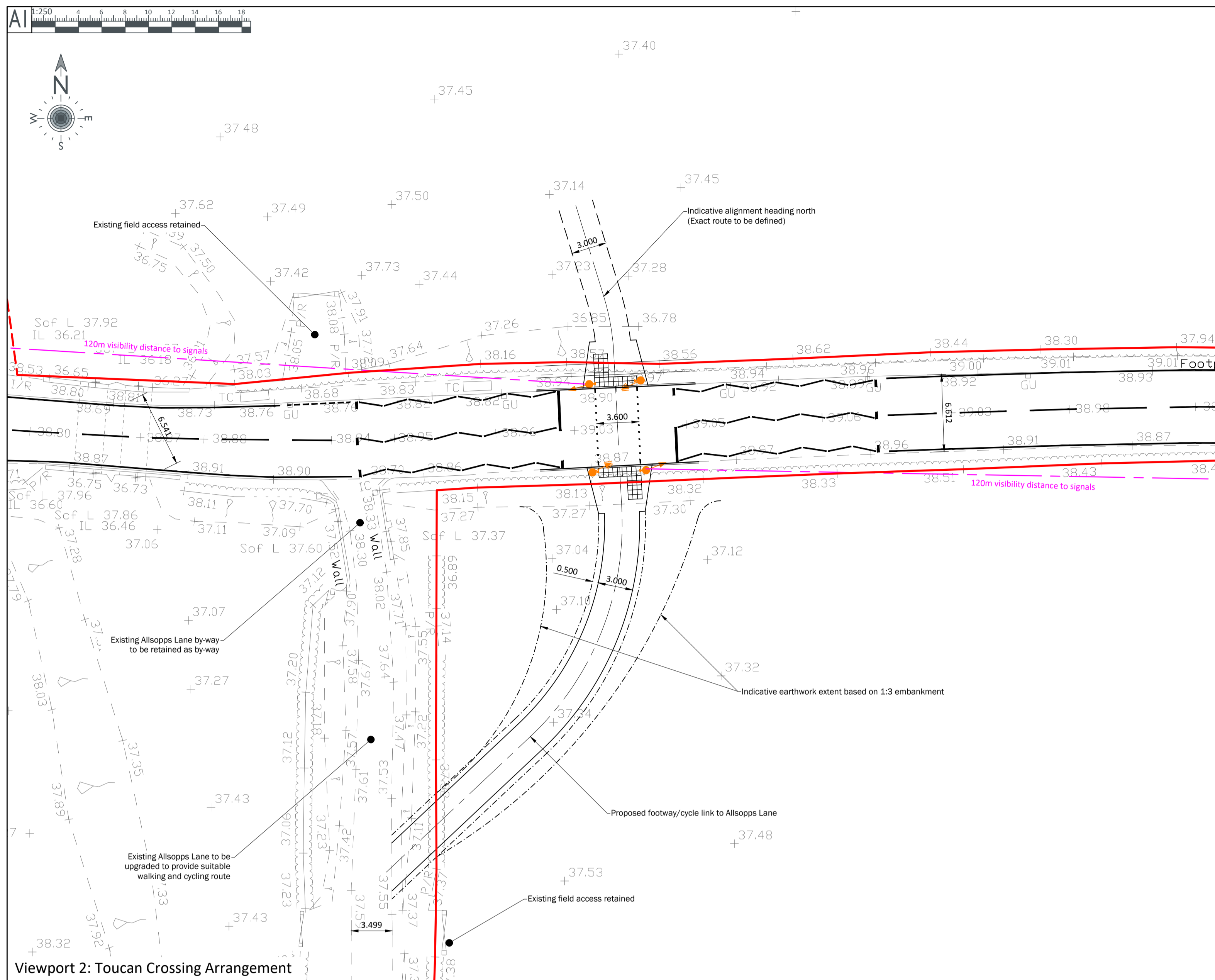


## Appendix C Land Options

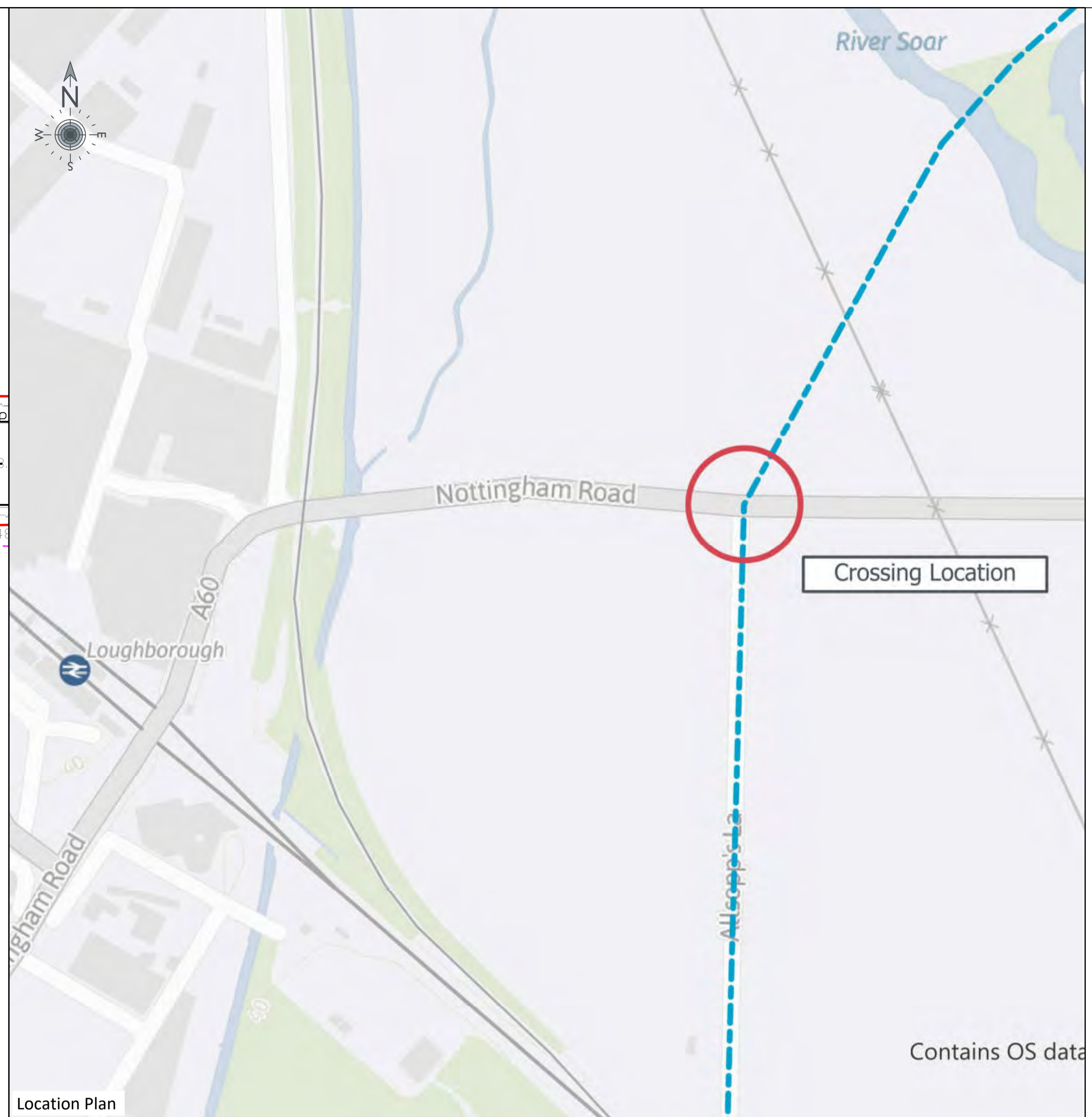




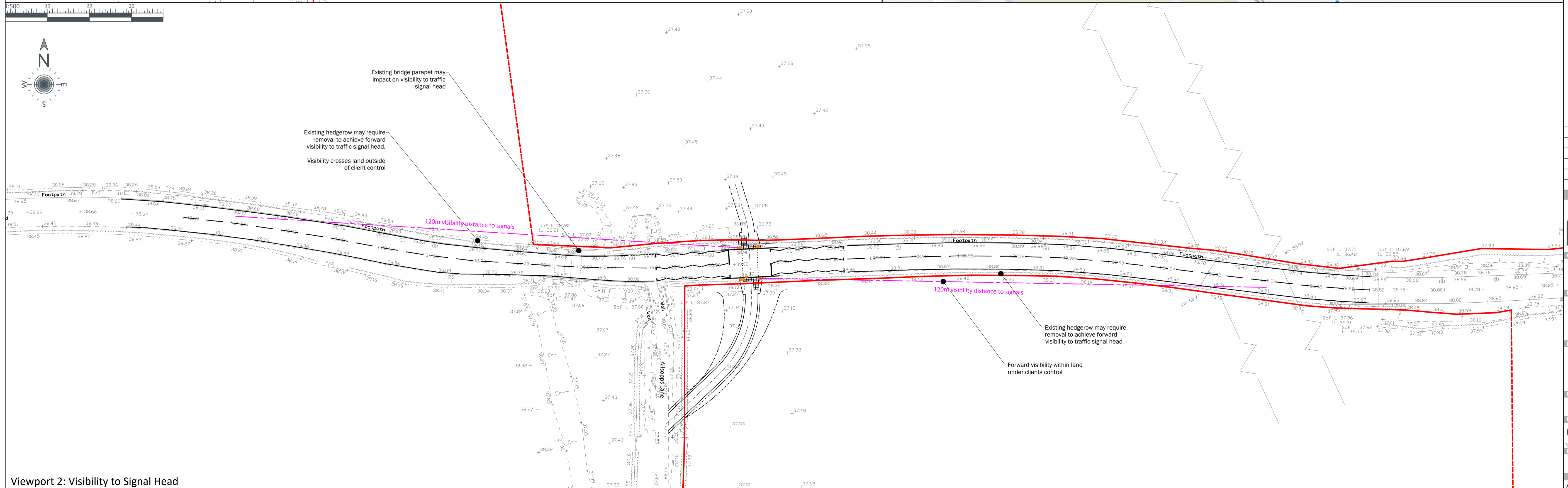
## Appendix D    A60 Toucan Crossing Detail



Viewport 2: Toucan Crossing Arrangement



Location Plan



Viewport 2: Visibility to Signal Head

COM NOTE

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

- Do not scale from this drawing.
- All dimensions in metres unless stated otherwise.
- The purpose of this drawing is to illustrate a proposed Toucan Crossing on the A60 to facilitate dedicated walking and cycling route linking the proposed development with Allsopps Lane.
- The drawing is based on topographical survey data from Phoenix Surveys Services Limited, ref S2414, dated March 2008.
- Land Boundaries have been replicated from from land ownership data provided by the client. It has been assumed that the land boundary adjoining the A60 is concurrent with the as-surveyed hedgerow.
- No highway boundary information has been provided, however it is assumed this is concurrent with the adjacent land boundaries.
- The Toucan Crossing has been proposed in accordance with Traffic Signs Manual Chapter 6 with 3.6m wide crossing.
- The existing A60 is a national speed limit, rural single carriageway road with a narrow footway located on the northern side.
- It is assumed as part of the Toucan crossing proposal that the speed limit between Loughborough and Cotes would be reduced to 40mph and visibility has been shown for a 70pph design speed in accordance with DMRB CD109.
- The location of the Toucan Crossing has been proposed to the east of Allsopps Lane in order to maintain access to the existing by-way.
- Traffic signal equipment shown is indicative only at this stage.
- Street lighting has been omitted from the drawing, however it is likely this will be required and need considering as part of the overall viability.
- The A60 and surrounding land sits with Environment Agency Flood Zone 2 and 3. Any proposals will need to consider the impact and frequency of flooding and flood compensation measures, should the proposals impact on existing flood storage.
- The proposals as shown are provisional and for discussion with the Local Authority.

- Key**
- Interpreted land boundary aligned to topographical survey.
  - Indicative land boundary based on aerial imagery

| REV | DATE     | REVISION NOTE | SG |
|-----|----------|---------------|----|
| P01 | 21/04/21 | First Issue   | SG |

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 Exeter - London - Reading  
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**CLIENT**  
**AVISON YOUNG**

**PROJECT**  
 Riggist Green  
 Cotes  
 Loughborough

**DRAWING TITLE**  
 Walking & Cycling Strategy  
 Preliminary A60  
 Toucan Crossing

**DRAWING ISSUE STATUS**  
**DRAFT**

PJA JOB No. SUB-CODE  
**05424 - E - SK001 - P01**

Revision Letter: P = Pre-Design Approval / T = Tender / C = Construction  
 BIM DRAWING REFERENCE:

| SCALE      | DRAWN | REVIEWED | DATE     |
|------------|-------|----------|----------|
| AI @ 1:250 | SG    | RB       | 19.04.21 |



## Appendix E Shared Use Path Detail

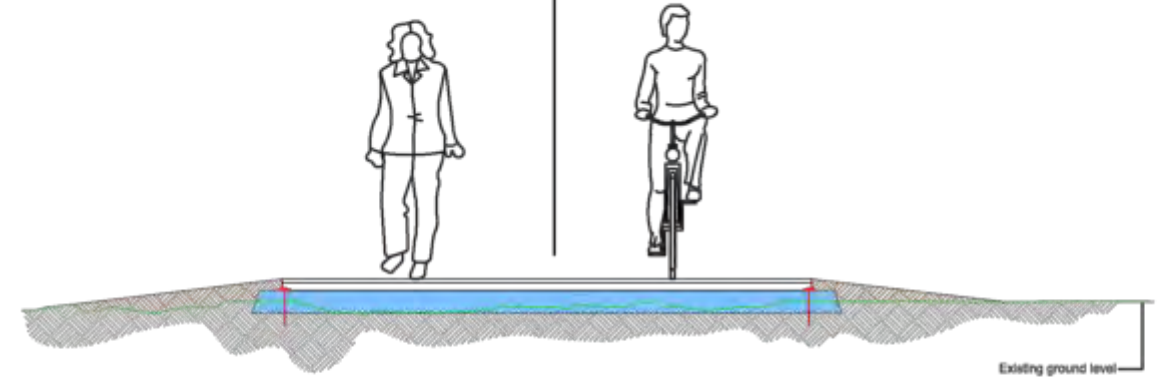


These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- Notes**
- All measurements in metres unless otherwise stated.
  - Path specification based on non-flooding location.

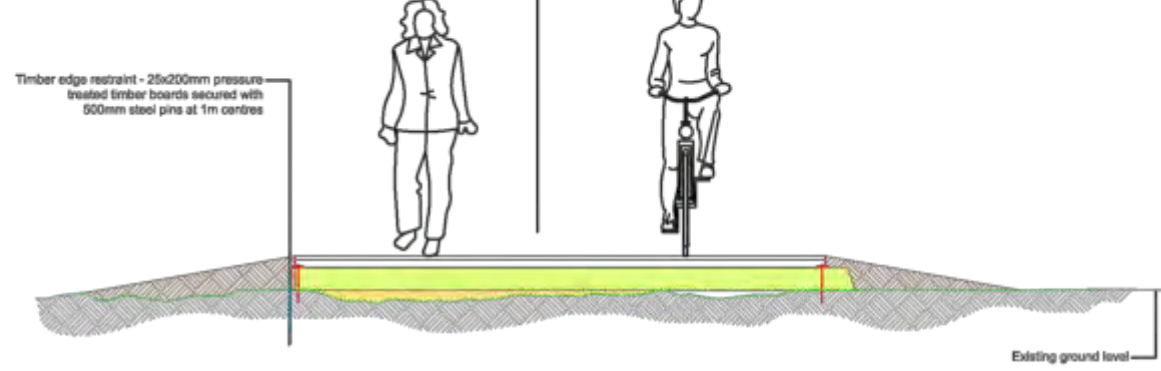
**Section 1 - Section through path construction**  
Scale 1:50

- 25mm x 3.5m SMA Wearing Course (machine laid)
- 50mm x 3.5m DBM Binder Course (machine laid)
- 75mm flexible aluminium edging strip (6005A alloy)
- Laid on 10mm concrete and pegged (250mm) to base course
- 150mm well-graded type 1 granular fill
- Geotextile separation and stabilisation membrane
- Tensile Strength 14.5kN/m such as Terram T2000
- Approved residual herbicide laid across formation (such as Glyphosate)
- 0 - 75mm (max) excavation to clear vegetation and level existing ground

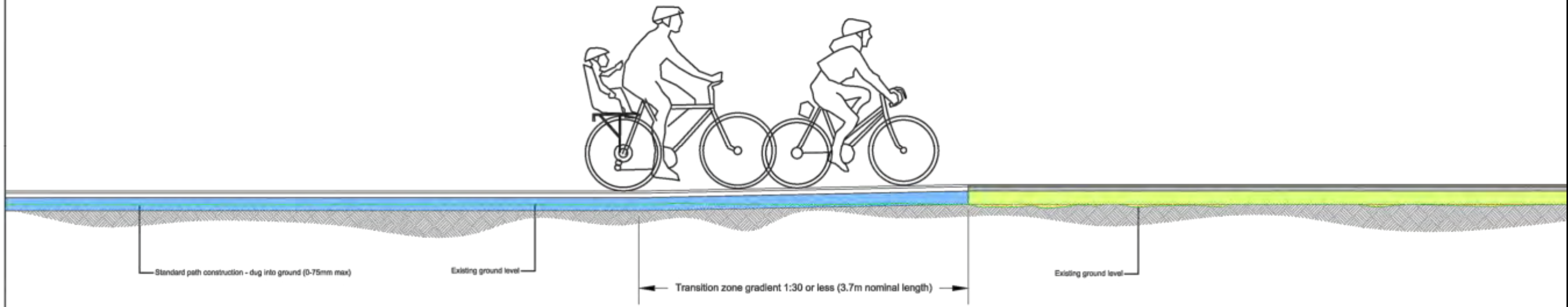


**Section 2 - Section through no dig zone path construction**  
Scale 1:50

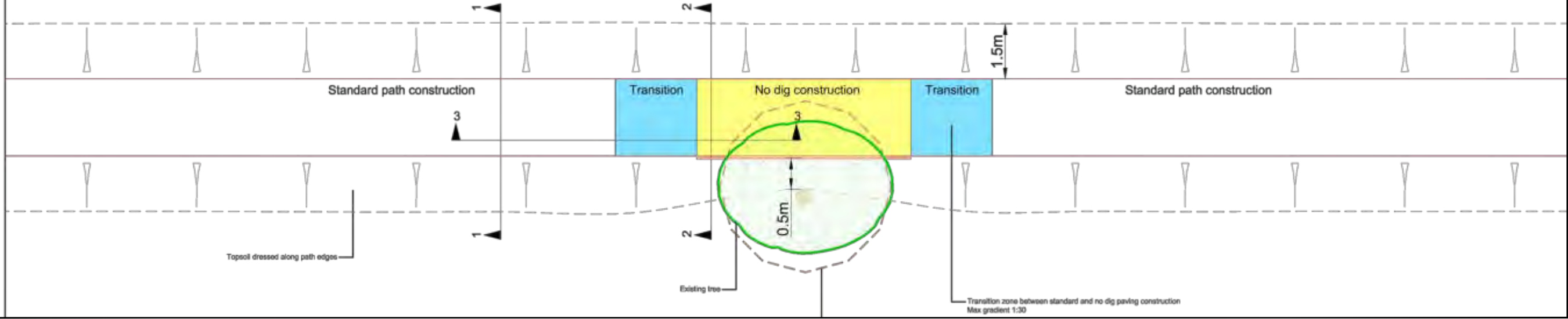
- 25mm x 3.5m SMA Wearing Course (porous & machine laid)
- 50mm x 3.5m DBM Binder Course (porous & machine laid)
- 75mm flexible aluminium edging strip (6005A alloy)
- Laid on 10mm concrete and pegged (250mm) to base course
- Permeable geotextile paving fabric
- Perforated geo-web hand filled with 20-30mm clean aggregate
- Bi-axial geo-grid (Tensar TriAx or similar)
- Hollows in existing ground level filled with clean sharp sand (max depth 150mm)
- Existing vegetation removed & approved residual herbicide laid across formation (e.g. Glyphosate)



**Section 3 - Section through transition between standard path construction and no dig zone construction**  
Scale 1:50



**Typical plan view of no dig zone path construction**  
Not to Scale



| Rev | Date | Description | Drawn | Checked |
|-----|------|-------------|-------|---------|
|-----|------|-------------|-------|---------|

50-52 Wenlock Studios  
London  
N1 7EU  
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Project  
PJA Standard Detail  
Drawing  
Shared-use Path

Client  
PJA

Drawing No.  
PJA-PM-Standard Detail-11

| Status              | Date       | Revision |
|---------------------|------------|----------|
| For Discussion Only | 21/04/2021 | -        |
| Scale at A3         | Designed   | Checked  |
| NTS                 | JMQ        | BC       |
|                     |            | Approved |
|                     |            | PJ       |

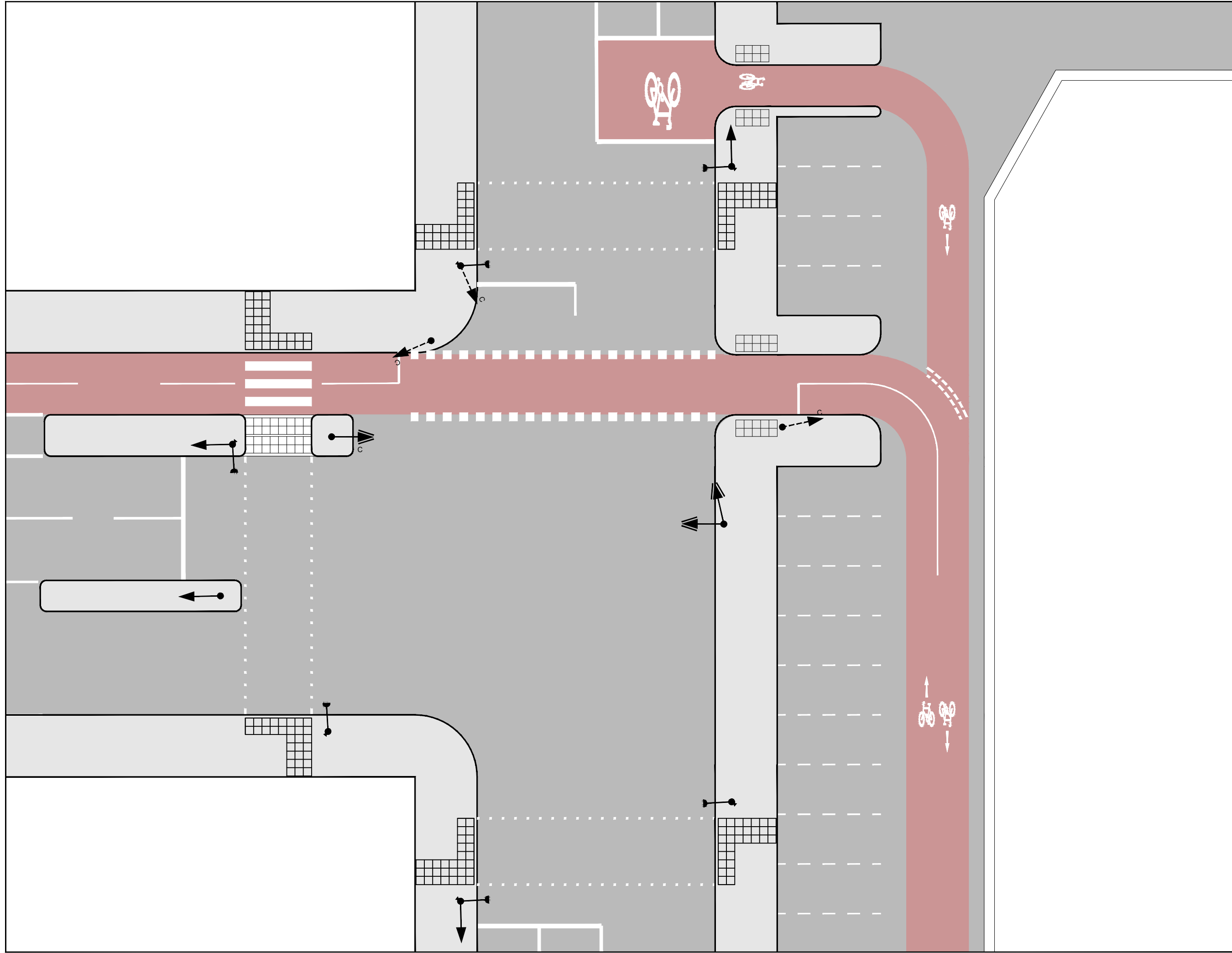
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## Appendix F     A6 Cycle Crossing Detail

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

**Notes**  
 1. All measurements in metres unless otherwise stated.



| Rev | Date | Description | Drawn | Checked |
|-----|------|-------------|-------|---------|
|     |      |             |       |         |



**Project**  
 PJA Standard Detail  
**Drawing**  
 All Red Ped Phase Junction with Two-way Cycle Track  
 Connecting Side Street and Access Road

**Client**  
 PJA  
**Drawing No.**  
 PJA-PM-Standard Detail-10  
**Status**                      **Date**                      **Revision**  
 For Discussion Only                      21/04/2021                      -  
**Scale at A3**    **Designed**    **Checked**    **Approved**  
 NTS                      JMQ                      BC                      PJ

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## Appendix C: Public Transport Strategy

## **Cotes development bus service analysis**

### **Context**

The development at Cotes is planned to provide 975 new homes and 5.5ha of employment land. A previous planning application was refused in 2014. The original decision of Charnwood Borough Council indicated that *“The proposal would not be in a location where services are readily and safely accessible by walking and cycling particularly and is not particularly well located or sufficiently accessible to support Loughborough's Priority Neighbourhoods. Taken together with doubts about the proposal's ability to deliver sufficient community facilities to achieve a genuinely mixed use development the proposal is therefore contrary to Leicestershire County Council policy, contained in the Local Transport Plan 3 which seeks to deliver new development in areas where travel distances could be minimised, and genuine, safe and high quality choices are available (or could be provided) for people to walk and cycle to services nearby.”* This wording is not an exact replication of that contained in the Leicestershire County Council advice of 4<sup>th</sup> April 2014 (published by CBC on 24<sup>th</sup> April 2014) but includes elements of the Brough Council 's planning policy position as well as the County Council's transport policy position. This correspondence confirmed that the County Council had no highwaybased objection to the proposal

Although bus services are not discussed in the reasons for refusal the role the bus has in achieving sustainable development should not be underestimated. The previous application provided a comprehensive analysis of bus service options that examined the opportunities for bus services, the level of sustainable travel that this could generate and included detailed consideration of the financial position of the proposed services. This analysis updates that analysis and assesses the imperatives now placed on the County Council and bus operators through the Government's national bus strategy “bus back better”.

### **Policy Position**

The local transport plan 3 (dated 2014) remains in place within Leicestershire although dated it does offer a basis for the promotion of bus services to new development. The County Council's revised Environment Strategy 2018-2030 (approved 8<sup>th</sup> July 2020) includes specific targets to reduce the environmental impacts of travel and transport. By implication, the provision of bus services to new development will support these environmental goals by reducing less sustainable trips.

The national bus strategy ‘bus back better’ published in March 2021 has change the landscape for bus operations in England. This requires local authorities to take a far more proactive role in the development of the bus network and channelling support to it most likely through partnership working with the local transport authority. Planning gain will still be an essential requirement for providing bus services to new developments. The real challenge for developers will be to negotiate this new framework with confidence that their mode share aspirations can be met by the partnership or franchise networks and that the necessary supporting bus infrastructure requirements can be delivered.

### **Bus routes**

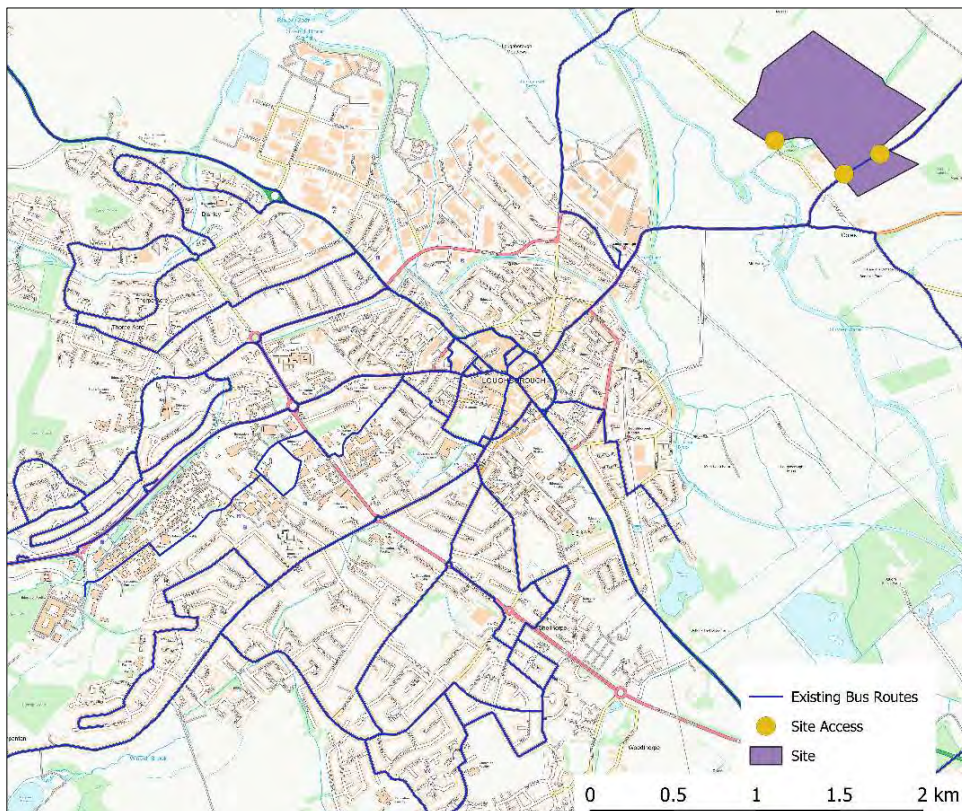
The site is well served by existing bus routes. 3 buses per hour on routes to Nottingham (route 9) and Melton Mowbray (route 8) operate along the A60 main road. Loughborough rail station is circa 1 mile

from the site is served by these routes and is the terminus for the ‘Sprint’ local town bus service to the University campus.

**Table 1. Current Bus Routes**

| Service | Operator  | Route  | Monday to Friday |          |      | Saturday |      | Sunday  |      |
|---------|-----------|--|------------------|----------|------|----------|------|---------|------|
|         |           |  | peak             | off peak | eves | daytime  | eves | daytime | eves |
| 8       | Centrebus | Loughborough – Melton Mowbray                              | 60               | 60       | 0    | 60       | 60   | 0       | 0    |
| 9       | Kinchbus  | Loughborough – Nottingham                                  | 30               | 30       | 60   | 30       | 60   | 60      | 0    |
| Sprint  | Kinchbus  | Station – Town Centre – University (university terms only) | 20               | 20       | 30   | 20/15    | 30   | 0       | 0    |

**Figure 1. Current Bus Routes**



**Bus Service Proposals**

The previous application’s detailed consideration of bus route options included a detailed assessment of both the demand for bus services and the fare income and costs that would result. These assessments have been updated and a phased approach to deployment of bus services is recommended as the development builds out.

The initial development phase should avail itself of the existing bus services providing 3 buses per hour at no direct cost to the development on Monday to Saturdays.

A diversion into the site will be considered when the masterplan layout is finalised with the Stagecoach Buses and CIHT guides on 'Buses in Development' being used to inform the masterplan development. A mobility hub either within the site or at the main A60 site entrance is recommended to facilitate multi-modal travel options.

A Sunday operation will be considered based on the Transport Assessment analysis. We estimate a costs of £30,000 (in 2021 costs) for the operation of a town to site shuttle bus on Sundays and Bank Holidays.

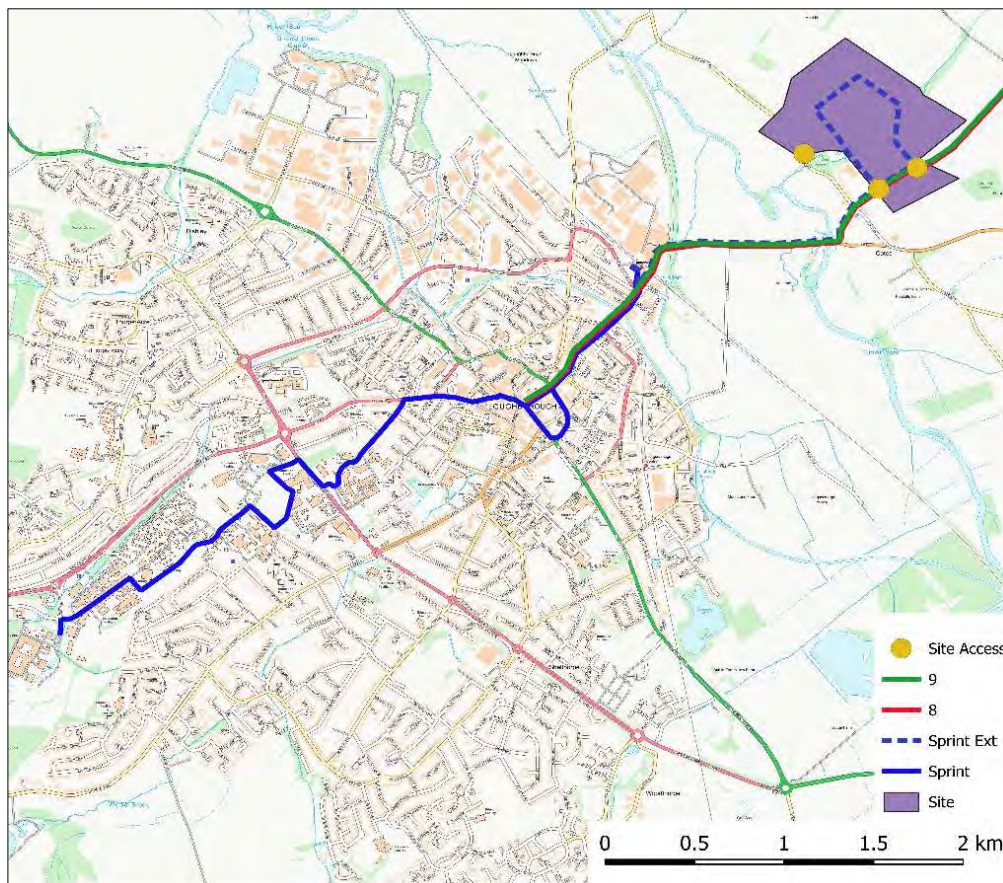
On completion of circa 1/2 of the development an enhancement to the bus service should be considered. This would need to respond the regular surveys undertaken though the Travel Plan to confirm if a further level of bus services would be necessary.

This additional level service could include either:

(i) extension of the Sprint bus to the site every 20 minutes (University terms) from the rail station. This would require 1 bus and cost circa £150,000 (in 2021 costs) inclusive of the Sundays and bank holidays service and would include a service every 30 minutes during the University vacations between the site and the town centre.

(ii) the deployment of an additional vehicle on either route 8 or route 9 to allow the chosen route to operate across the town centre to the University. This wouldn't increase the 3 bus per hour daytime frequency but would allow a greater degree of linkage between the site and the major employment location in the town. The £150,000 cost would include the Sunday and Bank Holidays Shuttle bus and an option to retain the extension during University vacations.

**Figure 2. Future Route Options**



We have also examined the potential for a Demand Responsive Service dedicated to the site. Whilst DRT is a flexible and attractive solution a number of factors suggest this to be a less tenable option for this site. The limited number of destinations within a reasonable distance of the site and the presence of a high number of fixed route buses running on the A60 indicate that a DRT service would compete for passengers against the fixed route services, often to the same destinations. A cost of up to £30 per vehicle hour of service delivered, dependent on vehicle type, is likely to put such an option at the higher end of costs with a two vehicle operation costs being in the region of £250,000 for a 'daytime' service on 7 days per week.

### Bus Service Income

The bus service income generation is proportionate to the mode share and buildout rates. The income levels are based on 2021 prices and provide an indication of the bus trips that a well-served and designed development with good access to bus services could achieve.

**Table 2. Bus Service Estimated Income (based on 2021 prices)**

| Year | Housing        |            |            | Employment |            |            | Bus Income |
|------|----------------|------------|------------|------------|------------|------------|------------|
|      | Homes Buildout | Annual Pax | Bus income | Area m2    | Annual Pax | Bus Income |            |
| 1    | 100            | 17,640     | £19,404    |            | 0          | £0         | £19,404    |
| 2    | 200            | 35,280     | £38,809    |            | 0          | £0         | £38,809    |
| 3    | 300            | 52,920     | £58,213    | 2,750      | 5,040      | £5,877     | £64,090    |
| 4    | 400            | 70,560     | £77,617    |            | 5,040      | £6,043     | £83,660    |
| 5    | 500            | 88,200     | £97,021    |            | 5,040      | £6,209     | £103,230   |
| 6    | 600            | 105,840    | £116,425   |            | 5,040      | £6,376     | £122,801   |
| 7    | 700            | 123,480    | £135,829   | 2,750      | 10,080     | £13,084    | £148,913   |
| 8    | 800            | 141,120    | £155,233   |            | 10,080     | £13,416    | £168,650   |
| 9    | 900            | 158,760    | £174,637   |            | 10,080     | £13,749    | £188,386   |
| 10   | 1000           | 176,400    | £194,041   |            | 10,080     | £14,082    | £208,123   |
| 11   | 1100           | 194,040    | £213,445   |            | 10,080     | £14,414    | £227,860   |
| 12   | 1200           | 211,680    | £232,849   |            | 10,080     | £14,747    | £247,596   |
| 13   | 1300           | 229,320    | £252,253   |            | 10,080     | £15,080    | £267,333   |
| 14   | 1400           | 246,960    | £271,657   |            | 10,080     | £15,412    | £287,070   |
| 15   | 1500           | 264,600    | £291,061   |            | 10,080     | £15,745    | £306,806   |

At this stage no detailed assessment of how this revenue would be split between services has been undertaken nor on the effect on demand of increasing the service frequencies during the development's buildout which in theory would see additional bus journeys due to the more attractive service offered.

### Recommendation



(i) The site is well served by existing bus routes that offer a good degree of connectivity to major destinations – Loughborough town centre, Nottingham and Melton Mowbray. These bus services should form the basis for the bus offer at the site.

(ii) The masterplan should carefully consider how the bus routes could enter the development and the provision of a mobility hub at a suitable location.

(iii) Based on the regular Travel Plan monitoring outcomes a potential extension of the Sprint service should be considered during the lifetime of the development's buildout.

# Appendix II SLR Report



# Charnwood Local Plan

## Transport Evidence Base Review

**Jelson Homes Limited**

Prepared by:

**SLR Consulting Limited**

SLR Project No.: 403.065113.00001

8 November 2023

Revision: 01

## Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Jelson Homes Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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## 1.0 Introduction

### 1.1 Background

SLR Consulting Limited [SLR] has been appointed by Jelson Homes Limited [Jelson Homes] to undertake a review of the transport evidence base that underpins the emerging Charnwood Local Plan.

Our review has sought to consider whether the transport work undertaken by Leicestershire County Council [LCC] in support of the Local Plan is appropriate; namely, has the work been undertaken in line with the latest Government guidance and underpinned with an ethos of “Vision and Validate”, or has it been focused on the now discredited and abandoned (except in particular circumstances) “Predict and Provide” approach which places highway mitigation, road capacity and the convenience of car drivers above all else.

**Based on our review, SLR is of the opinion that the approach is not in line with Vision and Validate.** It is fundamentally based on a Predict and Provide ethos, and is not providing a forward thinking vision and framework to shape Charnwood in a sustainable way to meet Government led Net Zero targets.

### 1.2 Structure of Report

With the above in mind, this report is structured as follows in order to set out our thoughts on behalf of Jelson Homes:

- Section Two firstly outlines what Vision and Validate is as a modern transport planning method;
- Section Three provides the policy context within which this sits;
- Section Four sets out how Vision and Validate can be applied at a plan making level to set the framework and principles for development to come forward, providing examples of where this is already being applied elsewhere in the UK;
- Section Five provides a summary of the transport approach that has instead been undertaken to support the Charnwood Local Plan, and SLR’s opinion on this;
- Section Six sets out a number of issues arising from the transport strategy; and
- Section Seven sets out some constructive thoughts on how the transport strategy could be revisited in the context of Vision and Validate.

It should be noted that the focus of our review has been on the Exam 75 Draft Transport Strategy document, with reference made to the evidence base reports sitting behind this as relevant.



## 2.0 What is Vision and Validate?

### 2.1 Introduction

Vision and Validate is a modern spatial and transport planning method. It firstly imagines the vision - or desired conditions - of a new community, then identifies placemaking and mobility interventions to help realise those conditions.

These interventions and broader policies are then validated by calculating their impact on site accessibility, mode share, carbon emissions and even public health. The validation exercise can include scenario testing for the optimal development of Local Plans and Masterplans, and is derived from an evidence base of Office for National Statistics [ONS] and National Travel Survey [NTS] data.

Vision and Validate is distinguished from the now discredited (except in particular circumstances) "Predict & Provide" approach which placed road capacity and facilitating convenience by car above all else. Adherence to a Vision and Validate approach places local living and car trip minimisation at the forefront of new settlement design, through internalising amenities in combination with virtual and active travel prioritisation.

Vision and Validate does not support a situation where future traffic demand is thought of as a demand that must be provided come what may. Research has shown that the volume of traffic is a function of available road space. It is therefore more and more important to design the local, active and public/shared travel systems, including systems to provide for 'virtual travel', to provide for accessibility demand conveniently, and to consider this across the full day.

Whilst Vision and Validate principles can be applied to schemes of all sizes, strategic developments and urban extensions are especially suited since they offer overall critical mass to make local amenities viable and hence certain journey types can be more easily contained.

### 2.2 The Features

The Vision for a new settlement might include the objectives (with quantified targets) of healthy, safe, quiet, clean, resilient, low carbon, vibrant communities, with good air quality and green spaces. This can be realised through 15-minute neighbourhood principles, provision of local amenities and street design that prioritises people rather than vehicles.

The Validate element assesses the ability of the design to achieve 'accessibility' to day to day facilities including schools, leisure facilities, shops, healthcare and other amenities via a hierarchy of modes of: virtual travel (working from home, online retail); active travel; shared travel; and finally single occupancy car travel.

An important aim of a vision-led approach is to maximise the number of trips that can be "internalised" or contained within a vibrant and resilient community which boasts numerous amenities. This helps to significantly minimise the need for single occupancy private vehicle movements, whilst enhancing social inclusion, local businesses, public health and biodiversity.

### 2.3 Summary

In summary, Vision and Validate can offer a framework for developers, local authorities and the sector as a whole to contribute to policy compliant carbon emission reductions, whilst unlocking co-benefits in terms of the local economy, biodiversity, health and wellbeing.



## 3.0 The Policy Context

There are a number of policy documents and guidance notes which now set the scene for, and endorse, the adoption of Vision and Validate as the favoured transport planning approach and to guide development coming forward in the best locations and with the best sustainable principles. Some key elements of these are briefly set out below and it is vital these are taken into account by Local Government bodies at the plan making stage.

### 3.1 Transport Decarbonisation Plan

The Department for Transport's [DfT] Transport Decarbonisation Plan, published in July 2021, sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK. With a quarter of the country's carbon emissions coming from this source – the most of any sector – significant reductions are required at local and national levels in order to realise overall net zero targets.

The plan acknowledges that Local Planning and Highways Authorities need to be supported by government to better plan for sustainable transport and develop innovative policies to reduce car dependency. Further, it advises that: *"we need to move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (sometimes referred to as 'vision and validate')"*.<sup>1</sup>

The Transport Decarbonisation Plan commits to embedding new principles across planning and transport policymaking. It supports the roll out of 15-minute neighbourhood principles which is a core element of vision-led planning to maximise accessibility within new communities on a scale where most amenities and services are within a short walk or cycle, reducing car dependency.

The plan also pledges to: *"place cycling, walking and public transport provision at the heart of local plan making and decision taking for new developments"*.<sup>2</sup>

### 3.2 Commute Zero Programme

Emanating from the Decarbonising Transport plan, the Government has also published its Commute Zero Programme, which further underlines the importance of communities offering a variety of local employment opportunities as well as shared and low carbon mobility alternatives. Five percent of all transport emissions come from this source.

### 3.3 National Planning Policy Framework

Most importantly, the National Planning Policy Framework [NPPF] sets the foundations for vision-led planning, principles which can be expected to influence the development of local plans: *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."*<sup>3</sup> It continues: *"New development should be planned for in ways that...can help to reduce greenhouse gas emissions, such*

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<sup>1</sup> <https://www.gov.uk/government/publications/transport-decarbonisation-plan> p158

<sup>2</sup> <https://www.gov.uk/government/publications/transport-decarbonisation-plan> p157

<sup>3</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2> para 105, Section 9 on Sustainable Travel





as through its location, orientation and design.”<sup>4</sup> It adds: “Planning policies and decisions should support development that makes efficient use of land, taking into account.... the scope to promote sustainable travel modes that limit future car use”<sup>5</sup>

### 3.4 Local Transport Plan Guidance

The Government is still due to publish its delayed new guidance on Local Transport Plans (LTPs). Early communications from the DfT, however, through its second LTP Guidance Bulletin in August 2022<sup>6</sup>, indicate that Quantified Carbon Reduction targets will become common metrics by which LTPs will be assessed. This is likely to strengthen the case for Local Plans which prioritise site locations and scales which are able to reduce the need to travel by co-locating homes with employment, schools, shops and leisure facilities. In turn this will create climate friendly communities which support wider decarbonisation targets, such as Leicestershire’s Net Zero Carbon 2045 Strategy.

Furthermore, it should be noted that Vision led planning was also directly referenced in the aforementioned Bulletin, which states that the “draft Local Transport Plan (LTP) guidance will embrace new best practice for transport planning, moving away from predicting future traffic growth and providing for it, in favour of a vision-led and multi-criteria approach”.

It goes on to say that “vision led approaches are about supporting transport systems to better achieve intended outcomes for people, goods, and places. By defining visions, local transport plans can accelerate local ambitions to ensure they are actively contributing to broader strategic priorities for local transport. Finally, the Bulletin also states that the guidance will “set the expectation for LTPs to have a “well-articulated, ambitious, but realistic vision”.

### 3.5 Cycling and Walking Strategy

The DfT has also published its cycling and walking strategy which aims for active travel to be the natural first choice for many journeys with half of all trips in towns and cities being cycled or walked by 2030, with expected carbon and public health benefits<sup>7</sup>.

### 3.6 Royal Town Planning Institute

Whilst not a policy document, the Royal Town Planning Institute Project “Net Zero Transport”<sup>8</sup> outlines a number of important themes that are recommended to be adopted in national and local policy, and which are therefore worth referencing for the purpose of this review. SLR Consulting was a partner (under the name of Vectos) in the research consortium for this project, which demonstrated the contribution of spatial planning and place-based solutions towards transport decarbonisation and multiple co-benefits including resilience and public health.

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<sup>4</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2> paragraph 150, Section 14 on Climate Change

<sup>5</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2> Para 124, Section 11 on Making effective use of land

<sup>6</sup> [TR010055-000818-Climate Emergency Policy and Planning \(CEPP\) - Post hearings submissions including written summaries of oral cases .pdf](https://www.planninginspectorate.gov.uk/wp-content/uploads/2022/08/TR010055-000818-Climate_Emergency_Policy_and_Planning_(CEPP)_-Post_hearings_submissions_including_written_summaries_of_oral_cases.pdf) (planninginspectorate.gov.uk)

<sup>7</sup> <https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>

<sup>8</sup> <https://www.rtpi.org.uk/media/7593/rtpi-overcoming-barriers-to-net-zero-transport-january-2021.pdf>



Some themes and recommendations from the project that are particularly important to highlight are as follows.

### **Effective Leadership**

The research of this project highlighted that<sup>9</sup> a “*perceived lack of leadership within central and local government and the development industry is a major barrier to achieving net zero transport and better placemaking. Without effective leadership, it is immensely challenging to drive forward the net zero agenda and ensure that plans, policies and decision-making prioritise measurable decarbonisation and the creation of better places.*”

It then goes on to say that a “*place-based approach to transport decarbonisation will require radical transformation of how we plan, design and use space. Many of these changes will require major adjustments to how people live their lives and move around on a daily basis. These adjustments should deliver multiple benefits to people and communities in the form of healthier, happier, more resilient communities, better access to amenities and greenspace, safer and more equitable mobility, a more resilient natural environment and a more secure future for the planet.*”

Following this the document continues that “*some of the changes required to deliver these benefits will be controversial, as they involve curtailing private vehicle movements and ensuring that alternative modes of travel are always the easier and more affordable option. This is necessary as the evidence suggests that providing viable alternatives to private vehicle use, without also making it more difficult to drive, will not achieve net zero emissions in the required timescale. It would also fail to realise the wider placemaking benefits that arise from reducing the dominance of vehicles in the public realm and from creating space for people.*”

Finally on this theme, the document states that “*difficult decisions are needed both to reach net zero and to realise its full potential for transformative change, and we will not succeed without taking them*” and that “*the political leadership needed to make those difficult decisions is currently lacking*”.

### **Public Policy Integration**

The project highlighted the lack of integration between national and local policy, together with planning and transport policy, in achieving net zero targets and the delivery of better places for people to live and work in. As a result it specifically recommended that<sup>10</sup>:

- “*...all land allocated for development (or zoned for ‘Growth’ or ‘Renewal’ in Local Plans under proposals put forward in the Planning White Paper) is subject to strict requirements for delivery of outcomes related to zero carbon transport and local living and is accompanied by an ambitious, place specific vision*”; and
- “*Place a duty on transport planning authorities to ensure that Local Transport Plans are prepared on the basis of a vision-led approach with the purpose of meeting defined carbon reduction targets, reducing trips, maximising use of active and shared modes and achieving the ultimate goal of net zero emissions from transport in the local area*”.

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<sup>9</sup> <https://www.rtpi.org.uk/media/7593/rtpi-overcoming-barriers-to-net-zero-transport-january-2021.pdf>, page 5.

<sup>10</sup> <https://www.rtpi.org.uk/media/7593/rtpi-overcoming-barriers-to-net-zero-transport-january-2021.pdf>, page 8.



## Changing Behaviour

A final theme to highlight from the RTPI project is how it identifies the<sup>11</sup> *“behavioural attachment to cars”* as *“perhaps the most intractable barrier to delivering place-based solutions to decarbonisation”*.

It goes on to reference how transport is the largest emitting sector in the UK and that there is a cultural norm associated with driving. In view of this, and *“if the decarbonisation of transport is to be a catalyst for creating healthier, happier and resilient communities”*, it concludes that *“it requires an honest discussion at national and local level over the scale of changes needed and the respective roles that government, communities and individuals need to play in reaching net zero as quickly and as equitably as possible”*.

### 3.7 Summary

In summary, the current policy framework strongly supports the vision-led approach to spatial and transport planning and is expected to do so even more in the future as net zero targets come into focus.

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<sup>11</sup> <https://www.rtpi.org.uk/media/7593/rtpi-overcoming-barriers-to-net-zero-transport-january-2021.pdf>, page 13.



## 4.0 Applying Vision and Validate at Plan Making Level

### 4.1 Introduction

As outlined in the previous section, there are therefore a combination of national level policies and priorities (supported by stakeholders across the industry) which provide the basis for applying a vision led approach in a plan making context. Indeed, it is imperative that Local Plans provide a sound and supportive framework within which development can be brought forward in line with the principles of Vision and Validate. Whilst site specific masterplans and mobility strategies will of course be developed at a later stage when individual sites come forward through a planning application, the Local Plan can set the tone and the basis on which to plan for this forward thinking approach.

Rather than simply trying to predict the vehicle trip demands associated with development and trying to make this “fit” with the local highway network (i.e. by simply providing more highway capacity to cater for cars), a Local Plan should set the vision for how the same level of development can be facilitated sustainably without a “highway mitigation first” mentality. This is the approach referenced in national policy, and this should be the “new”, “alternative”, “brave” and “bold” way to plan for development coming forward.

Indeed, this has already led to some local authorities in England formally adopting the Vision and Validate approach (also known as ‘Decide and Provide’ in some cases) into its transport planning guidance. Some examples of this are provided below as a reference point and to demonstrate the principles that can be applied at the plan-making stage.

### 4.2 Plan Level Examples

#### Somerset Council

One example to draw upon is the newly formed Somerset Council which, in 2023, published a set of principles to inform the development of its new Local Plan, new Local Transport Plan and overall approach to transport planning. The Transport and Policy Principles are intended to: *“achieve a vision-led approach to planning and ... create better places, reduce transport carbon emissions and include a move away from increasing highway capacity or private cars which until recently has been the focus of much of our transport planning activity”*<sup>12</sup>. This approach is intended to enable the aims of the council’s climate emergency declaration.

The principles, which have been provided by its Executive in July 2023, seek to ensure that there is a consistent approach by the Local Planning Authority and the Local Highway Authority regarding development proposals and their implementation. They will also help to accommodate new Quantified Carbon Reduction targets likely to feature in the new LTP guidance from the DfT.

Some of the key principles which the Executive has agreed to adopt are worth specifically highlighting as follows (where bold emphasis is shown, note this has been applied by SLR for the purpose of this report)<sup>13</sup>:

*“a. Reducing carbon emissions will be the key priority for the transport and development plans including the adoption of a transport decarbonisation pathway....”*

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<sup>12</sup><https://democracy.somerset.gov.uk/documents/s10637/Item%207%20Transport%20and%20Planning%20Policy%20Guiding%20Principles.pdf>

<sup>13</sup>

<https://democracy.somerset.gov.uk/documents/s10637/Item%207%20Transport%20and%20Planning%20Policy%20Guiding%20Principles.pdf>, pages 11 and 12.



- c. **We will adopt a vision-led ‘decide and provide’ or ‘vision and validate’ approach to new development whereby a strong vision for great places to live with a reduced need to travel is agreed.** This will involve co-locating housing and other facilities to create neighbourhoods where the natural first choice is to walk or cycle to access work, education, learning and healthcare etc.
- d. We will endorse the vision led approach to street and highway design as part of wider high quality placemaking and agree the vision and principles as set out in Appendix A for consultation with key stakeholders. Having taken into account comments received authority is given to the Service Directors in conjunction with the Executive Lead Members to adopt the vision and principles as a material planning consideration for the preparation of masterplans, pre-application advice, assessing planning applications and any other development management purposes.
- e. Subject to detailed analysis, **priority policy interventions will be related to reducing the need to travel and promoting sustainable travel** (active travel for shorter distances, e-bikes and micromobility for slightly longer distances, shared transport, bus, demand responsive transport, and rail for longer distances; and policy interventions such as parking management that aim to reduce demand for travel by private car).
- f. **We will expect developers to provide high quality active travel and public transport networks within and accessing new development areas, to ensure new development does not create significant additional congestion, rather than creating additional highway capacity for private car traffic.** We will expect developers to implement high-quality sustainable travel plans which include a wide range of measures and incentives to enable active travel.
- g. **Increasing highway capacity will only be considered as a last resort and in exceptional circumstances.** We will continue to complete highway capacity improvements that are already in the pipeline as funded schemes but **it is likely that we will not be seeking Government funding for improvements that increase capacity for private car travel beyond the current pipeline.”**

As can be seen from the above, therefore, the leadership of this local authority has made a clear endorsement of a vision led approach to frame development coming forward through its future Local Plan. It is prioritising placemaking and sustainability mobility as a principal component of how sites should come forward within the framework of its emerging Local Plan and Local Transport Plan, and is (boldly) abandoning the idea of increasing highway capacity to cater for private car traffic growth. All of this is within the context also of Somerset having its own rural travel challenges (i.e. this is not just an urban context); much in the same way as Charnwood and Leicestershire.

### **Oxfordshire County Council**

In addition to the above, Oxfordshire County Council [OCC] adopted its Local Transport and Connectivity Plan [LTCP] in July 2022, within which it states that OCC will promote the use of Decide and Provide as a preferred transport planning approach in the county. Whilst not perhaps as bold as the vision led principles being outlined by Somerset, OCC does state in Policy 36 of the LTCP that it will **“only consider road capacity schemes after all other options have been explored”**<sup>14</sup>.

Furthermore, OCC has also adopted a separate guidance document titled ‘Decide & Provide. Requirements for Transport Assessments’. Whilst this is largely focussed on detailed requirements for beyond the plan making stage, it does still reference an important point when calling for developments in forthcoming local plans for each of the district and city councils to be: *“allocated in*

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<sup>14</sup> [Local Transport and \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk), page 107



*locations where there are the best opportunities for reducing the need to travel by co-locating residential and employment uses or where exists the best opportunities for high quality active and sustainable transport improvements.”<sup>15</sup>*

### **4.3 Summary**

There is, therefore, a strong case and precedent to apply the principles of the vision and validate approach to the development of local plans, not least to align priorities for development with the decarbonisation pathway of the area concerned.

The idea should be that the Local Plan sets the principles and the “Vision” as to how development and allocated sites are expected to come forward and how they will be assessed; namely that the focus is on placemaking, reducing the need to travel and sustainable mobility first, with increases in highway capacity to facilitate development only considered as a last resort and in exceptional circumstances. Local authorities have an important opportunity to weave these principles throughout their plan making documents and set the framework to allow developments on a regional basis to contribute towards net zero targets at a national level.

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<sup>15</sup> <https://mycouncil.oxfordshire.gov.uk/ieDecisionDetails.aspx?Id=9431>



## 5.0 The Charnwood Local Plan Approach

The previous sections of this report have set out the principles of Vision and Validate, how this is supported at national policy level and how this can be applied in a plan making context (including examples from other authorities).

With this context in mind, a summary of some of the key points from the Draft Transport Strategy document (EXAM 75) for Charnwood is provided below. Following this, we outline the reasons why **SLR is of the opinion that the transport evidence base underpinning this document and the Charnwood Local Plan is not in line with the principles of Vision and Validate**. Section 6 of this report will then go on to explore this in more detail in terms of the issues arising from this approach.

### 5.1 Draft Transport Strategy

EXAM 75 sets out LCC's transport strategy for the Borough of Charnwood, with its stated objective (paragraphs 3.1.1 and 3.1.2) being to deliver a package of *"highways and transport measures"* to *"seek to mitigate so far as is reasonably possible the cumulative impacts of growth within the Borough of Charnwood"*.

As such, the strategy goes on to highlight strategies for three geographic areas in the Borough (Sour Valley Area, Loughborough / Shepshed and North of Leicester Area). Paragraph 3.4.1 states that the *"principal basis of the overall package of Local Plan/Borough wide highways and transport measures mitigation is firstly to seek to reduce overall levels of carborne trips through maximising sustainable travel opportunities, and then to seek to focus remaining traffic on the highest class and/or 'most appropriate' routes available"*.

It then goes on to state in paragraph 3.4.3 that the proposed package is focussed on three elements:

1. Enhancing sustainable transport measures across the Borough, including cycling, walking and wheeling (active travel) and passenger transport;
2. Targeted improvements to the Major Road Network (MRN); and
3. Targeted improvements to the Strategic Road Network (SRN).

Paragraph 4.1.2 of the strategy outlines that the strategy *"has been informed by the most up-to-date data and transport modelling forecasts available at the time the work was commissioned"*. Whilst not specifically referenced in the strategy, it is SLR's understanding from reviewing the wider evidence base of documents (specifically EXAM 31 and the Forecasting Report from May 2021<sup>16</sup>) that the LCC Pan Regional Transport Model Version 2 [PRTM] is what is being referred to here and is the basis on which the strategy has been developed.

Whilst the EXAM 75 strategy document goes on to state in paragraph 4.1.8 that, in identifying mitigation measures, consideration was given to *"alignment with national and local policy, in particular mode hierarchy with active modes and passenger transport measures having greater priority over measures encouraging private vehicle travel"*, paragraph 4.2.2 subsequently concludes that *"sustainable measures alone will not be sufficient to mitigate the Plan's impacts"*.

As a result of the above conclusion, the Draft Transport Strategy outlines an indicative package of sustainable transport measures, together with more detailed highway improvement measures as follows:

- **Local Cycling and Walking Infrastructure Plans [LCWIPs]**. LCC state that these are still a work in progress, with two plans being prepared for areas at Loughborough and North of Leicester that aim to provide infrastructure to increase short journeys by walking / cycling in

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<sup>16</sup> PRTMv2 Charnwood Local Plan Forecasting Report, May 2021. AECOM



line with Government targets set out in its 2017 Cycling and Walking Investment Strategy. No similar LCWIPs are currently being developed for other parts of Charnwood or the county;

- **Bus Service Improvement Plan [BSIP].** LCC state that it is due to publish its updated BSIP in autumn 2023, with this identifying opportunities for DRT potentially suitable for Charnwood, support for transition to zero-emission buses (referencing Loughborough as an area for early funding of this) and infrastructure improvements to reduce delays to bus services; and
- **MRN and SRN Targeted Highway Improvements.** Ten specific highway improvements have been highlighted as being necessary to mitigate the Local Plan development as a result of the modelling work, with concept design drawings produced for each of these.

Cost estimates for the measures have been provided in the EXAM 75 document, totalling £183 million. It is noted that £126 million is identified for cycling, walking and wheeling infrastructure, £10 million for Passenger Transport and £47 million for highway improvements. Whilst these costs are weighted towards the sustainable measures, the figures provided by LCC for those are only indicative, with more detailed costs and designs provided for the highway mitigation measures. LCC states that funding to deliver the package of measures over the lifetime of the Local Plan would be sought via public funding and private funding through developer contributions.

## 5.2 SLR's Opinion on the Transport Strategy

Based on SLR's review of the transport strategy, and importantly some of the modelling and forecasting documents sat behind this, **we are of the opinion that a "Predict and Provide" transport approach has been applied to support the Charnwood Local Plan**, despite this now being a largely discredited approach.

Whilst sustainable measures and multi-modal modelling have of course been considered during the process, the general language and theme of the body of work is through a "highways lens" that has, at its core, a focus on highway network performance and is from a car driver perspective. **Importantly, it should be noted that there is not a single reference to Vision and Validate within EXAM 31, 75 or the underlying transport evidence base.** This is extremely surprising given the policy context outlined in this report, and is a clear indication of the ethos applied.

EXAM 31 identifies how the LCC PRTM has been used to forecast the demand from the proposed homes and jobs associated with the Local Plan up to the year 2037. This is used to forecast changes in travel demand as a function of the new homes and jobs, together with assumed changes in congestion, fuel costs, public transport fares, highway infrastructure and public transport infrastructure / services. Whilst there is of course a place for such transport modelling at the plan making stage, it has not been undertaken from a position of being vision led. Instead the modelling approach taken is essentially:

- a) Predicting a future travel demand associated with the new homes and jobs (by car, public transport and active travel, **but without the important placemaking principles sat alongside these assumptions**);
- b) Reporting on the **highway network performance** associated with that as a baseline position; and
- c) Then coming up with a list of measures to "mitigate" the impact of that demand, again all reported from a network operation perspective and with a focus on peak hours (i.e. to the convenience of car drivers).

Whilst sustainable measures have been considered in the mitigation solutions, this is all with a view to understanding and reporting on how the highway network will operate and function for car drivers as a result. It is also focussed on traditional weekday peak hours, rather than the travel demands over a whole day which a vision led approach would consider, and it is important to note that the impacts of





the sustainable transport measures cannot be fully understood through the modelling method used (this is touched upon further in Section 6).



## 6.0 Issues Arising from the Transport Strategy

Based on the current transport strategy and thinking that is sat alongside the emerging Charnwood Local Plan, SLR is of the opinion that a number of key issues arise from this. These are outlined under the headers below.

### 6.1 Issue 1: A Lack of Placemaking Principles and Vision to complement a Sustainable Mobility Strategy

If we focus in on how future travel demands have been forecast (as detailed in the Charnwood Local Plan Forecasting Report, produced by AECOM in May 2021), this again provides further indication of the Predict and Provide foundation behind the strategy.

The future travel demands and trip rates have been forecast in the strategy without a suitable placemaking and mobility strategy in place to influence vehicle trip rates in the first place. As previously indicated in this report, a vision led approach is to think about getting development in the right location, at the right scale and with the right mix of uses to allow local living and 15 minute neighbourhood principles. When that is facilitated, and is sat alongside a complimentary sustainable mobility package of measures, trip generation can be internalised and minimised overall. None of those elements seem to have been considered, nor a framework set, as part of this Local Plan process and that is a missed opportunity for the Borough as it currently stands.

Indeed, linked to the above, paragraph 3.1.3 of EXAM 75 states that the “new allocations are predominantly made up of non-strategic sites and instead comprise a large number of relatively smaller developments across wider geographic areas”. More focus could and should therefore be given to sites being allocated in the best locations and at a scale that can support local living with reduced trip rates; namely, a vision led approach.

### 6.2 Issue 2: Overestimating Car Trips and Highway Mitigation Requirements

Following on from the above, and aside from the trip rates not coming from the position of a suitable placemaking and mobility strategy, SLR is also of the opinion that the population, employment and car ownership growth assumptions are providing a worst case assessment of demand and potentially overestimating impacts as a result.

Paragraph 3.2.2 of the Forecasting Report, for example, states that there is a “forecast 10 – 25% increase in population, 10 – 25% increase in employment, and a 2 – 10% increase in car ownership from 2014 to 2037 across Charnwood, Leicester, Blaby and Leicestershire”.

With regard to population growth, however, and therefore the trip rates assumed in the modelling, it is not clear whether any account has been made that the growth associated with new households will not all be “new” people to these areas and will not all necessarily be generating “new” trips. For example, it cannot simply be the case that an X% increase in houses represents X% additional trips in a direct linear relationship. Some of those new households over the plan period will of course be filled by younger people growing up and moving out of family homes in the area, for example, and so a proportion of those household trips will already be on the network and not “new”. Whilst strategic modelling cannot of course go into all finite details, these underlying assumptions regarding trip generation are important because it is that which is guiding the current “Predict and Provide” mitigation strategy.

Moving onto car ownership, questions should also be asked over whether increases of between 2 and 10% are realistic for the area based on future societal and generational changes (which we pick up on in more detail under “Issue 5”) and how this has been translated into the trip rate modelling assumptions. This is of relevance because if car ownership growth is analysed, this does not



necessarily translate into more car trips. Evidence from the recently released NTS statistics for 2022 demonstrates this by showing that car driver and passenger trips in 2022 were 23% and 31% lower respectively than levels seen in 2002, whilst the average car miles travelled by drivers and passengers over the same period has fallen by 26% and 31% respectively. A graph illustrating this is copied below from the NTS for reference.

**Figure 6-1 Trends in Car Trips and Miles Travelled in England, 2002 to 2022**

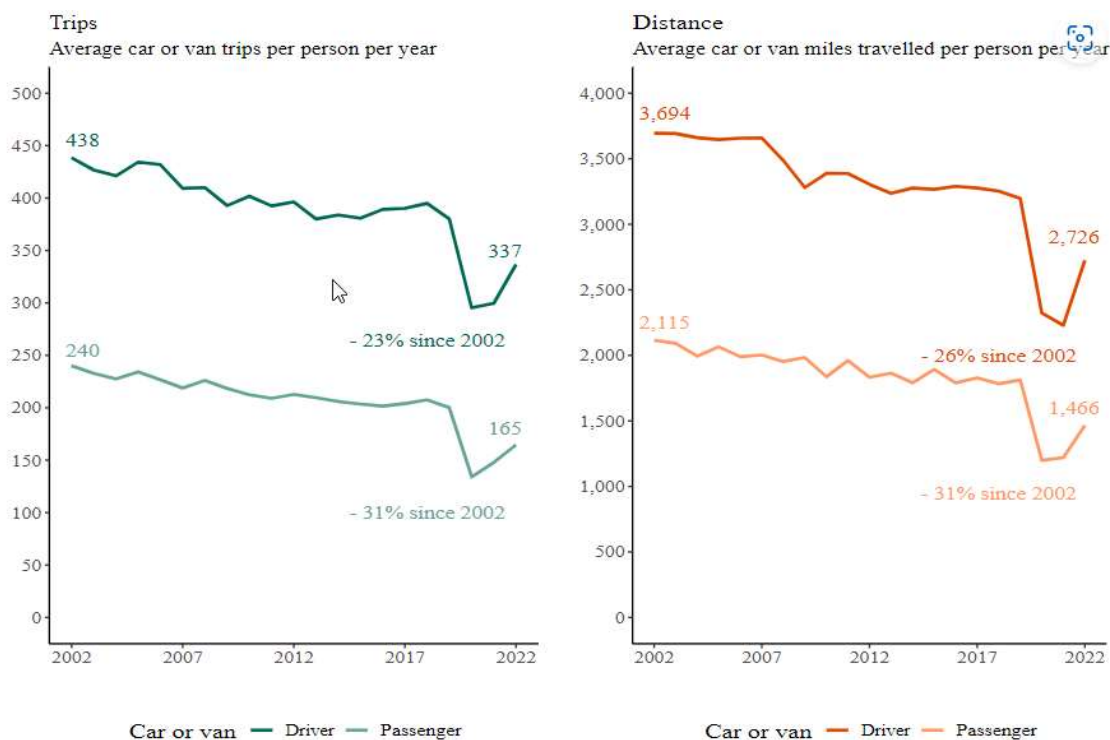


Image Source: Chart 9 from NTS0303

In summary, therefore, forecasting growth in trips over the plan period based on a function of population, houses, employment and car ownership increases should always be viewed with caution and challenged, as there should be a coherent placemaking and mobility strategy sat alongside this to facilitate the movements of those people and goods. What calls this into question further is when Paragraph 3.4.1 of the aforementioned Forecasting Report states that over the plan period **“highway mode share increases uniformly across the four geographical areas by 3-4pp. This is mode shift from public transport and active modes, which have around a 1pp and 3-4pp reduction in mode share respectively”**.

To be suggesting a mode shift away from public transport, walking and cycling is concerning in headline terms, and demonstrates a clear lack of ambition and vision with the transport strategy of the Local Plan and is a clear divergence from national and local policy requirements to meet Net Zero targets.

The combination of all these items leads to the potential that vehicle trip demands are being overestimated in the first place and, based on the current “Predict and Provide” mindset, is leading to highway mitigation measures being designed and planned for when they may not be required.



## 6.3 Issue 3: Insufficient Weight Applied to Sustainable Transport Measures

Paragraph 3.4.1. of the Draft Transport Strategy (EXAM 75) states the following:

*"The principal basis of the overall package Local Plan / Borough wide highways and transport measures mitigation is firstly to seek to reduce overall levels of carborne trips through maximising sustainable travel opportunities, and then to seek to focus remaining traffic on the highest class and / or 'most appropriate' routes available".*

SLR is of the opinion, however, that the above statement does not tally with the underlying approach of the modelling process and strategy. Whilst a wide range of sustainability measures have been considered, and it is acknowledged amount to considerable (albeit indicative) estimated costs of £126 million, these have not been considered in a Vision and Validate manner.

First, and to reiterate the point from "Issue 1", they do not seem to have been considered alongside any placemaking measures that would support local living and allow a sustainable mobility strategy to have full effect. Furthermore, total commitment has also not been given to the sustainable measures package. References are provided to 20 and 30 minute frequency bus services, for example, which (whilst these may be appropriate in some settings) is not sufficient to truly promote bus as an alternative to car travel for a high proportion of the population on a Local Plan wide scale. Whilst there are commercial challenges associated with patronage on buses (which LCC rightly reference), a truly Vision led approach would commit and set the framework for a more extensive sustainable package (including higher frequency buses) so that the Local Plan has a clear desire to minimise the need for highway mitigation.

Indeed one of the key findings that LCC draw from its draft Transport Strategy is that *"Sustainable measures alone will not be sufficient to mitigate the Plan's impacts"*<sup>17</sup>. SLR does not agree that this conclusion can be reached, as a Vision led approach would be analysing this from a placemaking and sustainable mobility perspective as previously outlined, and **only be considering highway mitigation as a last resort**. Indeed, it seems difficult to be so definitive in this conclusion about sustainable measures when the Forecasting Report produced by AECOM specifically states that in the modelling work *"some of the mitigation proposals were not included; these were mainly local active travel schemes which cannot be represented realistically in a strategic model of this nature"*<sup>18</sup>.

The above is a key point in demonstrating that the outputs of a highway led strategic modelling exercise cannot be definitive when it is not able to account for the sustainable benefits that active travel improvements would offer in supporting the Local Plan development. It is also worth noting that modelling of this nature cannot replicate the impacts of introducing **quality bus services**; it can model new routes and frequencies, but the user experience to enticing people onto passenger transport is key.

Without factoring in these points, let alone inverting the strategy to a mobility and placemaking principle first approach, LCC cannot reasonably draw definitive conclusions about highway mitigation schemes being required to support the Local Plan. As currently written, specific junction improvement schemes and detailed costs (more so than for the sustainable measures) have been developed as part of the transport strategy, all with the intention of pooling developer contributions towards these.

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<sup>17</sup> LCC Draft Transport Strategy, Paragraph 4.2.2.

<sup>18</sup> Charnwood Local Plan Forecasting Report, Paragraph 6.5.1. AECOM, 2021.



## 6.4 Issue 4: Failure to Consider Highway Mitigation as a “Last Resort”

As outlined under “Issue 3”, the Draft Transport Strategy reaches the conclusion that sustainable transport measures alone will not be sufficient to mitigate the impact of the Local Plan development. This conclusion, however, is coming from a position of:

1. Not considering sustainable mobility to its true potential, alongside placemaking principles with allocated development in locations, at a scale and with a mix of uses that facilitate local living (and maximise internal trips by sustainable modes);
2. Overestimating vehicle based demand as a result;
3. Not fully capturing the impacts within the modelling that active travel, passenger transport and behaviour change measures could have; and
4. Importantly, not coming from a vision led position where highway mitigation is being considered as a last resort (a position now starting to be adopted in other local authorities in the UK).

In light of the above, there has been no analysis provided as to what it would take to facilitate the Local Plan housing and employment growth requirements without (or at least a reduced amount of) highway mitigation measures. The strategy has looked at a list of sustainable measures (which seem comprehensive on the face of it but which lack a coherent vision led strategy as outlined) and concluded these are insufficient to mitigate the impacts on the highway network. Following this, the strategy has simply chosen to “fill the gap” in that mitigation strategy with highway infrastructure improvements.

No analysis has been provided to consider what additional sustainable measures could be provided as an alternative to the highway infrastructure improvements using the £47 million referenced for these, and no analysis seems to have been provided to consider how the strategy could change if developments were located in different locations, scale and mixes to facilitate vision led, sustainable growth. This again is a missed opportunity for the Borough as it currently stands and a missed opportunity with respect to the national policy context.

## 6.5 Issue 5: No Account of Societal and Behavioural Change

Another issue arising from the current transport strategy approach is its lack of bold thinking and leadership in an effort to influence societal change, and deliver sustainable development for the Borough of Charnwood.

The following extracts from Paragraphs 2.3 to 2.5 of the Draft Transport Strategy are referenced with this in mind:

- *“The County Council cannot ‘prevent’ growth, so unless significant changes occur in societal behaviours and expectations, there are significant limitations as to the extent to which the impacts of growth on the County’s transportation system can be mitigated in the future”;*
- *“Significant changes in people’s behaviour will be required if the impacts of growth on the County’s transportation system (and on carbon levels) are to be lessened significantly”;* and
- *“In the meantime, the best opportunity to achieve a level of mitigation is via a Local Plan led approach; Plans that are supported by robust evidence bases and with their post-adoption delivery supported by Transport Strategies that provide a basis for seeking to maximise levels of developer and Government funding towards the delivery of highways and transportation mitigation.”*



The above is a clear indication of, first, a negative view on growth and how LCC cannot “prevent” it and, second, the lost opportunity that is happening with the draft Transport Strategy and Charnwood Local Plan at this stage.

LCC, alongside its local Government partner in Charnwood Borough Council, has an opportunity to embrace growth. It also has an opportunity to show leadership and to provide a framework for pushing forward this societal change; indeed this is a key theme that emerged from the RTPi Net Zero Transport project as referenced in Section 3. Instead, however, the current strategy as written seems to be reactionary rather than proactive. It seems to be suggesting that other outside influences will need to make this societal change happen, rather than the strategy itself trying to shape this, and “*in the meantime*” it will seek to implement mitigation measures funded through developer contributions.

The key issue arising here is that without Local Government being brave enough to think differently now and provide a framework for development to come forward that adopts a Vision and Validate approach, the societal change required to shape a sustainable future will not happen. The Charnwood Local Plan and supporting transport strategy is not providing the structure to influence that societal change as currently written and is not therefore supporting Government Net Zero policy in the opinion of SLR. Indeed it will serve to have the opposite effect, with the delivery of highways schemes identified as being needed to “support” the Local Plan simply inducing more traffic and journeys by car; this is the fundamental law of demand.

## 6.6 Summary

Taking the above into consideration, SLR would summarise the following key issues associated with the Charnwood Local Plan and its supporting transport strategy:

- The underlying approach is from a Predict and Provide ethos, and is not therefore in keeping with the national policy agenda or approaches now being taken by other local authorities in England;
- There is no imagined vision of new communities in the work to date, or identified mobility and placemaking interventions to help realise that vision. As a result of this, the Local Plan is not therefore providing the framework for site allocations to come forward in the locations, of the scale and with the mix of uses which would allow travel demands to be minimised;
- Without this approach, together with some potentially worst case outlooks on forecast demand that make no account for other societal or behavioural changes that need to occur, the current strategy has the potential to overestimate vehicle based demand;
- As a result, this is potentially leading to a strategy of highway mitigation measures to alleviate perceived future travel demand problems which may not ultimately exist. Conversely, however, if those road schemes are delivered this may have the end effect of inducing car traffic that may otherwise have been avoided;
- It is not therefore a proactive, decision and policy led approach; it is a reactionary approach to anticipated issues from a strategic transport model that is largely set up to report on highway network performance; and
- Whilst transport modelling has its place in the Charnwood Local Plan process, the input parameters and assumptions that go into that modelling should be Vision led and ambitious. As it stands, worst case assumptions are being tested and mitigated for, and travel demand monitoring in many places in the UK often shows that those high traffic growth forecasts rarely become reality.

In conclusion, should the current strategy be adopted, SLR is of the opinion that it risks:



- i. Significant spend on highway schemes that simply result in increasing car based trips, rather than focusing on measures which seek to constrain this;
- ii. Inhibiting the objective of reducing surface transport carbon emissions, whilst also promoting highway infrastructure schemes that may have high levels of embodied carbon;
- iii. Requests for financial contributions towards highway schemes that impact on the viability of much needed growth;
- iv. The delivery of infrastructure that is fundamentally not needed; and
- v. Funds being diverted from interventions that may deliver more sustainable outcomes (interventions which have not yet been fully explored from a vision led basis).



## 7.0 Next Steps

In order to embrace growth in the Borough of Charnwood, SLR is of the opinion that there needs to be a positive change in the language and approach associated with the transport strategy; this starts with the values underpinning it.

Rather than focussing on the negative impacts of how development will generate car trips on a highway network (a function of its current predict and provide ethos), the strategy should be visioning how LCC can support Charnwood in **facilitating and supporting** development. It should be discussing how the movement of people and goods can be influenced in as sustainable way as possible, and in a way that minimises the need for highway mitigation. This starts with getting development in the right location and with the right facilities / services to support local living and then sustainable movement.

This is the Vision and Validate approach, which is endorsed at a national policy level as the favoured transport planning methodology which will help to meet Government Net Zero targets, and which has been championed by the RTPI in its Net Zero Transport project. Adopting this approach will importantly set the placemaking principles that need to shape the sustainable mobility strategy and set the framework within which sites in the Local Plan can come forward. Similar approaches are being taken by other local authorities, and the framework that Somerset Council is setting is a good example.

Within this vision led framework, and rather than recommencing the whole strategic modelling exercise again via the PRTM, a site validation exercise could be undertaken to independently test the trip generation and impact assumptions associated with allocated sites in the Local Plan. Indeed this could ultimately consider whether they are in the optimum location, scale and have the mix of uses to deliver sustainable growth in the borough and in a manner which is contributing to Net Zero targets.

One approach to doing this could be to:

- Use a Site Validation Tool as developed by SLR. Our tool is an evidence-based (NTS and ONS) method of calculating the carbon emissions of a development site based on its placemaking and mobility components, estimating trips contained (internalised), mode share and totalling residual external movement. It considers the proximity to neighbouring communities and amenities so that it can be used to make high level decisions on optimal site locations and the number of dwellings as part of local plan development;
- Fed into the above is a hierarchy of travel strategy, which SLR is of the view should be referenced in the Charnwood Transport Strategy in any event to frame development coming forward, and which sets the "Sustainable Accessibility and Mobility Framework"<sup>19</sup> principles as shown in the graphic below; and

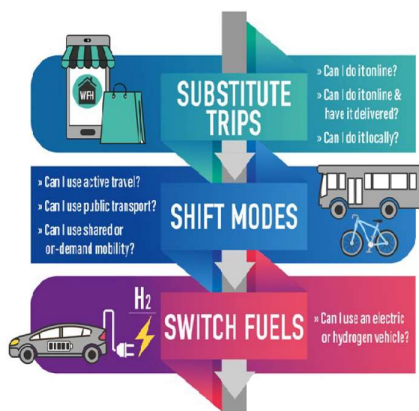
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<sup>19</sup> RTPI Research Paper, Net Zero Transport: The role of spatial planning and place-base solutions. January 2021





**Figure 7-1 Sustainable Accessibility and Mobility [SAM] Framework**



- In addition to the above, SLR is of the view that fundamental societal changes should also be built into the strategy to supporting modelling assumptions. This should account for intergenerational mindsets, which shows that “Millennials” have less interest in car ownership and use, and that shared mobility is a valued option for that generation. It should also account for behavioural change following Covid, which has impacted travel patterns for the long term (noting that NTS 2022 data shows that car trips are still below pre-Covid levels). The lack of inclusion for factors such as this demonstrate that the modelling work currently supporting the Charnwood Transport Strategy is out of date.

If the transport strategy work is ultimately updated (and independently tested) to account for the placemaking and mobility components of sites; for an appropriate hierarchy of travel; and for societal changes such as the above, this will avoid an overestimation of vehicle based trips and ensure that highway mitigation schemes are not constructed and paid for when in some cases they may not be required. Adopting such an approach would demonstrate strong, forward thinking and bold leadership for the Local Plan, and seek to ensure that a vision for sustainable movement is influencing its spatial strategy and site selection process.





Making Sustainability Happen

